

## F1457 AI Equality Impact Assessment (EqIA) form

<b>Programme Project (where relevant)</b>	<b>Healthy Streets portfolio</b> Improvements between Wood Lane and Notting Hill Gate
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## Step 1: Clarifying Aims

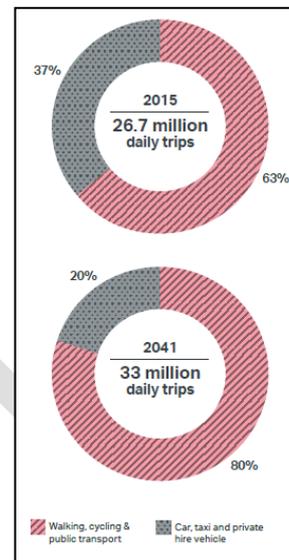
### Q1. Outline the aims/objectives/scope of this piece of work

#### Aims / objectives of the Healthy Streets 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 day<sup>1</sup>. 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"<sup>2</sup>.



##### 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

The Mayor's Cycling Action Plan<sup>3</sup> 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 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.

<sup>1</sup> Mayor's Transport Strategy (March 2018)

<sup>2</sup> A City for All Londoners (October 2016)

<sup>3</sup> Cycling Action Plan (2018)

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.

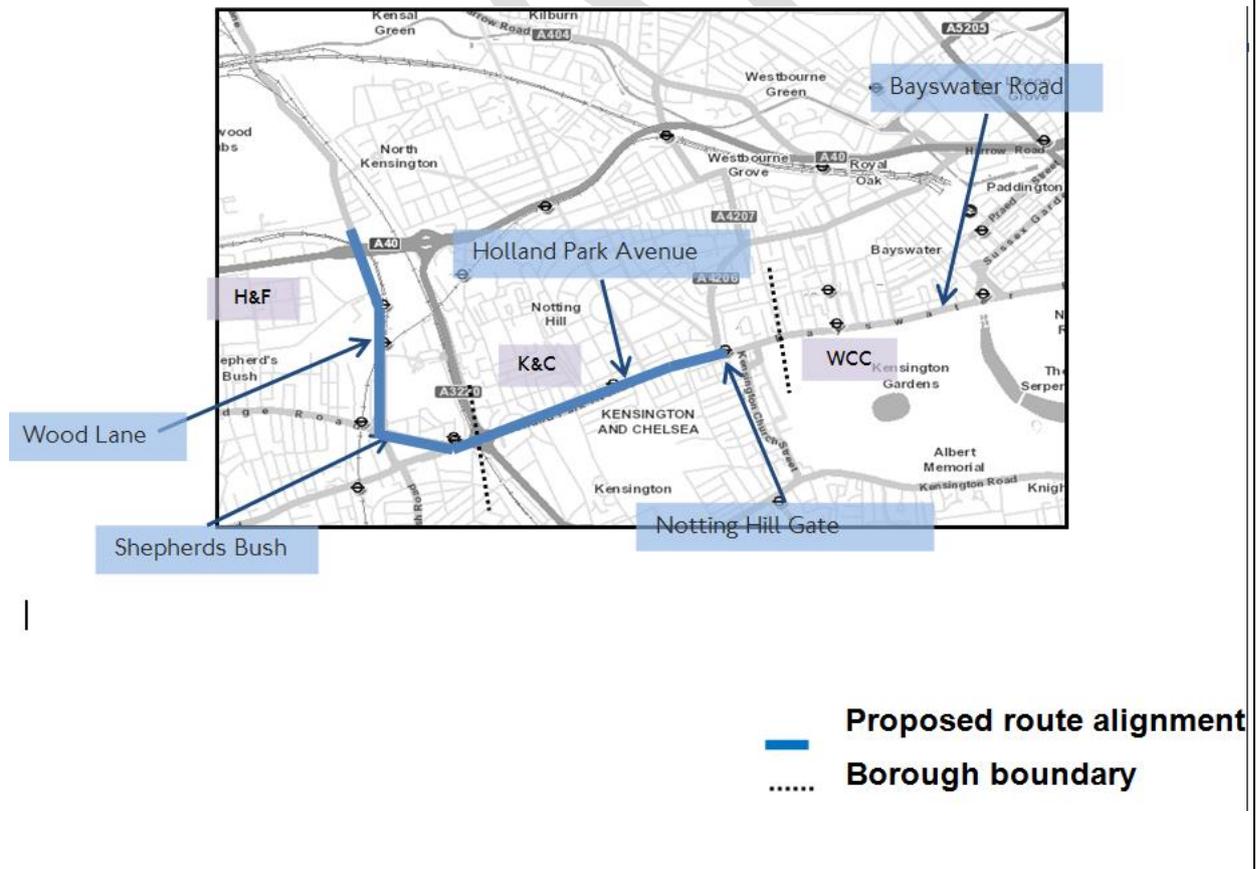
### Scope of this scheme

This scheme would provide circa 3.8km of improvements to transform neighbourhoods in West London between Wood Lane and Notting Hill Gate for walking, cycling and public transport as part of the Mayor's aim to deliver Healthy Streets. The scheme would provide a segregated two way cycle track between Wood Lane and Notting Hill Gate along Holland Park Avenue; transformation of junctions to separate cyclists from traffic; new and improved pedestrian crossings; and urban realm features. The project may require the removal of some trees to accommodate the proposals, with new trees planted where possible to achieve an overall net gain.

Despite high demand for cycling on some corridors in West London, there is currently a lack of high-quality constructed and committed cycle facilities here. There is reasonable coverage in Central, North, East and South London for cycling facilities, but much less so in West London. Existing cycle volumes in the area are high, and certain roads have high potential cycling demand. Extending the cycle network in this area would provide safer, attractive, high-capacity cycling routes in West London. The new cycle facilities would provide 7.5km of 'protected' cycle track towards the Mayor's 'tripling' commitment, with upgraded pedestrian facilities for improved safety. The scheme would also connect to a walking and cycling route currently being built alongside the A40 between Acton and Wood Lane.

A location map of the project is shown in figure 1 below.

**Image 1:** The scheme is proposed to follow an alignment along Wood Lane, Shepherds Bush, Holland Park Avenue, and finishing at Notting Hill Gate.



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

**Does the Healthy Streets programme impact on staff or customers?**

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

**How does the Healthy Streets programme impact staff or customers?**

**Staff**

Development and delivery of the schemes within the Healthy Streets 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 Hammersmith & Fulham and Royal Borough of Kensington & Chelsea, who would be responsible for the construction phase.

**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 carers<sup>4</sup>
- 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 programme

#### Travel in London: Understanding our diverse communities (Sept 2015)<sup>5</sup>

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 Healthy Streets programme includes:

#### Age

- Almost all younger Londoners, aged under 25, walk at least once a week in London (99%)
- Younger Londoner's 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 STARS<sup>6</sup> scheme and

<sup>4</sup> 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

<sup>5</sup> [http://source.tfl/pdfs/300915\\_travel\\_in\\_london\\_understanding\\_our\\_diverse\\_communities\\_v4.0.pdf](http://source.tfl/pdfs/300915_travel_in_london_understanding_our_diverse_communities_v4.0.pdf)

<sup>6</sup>TfL's accreditation scheme for schools, nurseries and colleges to encourage young Londoners to travel more actively, responsibly and safely: <https://stars.tfl.gov.uk/>



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 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. 18 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 BAME and white 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 BAME and white 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 D-E 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 D-E 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 D-E Londoners.
- Londoners in D-E 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 for a 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 and gender. Other protected characteristics are not currently recorded in this data source.

#### Strategic Cycling Analysis

The Strategic Cycling Analysis (SCA)<sup>6</sup> 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 SCA identified areas with high existing and potential demand for cycling in West London, including a key potential corridor for cycling along Notting Hill Gate, Holland Park Avenue, Shepherd's Bush Green and Wood Lane, from which the alignment for this scheme was chosen.

#### 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.

This has been taken into consideration during the design process for this scheme and the impacts are set out in step 3.

#### Consultation, engagement and feedback

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

<sup>6</sup> Strategic Cycling Analysis, TfL, June 2017 – available: <http://content.tfl.gov.uk/strategic-cycling-analysis.pdf>

### 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-West<sup>7</sup>
- 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% after<sup>8</sup>.
- TfL's London Travel Demand Survey (2016) found that there are around 8.17 million trips per average day in London that could potentially be made by bike in their entirety. This includes 62 per cent of journeys currently undertaken by motorised modes<sup>9</sup>. 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

<sup>7</sup> TfL Cycle Counts (2017)

<sup>8</sup> TfL Cycle Intercept Surveys (2017)

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



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.

### Stepped cycle tracks

Cycleways are designed in line with the London Cycling Design Standards (LCDS, 2016), which states that separation between cyclists and motorised vehicles is a key issue determining the level of service on-carriageway. Full separation is implemented in some location with the use of segregated cycle lanes or tracks, which are separated by a continuous or near-continuous physical upstand along links, usually in the form of verges or kerbed segregating islands. In locations where carriageway widths prevent introduction of physical separation, a stepped track may be used. These are vertically separated cycle tracks at an intermediate level between the footway and main carriageway, with or without a buffer. Tracks can be one-way or two-way and either with-flow or contra-flow to traffic.

Since the publication of LCDS in 2016 several sections of stepped track have been delivered on cycle routes in London, including Cycle Superhighway 7 (CS7) at Oval (2016), Kingston Mini-Holland at Portsmouth Road (2017), Quietway 14 (Q14) at Union Street (2018) and CS6 on Farringdon Road (2018). TfL is currently undertaking a study to determine cyclist behaviour when using stepped tracks to understand if this style of track is understood by road users. The results of this research will inform our future designs and design guidance.

## 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><b>Bus stop removal/ relocation</b> – 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><b>Identified project locations:</b> Changes to bus stop locations are proposed throughout this scheme, locations include: relocation of a bus stop on Wood Lane, removal of two westbound bus stops on Holland Park Avenue with a new bus stop proposed opposite Holland Park tube station, a bus stop in Notting Hill Gate would be moved closer to the tube station.</p> <p><b>Bus stop bypasses</b> – 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><b>Identified project locations:</b> BSBs are proposed at locations throughout this scheme, including at Holland Park station and Wood Lane bus stops, and in Notting Hill Gate.</p> <p><b>Bus passenger journey times</b> – Due to reallocation of road space to accommodate new cycling infrastructure and / or changes to signalised junctions, some schemes may lead to increased bus passenger journey times in some locations. The impact of this may be felt slightly more so by older or younger people as bus use is higher amongst these groups. However, slow journey times are only seen as a barrier to increased public transport use by 18 per cent of Londoners aged 65 and over.</p> <p><b>Identified project locations:</b> Indicative impacts on bus passenger journey times for this scheme are set out within the public consultation materials, which suggest a mix of benefits and negative impacts on bus journey times.</p> <p><b>Shared use</b> – New shared use is proposed on this scheme meaning that cyclists and pedestrians would share the same footway space in certain, identified areas. 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 older people who may be intimidated by the presence of cyclists due to limited mobility, hearing, sight or spatial awareness.</p> <p><b>Identified project locations:</b> Shepherd’s Bush Green in the north-west corner where</p>



		<p>the cycle track joins from Wood Lane; a shared use footway for cyclists and pedestrians across Holland Park Roundabout; and toucan crossings throughout the route, where cyclists and pedestrians can cross together. On Shepherds Bush Green there is a playground and so there is likely to be a concentration of younger people in this area who may be using this crossing.</p> <p><b>Feeling of safety</b> – There are areas of this scheme where there is reduced visibility of the cycle track, which could increase perceived danger for children or parents with children if they wish to cross the road and they are unable to see the full extent of the cycle track.</p> <p><b>Identified project locations:</b> Royal Crescent (W) junction with Holland Park Avenue; Shepherd’s Bush Green where the cycle track crosses the pedestrian footpath on the green.</p> <p><b>Narrow footways</b> – To accommodate these proposals there would, in some areas, be some reduction of pavement space. Reducing the width of a pavement can negatively impact elderly people, those with children for example in buggies. There are minimum size requirements that TfL must comply with when restructuring roads and / or footpaths.</p> <p><b>Identified project locations include:</b> Next to Westfield opposite the northbound bus stop bypass; next to Royal Crescent where the cycle track is alongside the footway; next to Depot Road southbound bus stop; on the southern footway opposite Lansdowne Road; between Aubrey Road and Campden Hill Square (east).</p>
<p>Disability including carers</p>	<p>Yes</p>	<p><b>Bus stop removal/ relocation</b> – 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><b>Identified project locations:</b> Changes to bus stop locations are proposed throughout this scheme, locations include: relocation of a bus stop on Wood Lane, removal of two westbound bus stops on Holland Park Avenue with a new bus stop proposed opposite Holland Park tube station, a bus stop in Notting Hill Gate would be moved closer to the tube station.</p> <p><b>Bus stop bypasses</b> – 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><b>Identified project locations:</b> BSBs are proposed at locations throughout this scheme, including at Holland Park station and Wood Lane bus stops, and in Notting Hill Gate.</p> <p><b>Shared use</b> – 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</p>



		<p>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><b>Identified project locations:</b> Shepherd's Bush Green in the north-west corner where the cycle track joins from Wood Lane; a shared use footway for cyclists and pedestrians across Holland Park Roundabout; and toucan crossings throughout the route, where cyclists and pedestrians can cross together.</p> <p><b>Safety/feeling of safety:</b></p> <p><b>Narrow footways</b> – To accommodate these proposals there would in some areas be some reduction of pavement space. Reducing the width of a pavement can negatively impact disabled people. There are minimum size requirements that TfL must comply with when restructuring roads and / or footpaths.</p> <p><b>Identified project locations include:</b> Next to Westfield opposite the northbound bus stop bypass; next to Royal Crescent where the cycle track is alongside the footway; next to Depot Road southbound bus stop; on the southern footway opposite Lansdowne Road; between Aubrey Road and Campden Hill Square (east).</p> <p><b>Taxi rank removal</b> – Statistics show the use of private vehicles is more common than the use of public transport amongst disabled people. Therefore the removal of a taxi rank can impact accessibility and convenience for disabled people to continue their journey.</p> <p><b>Identified project locations:</b> To provide space for the cycle track a taxi rank is proposed to be removed from the northern side of Holland Park Avenue by Royal Crescent, opposite the Hilton Hotel. Usage surveys show the rank has low usage, with 18 vehicles using the rank within a four day survey period in June 2018.</p>
Gender	Yes	<p><b>Bus stop removal/ relocation</b> – 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><b>Identified project locations:</b> Changes to bus stop locations are proposed throughout this scheme, including: relocation of a bus stop on Wood Lane, removal of two westbound bus stops on Holland Park Avenue with a new bus stop proposed opposite Holland Park tube station, a bus stop in Notting Hill Gate would be moved closer to the tube station.</p> <p><b>Bus passenger journey times</b> – Due to reallocation of road space to accommodate new cycling infrastructure and / or changes to signalised junctions, some schemes may lead to increased bus passenger journey times in some locations. The impact of this may be felt slightly more so by women as bus use is higher than men.</p> <p><b>Identified project locations:</b> Indicative impacts on bus passenger journey times for this scheme are set out within the public consultation materials, which suggest a mix of benefits and negative impacts on bus journey times.</p>
Gender reassignment	Yes	<p><b>Bus stop removal/ relocation</b> – 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</p>



		<p>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><b>Identified project locations:</b> Changes to bus stop locations are proposed throughout this scheme, including: relocation of a bus stop on Wood Lane, removal of two westbound bus stops on Holland Park Avenue with a new bus stop proposed opposite Holland Park tube station, a bus stop in Notting Hill Gate would be moved closer to the tube station.</p>
Marriage/civil partnership	No	This scheme does not propose any changes to the existing highway that would positively 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 within this protected characteristic.
Pregnancy/maternity	Yes	<p><b>Bus stop removal/ relocation</b> – 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><b>Identified project locations:</b> Changes to bus stop locations are proposed throughout this scheme, locations include: relocation of a bus stop on Wood Lane, removal of two westbound bus stops on Holland Park Avenue with a new bus stop proposed opposite Holland Park tube station, a bus stop in Notting Hill Gate would be moved closer to the tube station.</p> <p><b>Shared use</b> – 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><b>Identified project locations:</b> Shepherd's Bush Green in the north-west corner where the cycle track joins from Wood Lane; a shared use footway for cyclists and pedestrians across Holland Park Roundabout; and toucan crossings throughout the route, where cyclists and pedestrians can cross together.</p> <p><b>Bus stop bypasses</b>– 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 whom have young children or are pregnant may feel more uneasy taking this route due to the increased potential for cyclist / pedestrian</p>



		<p>interaction.</p> <p><b>Identified project locations:</b> BSBs are proposed at locations throughout this scheme, including at Holland Park station and Wood Lane bus stops, and in Notting Hill Gate.</p>
Race	Yes	<p><b>Bus stop removal/ relocation</b> – 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><b>Identified project locations:</b> Changes to bus stop locations are proposed throughout this scheme, locations include: relocation of a bus stop on Wood Lane, removal of two westbound bus stops on Holland Park Avenue with a new bus stop proposed opposite Holland Park tube station, a bus stop in Notting Hill Gate would be moved closer to the tube station.</p> <p><b>Bus passenger journey times</b> – Due to reallocation of road space to accommodate new cycling infrastructure and / or changes to signalised junctions, some schemes may lead to increased bus passenger journey times in some locations. The impact of this may be felt more so by BAME Londoners as bus use is higher among BAME Londoners and slow journey times are one of the main barriers to public transport use within this group.</p> <p><b>Identified project locations:</b> Indicative impacts on bus passenger journey times for this scheme are set out within the public consultation materials, which suggest a mix of benefits and negative impacts on bus journey times.</p>
Religion or belief	No	<p>This scheme does not propose any changes to the existing highway that would negatively impact people due to their religion or belief.</p>
Sexual orientation	Yes	<p><b>Bus stop removal/ relocation</b> – 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><b>Identified project locations:</b> Changes to bus stop locations are proposed throughout this scheme, including: relocation of a bus stop on Wood Lane, removal of two westbound bus stops on Holland Park Avenue with a new bus stop proposed opposite Holland Park tube station, a bus stop in Notting Hill Gate would be moved closer to the tube station.</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><b>Safety / feeling of safety</b> – 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.  <b>Identified project locations:</b> a two way segregated cycle track is proposed throughout, with new and upgraded pedestrian crossing facilities throughout</p> <p><b>Improved or simplified streets or crossings</b> – 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.  <b>Identified project locations:</b> new and upgraded crossing facilities are proposed throughout the scheme.</p> <p><b>New signal technologies</b> – 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.  <b>Identified project locations:</b> to be confirmed at a later stage of design</p> <p><b>Encouraging more active travel</b> – 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 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>



<p>Disability including carers</p>	<p>Yes</p>	<p><b>Encouraging more active travel</b> – 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 aid<sup>10</sup>. Our research found that 15% of Londoners with a disability already make trips by bicycle<sup>11</sup>, 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 Cycleways in the future.</p> <p><b>Improved or simplified streets or crossings-</b> 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.  <b>Identified project locations:</b> new and upgraded crossing facilities are proposed throughout the scheme.</p> <p><b>Antisocial behaviour and crime-</b> 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 disabled people whom are more susceptible to being a victim of crime. In turn, these measures create an increased feeling of safety on local streets.  <b>Identified project locations include:</b> The scheme will undertake a lighting survey to ensure an adequate level of lighting, with no dark spots, is existing, or to be provided or improved. There are areas of this scheme that would have new infrastructure which would likely come with improved lighting and increase the feeling of safety. For example new lighting would be provided through the new facility across Holland Park Roundabout.</p> <p><b>New signal technologies</b> – New signal technologies may be introduced as part of the schemes 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 junction in real time and Pedestrian Countdown at Traffic Signals (PCaTS) to assist pedestrians with information about the remaining time to cross the road.  <b>Identified project locations:</b> to be confirmed at a later stage of design</p>
<p>Gender</p>	<p>Yes</p>	<p><b>Encouraging more active travel</b> – 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 Women are more likely than men to be</p>

<sup>10</sup>Cycling and Walking Investment Strategy, 2016, [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/512895/cycling-and-walking-investment-strategy.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/512895/cycling-and-walking-investment-strategy.pdf)

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



		<p>travelling with buggies and/or shopping, improvements to the street environment, such as more even surfaces and flush crossings, 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 Cycleways, 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. This would be complemented by supporting measures delivered by TfL and the boroughs across London such as cycle training and awareness.</p> <p><b>Antisocial behaviour and crime-</b> 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 women whom feel more vulnerable on London streets and have a higher victim rate than men.</p> <p><b>Identified project locations include:</b> The scheme will undertake a lighting survey to ensure an adequate level of lighting, with no dark spots, is existing, or to be provided or improved. There are areas of this scheme that would have new infrastructure which would likely come with improved lighting and increase the feeling of safety. For example new lighting would be provided through the new facility across Holland Park Roundabout.</p>
Gender reassignment	Yes	<p><b>Antisocial behaviour and crime-</b> 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><b>Identified project locations include:</b> The scheme will undertake a lighting survey to ensure an adequate level of lighting, with no dark spots, is existing, or to be provided or improved There are areas of this scheme that would have new infrastructure which would likely come with improved lighting and increase the feeling of safety. For example new lighting would be provided through the new facility across Holland Park Roundabout.</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><b>Antisocial behaviour and crime</b> – 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><b>Identified project locations include:</b> The scheme will undertake a lighting survey to ensure an adequate level of lighting, with no dark spots, is existing, or to be provided or improved There are areas of this scheme that would have new infrastructure which would likely come with improved lighting and increase the feeling of safety. For example new lighting would be provided through the new facility across Holland Park Roundabout. .</p>



<p>Pregnancy/maternity</p>	<p>Yes</p>	<p><b>Improved or simplified streets or crossings</b> – 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.  <b>Identified project locations:</b> new and upgraded crossing facilities are proposed throughout the scheme.</p> <p><b>Antisocial behaviour and crime</b> – 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.  <b>Identified project locations include:</b> The scheme will undertake a lighting survey to ensure an adequate level of lighting, with no dark spots, is existing, or to be provided or improved There are areas of this scheme that would have new infrastructure which would likely come with improved lighting and increase the feeling of safety. For example new lighting would be provided through the new facility across Holland Park Roundabout.</p>
<p>Race</p>	<p>Yes</p>	<p><b>Encouraging more active travel</b> – 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.      4/5 of frequent cyclists and 3/4 of infrequent cyclists are white. Asian people are particularly unlikely to cycle frequently – only 7 per cent of frequent cyclists are Asian, compared to 17 per cent of non-cyclists. There is a significant opportunity to increase cycling among those from BAME backgrounds. This is particularly the case in Ealing where 53.5% of the population are BAME. In Hammersmith and Fulham 33.7% of the population is BAME and in Kensington and Chelsea it is 30%.</p> <p><b>Safety / feeling of safety</b> – Infrastructure improvements such as segregated cycle 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 BAME people as a result.  <b>Identified project locations include:</b> Segregated cycle tracks and separation at junctions throughout the route. New or improved pedestrian crossings. Upgraded lighting and removal of street clutter.</p>



		<p><b>Antisocial behaviour and crime</b>- 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><b>Identified project locations include:</b> The scheme will undertake a lighting survey to ensure an adequate level of lighting, with no dark spots, is existing, or to be provided or improved. There are areas of this scheme that would have new infrastructure which would likely come with improved lighting and increase the feeling of safety. For example new lighting would be provided through the new facility across Holland Park Roundabout.</p> <p><b>Bus passenger journey times</b> – Some schemes may introduce changes to the road network to improve bus passenger journey times in some locations. This may include changes to the road layout, parking, additional or extended bus lanes or changes to signalised junctions. The positive impact of this may be felt more so by BAME Londoners as bus use is higher among BAME Londoners and slow journey times are one of the main barriers to public transport use within this group.</p> <p><b>Identified project locations include:</b> Improvements to some bus journey times at some times of day.</p>
<p><b>Religion or belief</b></p>	<p>No</p>	<p>This scheme does not propose any changes to the existing highway that would positively or negatively impact people due to their religion or belief.</p>
<p><b>Sexual orientation</b></p>	<p>No</p>	<p>This scheme does not propose any changes to the existing highway that would positively or negatively impact people due to their sexual orientation.</p>



## 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 six week public consultation
Groups to be consulted via public consultation	<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"> <li>• Schools</li> <li>• Religious groups</li> <li>• Health providers</li> <li>• Community groups</li> <li>• Campaign groups</li> <li>• People using public transport in the area</li> </ul>

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 – Hammersmith & Fulham, Kensington & Chelsea, Westminster City Council

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

Some of the schemes in the programme may interact with other projects internal to TfL. In these cases, some of the impacts or actions may be shared with other project delivery teams.

#### Other external projects

Some of the schemes in the programme may interact with other projects external to TfL e.g. developer works. In these cases, some of the impacts or actions may be shared with external project delivery teams. In this scheme we are already engaging with the groups listed below.

- Allies and Morrison
- Dairy Crest
- Imperial College
- St James
- Stanhope
- Vectos
- Westfield
- Thames Water
- Network Rail
- London Underground



**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><b>Bus stop bypasses</b> – ensure that bus stop bypasses adhere to TfL's <a href="#">design guidance</a>.</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><b>Bus stop removal/ relocation</b> – ensure that spacing between bus stops is not greater than 400m and that changes to bus stop locations take account of bus passenger demand and nearby origin and destination points to maintain access to local services.</p>	<p>We have tried to keep changes to a minimum but have needed to relocate or remove some bus stops in order to accommodate these proposals which offer substantial safety improvements for people cycling, along with pedestrian improvements. On Holland Park Avenue it has not been possible to achieve a maximum bus stop distance of 400m, with proposals resulting in a distance between westbound stops of 656m. Although this is above our maximum guidance of 400 metres, this change makes sure the road operates as efficiently as possible, minimising delays, providing safety and area improvements for walking and cycling, and also maintains visibility at junctions. We have tried to balance these proposals to consider all road users and communities in these areas. Where we add new shelters to bus stops these would be of the latest design, with seating provided, this would be assessed at a later stage of design.</p> <p>Bus passengers journeys to and from the stops may be improved by the increased provision of new and upgraded pedestrian crossings facilities.</p> <p>Further consultation on these proposals will continue with local groups throughout the development of this scheme.</p>	Designer / Sponsor

<p><b>Bus passenger journey times</b> – ensure that measures have been undertaken to mitigate the impact of changes to bus journey times as far as possible. This may include bus priority measures elsewhere along the route.</p>	<p>Although the relocation of bus stops may negatively impact journey times for some passengers others would benefit from faster times, and these changes have been deemed as the best option balanced against the benefits of the scheme. In these proposals there would be a new bus stop opposite Holland Park station and so would be more conveniently placed for faster interchange with the tube.</p> <p>Further consultation on these proposals will continue with local groups throughout the development of this scheme.</p>	<p>Designer / Sponsor</p>
<p><b>Shared use</b> – 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 in short sections along this route and 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><b>Safety / feeling of safety</b> – ensure the proposals do not negatively impact on people with protected characteristics' perceptions of safety</p>	<p>Road Safety Audits would be carried out at the appropriate stage of the design and implementation process to understand, assess and mitigate impacts on road safety.</p> <p>Further consultation on these proposals will continue with local groups throughout the development of this scheme.</p>	
<p><b>Pavement narrowing</b> – ensure sufficient space is provided for all pedestrians. Reduced space on the pavement could make it more congested and difficult for people with reduced mobility for example the elderly or people with buggies or wheelchairs</p>	<p>Although the pavement has been pinched in places it still meets the required standards. We have increased the width of pavements where possible and we have provided additional pavement space in other areas with higher footfall for example Wood Lane. We would declutter the footway where possible by removing some superfluous street furniture. There would be wider crossings and kerb build outs throughout the scheme, reducing crossing widths where possible. These will increase the effective pavement width which will benefit all pedestrians but in particular disabled people and people with buggys.</p>	<p>Designer/sponsor</p>



	<p>Further consultation on these proposals will continue with local groups throughout the development of this scheme.</p>	
<p><b>Taxi access</b> – ensure that changes to taxi ranks take into account usage patterns and frequency and alternative facilities are proposed if necessary. People who depend on private cars or taxis for transport may be affected by loss of a taxi rank</p>	<p>The taxi rank opposite the Hilton hotel on Holland Park Avenue would be removed in order to accommodate the new segregated cycle track. Disabled people could be adversely affected by this reduction in the number of places it is possible to get a taxi in this area. However, it will still be possible to get a taxi from the Hilton hotel on the opposite side of the road and hail a taxi where it is safe to do so. A monitoring survey carried out during summer 2018 suggest that this rank is not often used.</p> <p>Further consultation on these proposals will continue with local groups throughout the development of this scheme.</p>	<p>Designer/sponsor</p>
<p><b>Enhancing positive impacts</b> – 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 the development of this scheme.</p>	<p>Sponsor / Communications team</p>



## Step 7: Sign off

<b>Signed Off By</b>	<b>EQIA Author (Programme)</b>	
	Signature	Date
	<b>EQIA Author (Project)</b>	
	Signature	Date
	<b>EQIA Superuser</b>	
	Signature	Date
	<b>Senior accountable person</b>	
	Signature	Date
	<b>Diversity &amp; Inclusion Team Representative</b>	
	Signature	Date

