

Step 1: Clarifying Aims

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

The scheme aims to improve the pedestrian environment at the junction of Camden Road and Camden Street (NW1 9LN), by implementing a new pedestrian crossing and widening two existing crossings, one at the junction and one further west on Camden Road.

There have recently been two serious accidents in the vicinity of this junction involving pedestrians, and it was noted that 83 people were gap-seeking in between cars when trying to cross Camden Road, which is dangerous and is likely to lead to accidents.

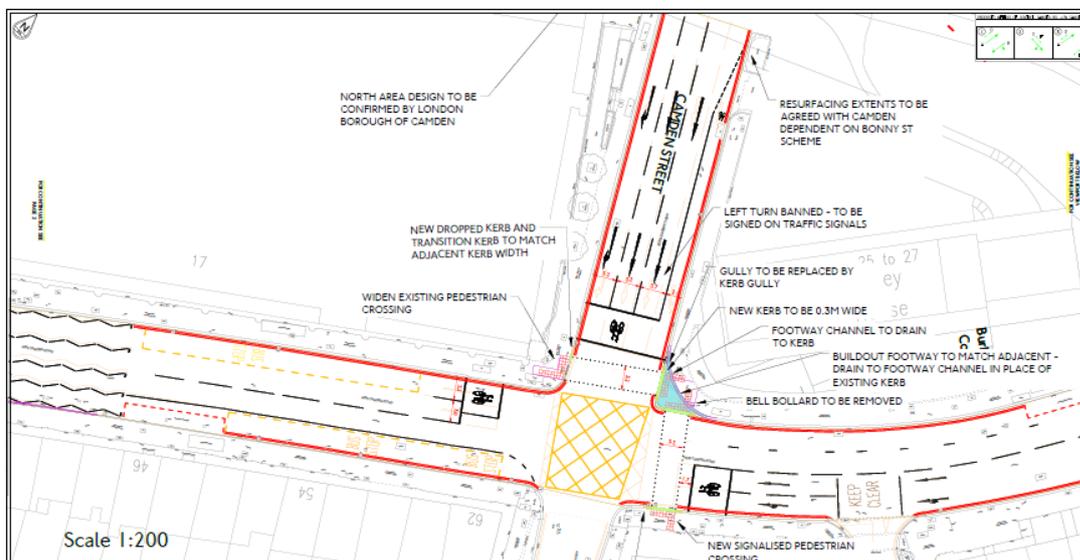
The scheme will consider existing and future pedestrian flows. Collisions rates are high at this area and evidence from Accstats indicates that there were 18 collisions between 01/11/2015 to 30/10/2018.

The project is in line and promotes the objectives of the following policies:

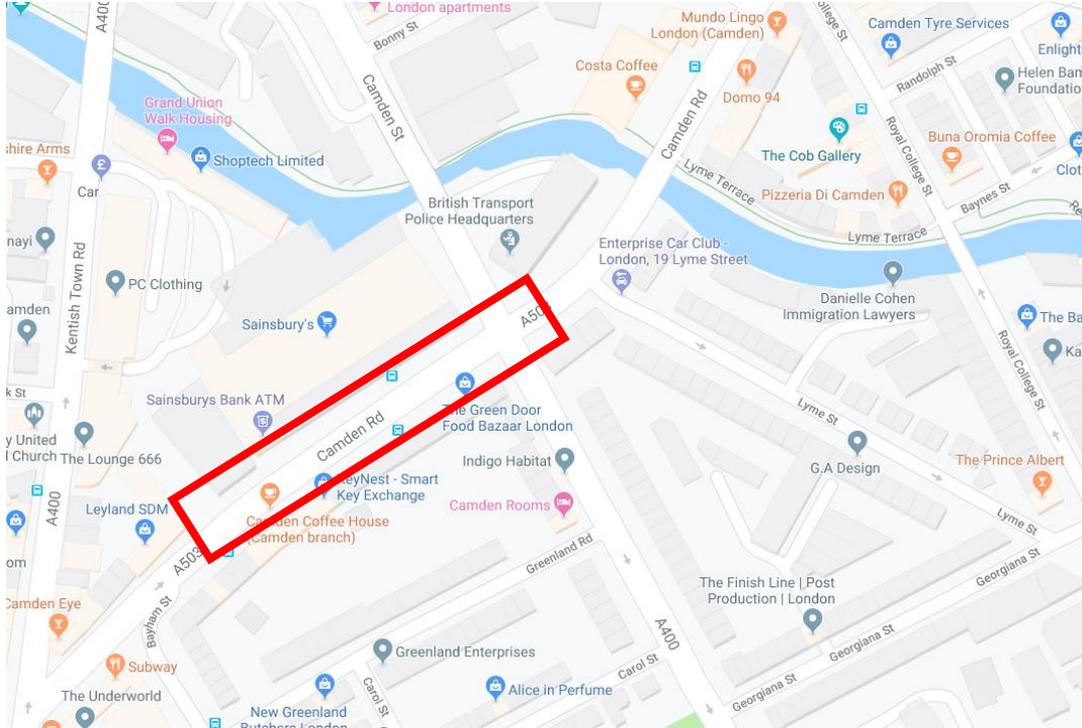
- Surface Transport Plan 2016/17: Better places to walk: creating and supporting safe, attractive, accessible streets and places that people can use, enjoy and choose to walk more. Reduced casualties: continuing the downward trend in casualties on London's roads and public transport networks.
- TfL Healthy Streets: There are 10 Healthy Streets indicators. There are 3 indicators that particularly apply to this project: Easy to cross, People feel safe, People feel relaxed
- Camden Transport Strategy: Improving journey experience, Encouraging healthy travel, Connected Camden

The main objective of this scheme is to improve the safety at the junction.

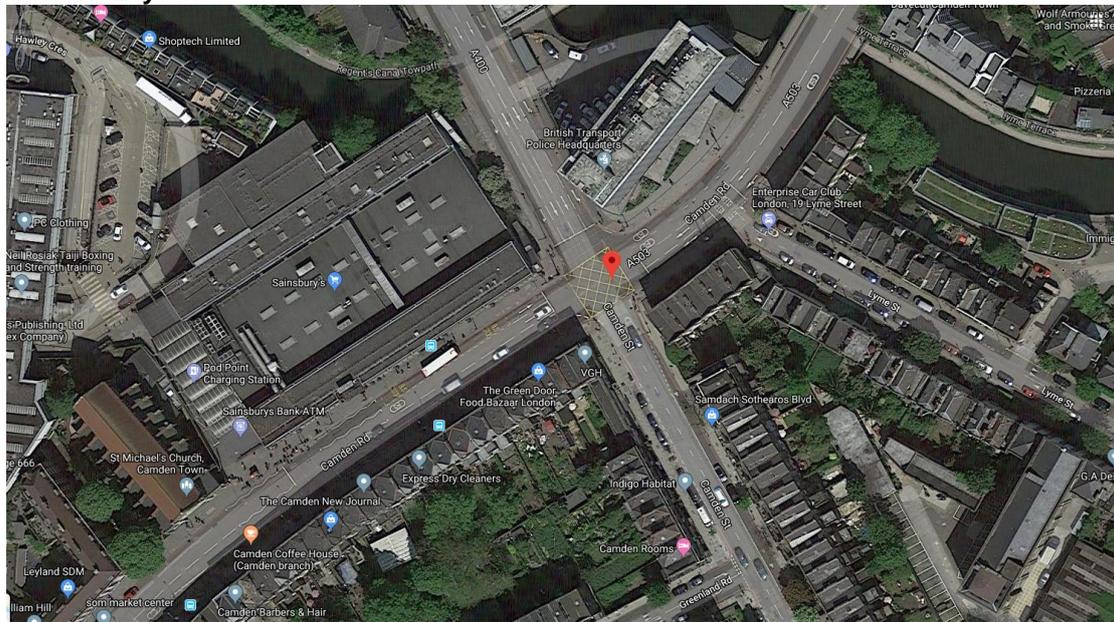
Proposed Layout



Location



Current Layout



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

Yes. It will impact on all users of the junction. These will be:

- *Road users (Drivers, Dial-A-Ride, Buses, Cyclists)
- *Non-Road users (Pedestrians)

Road Users will be affected by potential journey time increases at the junction and surrounding areas. This will also be the case during construction, as journey times may be increased if lanes are closed in order to carry out the works. The potential to ban the left turn from Camden Street into Camden Road could potentially dissatisfy drivers. The alternate route to join Camden Road will be to continue southbound on Camden Street, turn left onto Georgiana Street, and then left onto Royal College Street, from which they can re-join Camden Road.

Non-Road users will be affected during construction if we have to close footways in order to complete resurfacing works, or if we have to move crossings temporarily whilst works take place.



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 carers¹
- Gender
- Gender reassignment
- Marriage/civil partnership
- Other – refugees, low income, homeless people
- Pregnancy/maternity
- Race
- Religion or belief
- Sexual orientation

All data shown is in regards to the appropriate ward (Camden Town with Primrose Hill) from the Camden 2011 Census, unless otherwise stated.

Age

The local area data shows that 26.3% of people are 65+ and 17.9% of people are under 18. This is a higher amount than base line Londoners.

At this specific location there may be an increased proportion of young people due to the fact that there is a school close to this location.

Gender

The local area data shows that 49.8% of people are male, and 50.2% are female.

Disability including carers

The local area data shows that 14.8% of people identify as having a limiting long-term illness. There is no data available for carers.

Religion

Christian	39.9%
Buddhist	1.1%
Hindu	1.2%
Jewish	4.4%
Muslim	10.5%
Sikh	0.2%
Other religions	0.6%
No religion	32.1%
Not Stated	9.8%

At this specific location, there may be an increased proportion of Christians, due to the church that is located on Camden Road, to the west of the junction.

Pregnancy / Maternity

The local area data shows that 6.4% of households are 'Lone Parent Households', which is lower than the average for Camden and the average for London. There may be a higher proportion of parents in the area due to the school that is close to this location.

Race

The local area data shows that 26.4% of people are BAME, which is significantly lower than the average for Camden.

Sexual Orientation

There is currently no data for Camden regarding sexual orientation, but we do know from census data that 2.5% of people living in London are Gay/Lesbian/Bisexual

Gender Reassignment

There is no data available for people who have undergone gender reassignment in the local area. There is also no specific data for them available to cover London.

¹ 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



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
Age	Y	<p>Short Term (Construction Period)</p> <p>Older people may struggle with mobility, so if there is additional walking to get to a temporary crossing during construction, this may be difficult for them. Similarly, if footways are closed during construction, people may have to take longer routes.</p> <p>As per Travel in London: Understanding our Diverse Communities (2015), buses are the second most common transport method used by persons over 65+ (second to walking). This means that any possible negative impact to bus journey times will affect this group more. Older people will be less likely to mode change to avoid these impacts as they may struggle with mobility. Bus routes on Camden Road provide access to Sainsbury's, which means some older persons may also rely on buses for shopping.</p> <p>Long Term (After Completion)</p> <p>As per Travel in London: Understanding our Diverse Communities (2015), buses are the second most common transport method used by persons over 65+ (second to walking). This means that any possible negative impact to bus journey times will affect this group more. Older people will be less likely to mode change to avoid these impacts as they may struggle with mobility. Bus routes on Camden Road provide access to Sainsbury's, which means some older persons may also rely on buses for shopping.</p>
Disability including carers	Y	<p>Short Term (Construction Period)</p> <p>People with disability impairments will struggle if there is additional walking to get to a temporary crossing during construction. Similarly, if footways are closed during construction, people may have to take longer routes.</p> <p>As per Travel in London: Understanding our Diverse Communities (2015), buses are the second most common transport method used by disabled persons (second to walking). This means that any possible negative impact to bus journey times will affect this group more. Disabled people will be less likely to mode change to avoid these impacts as they may struggle with mobility. Bus routes on Camden Road</p>



		<p>provide access to Sainsbury's, which means some disabled persons may also rely on buses for shopping.</p> <p>People with visual impairments may be used to their normal route and know where they are going. They may not be aware of the construction, which could cause them distress or cause problems for their journey.</p> <p>Long Term (After Completion)</p> <p>As per Travel in London: Understanding our Diverse Communities (2015), buses are the second most common transport method used by disabled persons (second to walking). This means that any possible negative impact to bus journey times will affect this group more. Disabled people will be less likely to mode change to avoid these impacts as they may struggle with mobility. Bus routes on Camden Road provide access to Sainsbury's, which means some older persons may also rely on buses for shopping.</p> <p>People with visual impairments may not be aware of changes to the junction, which could change their route, causing distress or problems for their journey.</p>
<p>Gender</p>	<p>Y</p>	<p>Short Term (During Construction)</p> <p>Women may be more likely to use cars because they feel safer than on a bus or walking, Travel in London: Understanding our Diverse Communities (2015). Any journey time impacts that occur during construction or re-routing due to road closures will be more heavily felt by women.</p> <p>Long Term (After Completion)</p> <p>Any permanent journey time impacts will be heavily felt by women who choose to drive for the purpose of safety, which is shown in Travel in London: Understanding our Diverse Communities (2015).</p>
<p>Gender reassignment</p>	<p>Y</p>	<p>Short Term (During Construction)</p> <p>People who have undergone gender reassignment may be more likely to use cars because they feel safer than on a bus or walking, Travel in London: Understanding our Diverse Communities (2015). Any journey time impacts that occur during construction or re-routing due to road closures will be more heavily felt by people who have undergone gender reassignment.</p> <p>Long Term (After Completion)</p> <p>Any permanent journey time impacts will be heavily felt by</p>



		people who have undergone gender reassignment who choose to drive for the purpose of safety Travel in London: Understanding our Diverse Communities (2015).
Marriage/civil partnership	Y	<p>Short Term (Construction Period)</p> <p>There are no specific effects on this protected characteristic, however any married persons / persons in a civil partnership are likely to have journeys disrupted during the construction period. This could be through footway closures or accessing temporary crossings or longer journey times in vehicles.</p> <p>Long Term (After Completion)</p> <p>There are no specific effects on this protected characteristic, however any married persons / persons in a civil partnership have the potential to have journey time increases if using road traffic modes.</p>
Other – e.g. refugees, low income, homeless people	Y	<p>Short Term (Construction Period)</p> <p>As per Travel in London: Understanding our Diverse Communities (2015), buses are the second most common transport method used by people in low income households (second to walking). This means that any possible negative impact to bus journey times will affect this group more. Bus routes on Camden Road provide access to Sainsbury's, which means some people in low income households may also rely on buses for shopping.</p> <p>Long Term (After Completion)</p> <p>As per Travel in London: Understanding our Diverse Communities (2015), buses are the second most common transport method used by people in low income households (second to walking). This means that any possible negative impact to bus journey times will affect this group more. Bus routes on Camden Road provide access to Sainsbury's, which means people in low income households may also rely on buses for shopping.</p>



<p>Pregnancy/maternity</p>	<p>Y</p>	<p>Short Term (Construction Period)</p> <p>Pregnant women may have difficulty during the construction phase if footways are closed or temporary crossings are located further away. Any associated journey time impacts during the construction period may also be heavily felt by pregnant women if they use the bus or cars.</p> <p>Long Term (After Completion)</p> <p>The potential increase in journey times may affect pregnant women if they are using the bus or cars.</p>
<p>Race</p>	<p>Y</p>	<p>Short Term (Construction Period)</p> <p>As per Travel in London: Understanding our Diverse Communities (2015), buses are the second most common transport method used BAME people (second to walking). This means that any possible negative impact to bus journey times will affect this group more. Bus routes on Camden Road provide access to Sainsbury's, which means some BAME people may also rely on buses for shopping.</p> <p>Long Term (After Completion)</p> <p>As per Travel in London: Understanding our Diverse Communities (2015), buses are the second most common transport method used by BAME people (second to walking). This means that any possible negative impact to bus journey times will affect this group more. Bus routes on Camden Road provide access to Sainsbury's, which means BAME people may also rely on buses for shopping.</p>
<p>Religion or belief</p>	<p>Y</p>	<p>Short Term (Construction Period)</p> <p>There is a church on Camden Road next to the junction, so there is likely to be an increased number of Christians at this location. Therefore, they will be more heavily affected by any impacts during construction, such as walking routes being closed due to resurfacing – this may mean people cannot get to the church as easily as normal.</p> <p>Long Term (After Completion)</p> <p>If people have to drive to the church or take the bus, any journey time impacts will affect them, which may mean Christians are disproportionately affected by the scheme in comparison to other religions.</p>



<p>Sexual orientation</p>	<p>Y</p>	<p>Short Term (During Construction)</p> <p>LGB people may be more likely to use cars because they feel safer than on a bus or walking, Travel in London: Understanding our Diverse Communities (2015). Any journey time impacts that occur during construction or re-routing due to road closures will be more heavily felt by LGB people.</p> <p>Long Term (After Completion)</p> <p>Any permanent journey time impacts will be heavily felt by LGB people who choose to drive for the purpose of safety Travel in London: Understanding our Diverse Communities (2015).</p>
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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
<p>Age</p>	<p>Y</p>	<p>Long Term (After Completion)</p> <p>As per Travel in London: Understanding our Diverse Communities (2015), walking is the most common transport method used by persons over 65+. The scheme aims to resurface pavements to allow for easier walking for those with mobility issues.</p> <p>The addition of another signalised crossing will allow for a signalised route which is more direct. This reduces journey distance which will be beneficial to those elderly people with mobility issues and provide a sense of safety through the signalised crossing.</p>
<p>Disability including carers</p>	<p>Y</p>	<p>Long Term (After Completion)</p> <p>As per Travel in London: Understanding our Diverse Communities (2015), walking is the most common transport method used by disabled people. The scheme aims to resurface pavements to allow for easier walking for those with mobility issues.</p> <p>The addition of another signalised crossing will allow for a signalised route which is more direct. This reduces journey distance which will be beneficial to those disabled people with mobility issues and provide a sense of safety through the signalised crossing.</p>



Gender	Y	
Gender reassignment	Y	
Marriage/civil partnership	Y	
Other – e.g. refugees, low income, homeless people	Y	
Pregnancy/maternity	Y	<p>Long Term (After Completion)</p> <p>Pregnant women and people with small children will find it easier to use the pavements due to the resurfacing that is being done.</p> <p>Also, the implementation of a new crossing will make routes more direct and quicker, so the walking distance will be decreased.</p>



Race	Y	
Religion or belief	Y	People wishing to access St. Michael's Church will benefit from the better footway surface, as well as the new crossing which will shorten their walking distance and make for more direct routes.
Sexual orientation	Y	



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? ²	If consultation has taken place what issues were raised in relation to one or more of the protected characteristics?
St. Michaels Church	
St. Michaels CE Primary School	

² 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.



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>As a result of this assessment, we will look to consult with institutions and organisations local to the area in order to ensure their needs are met, both during construction and upon implementation.</p> <p>We will also work to ensure that our construction period causes as little disruption as possible, and all of the negative impacts above are taken into consideration. This will include the location of any temporary crossings and if we have to close footways during resurfacing.</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	Owner
Engage with local schools to ensure the needs of younger people are met.	Prior to close of consultation	
Assure access is not blocked to the church	Prior to construction	
Assure that temporary crossing locations are positioned as close as possible to the existing crossing locations.	Prior to construction	
Assure that temporary crossing locations are accessible to those who have mobility impairments.	Prior to construction	
Assure the area is well lit both during construction and upon completion to ensure people feel safe walking in the area.	Prior to construction	
Assure sufficient information is given ahead of any construction. Plans should also take into consideration people with visual impairments.	Prior to construction	

