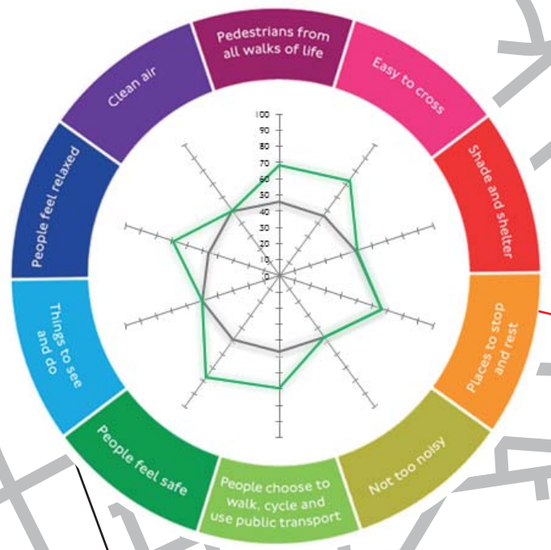
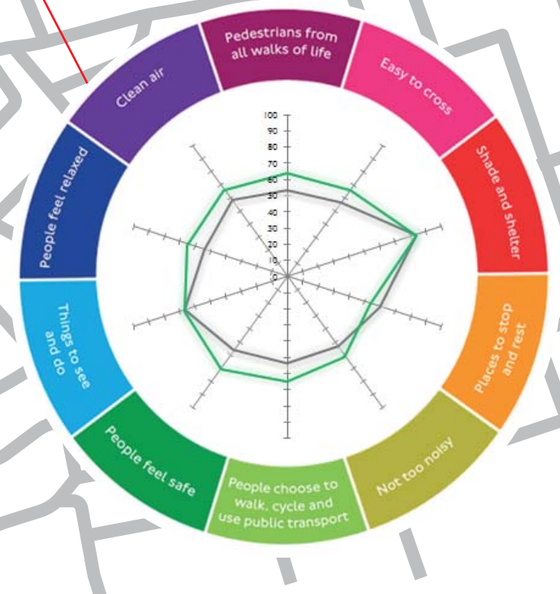
Proposed improvements between Lea Bridge and Dalston – Phase 2





Lee Valley Ice Centre

N

WALTHAM FOREST

HACKNEY

RIVER LEA

Millfields Park

Millfields Cricket Pitch

Lee Valley Park

LEA BRIDGE ROAD

HILLSTOWE STREET

CHATSWORTH ROAD

WATTISFIELD ROAD

CORNTHWAITE ROAD

UPPER CLAPTON ROAD

1

2

Brooke House Sixth Form College

Madina Mosque Trust

KENNINGHALL ROAD

Al Falah Primary School

FERRON ROAD

Baden Powell Primary School

CHARNOCK ROAD

POWELL ROAD

HEYWORTH ROAD

LOWER CLAPTON ROAD

DOWNS ROAD

Hackney Downs

QUEENSDOWN ROAD

CRICKETFIELD ROAD

CROSSWAY

SHACKLEWELL LANE

AMHURST ROAD

Stormont House Special School

DOWNS PARK ROAD

Mossbourne Community Academy

ANDRE STREET

BODNEY ROAD

FERNCLIFF ROAD

CECILIA ROAD

The Petchey Academy

Masjid Ramadan Mosque

ABERSHAM ROAD

ST MARK'S RISE

ALVINGTON CRESCENT

SANDRINGHAM ROAD

St Mark Dalston

Colvestone Primary School

Mossbourne Parkside Academy

Hackney Downs

OVERGROUND

PRINCE GEORGE ROAD

PRINCESS MAY ROAD

BARRETT'S GROVE

PELLERIN ROAD

STOKE NEWINGTON ROAD

WORDSWORTH ROAD

COWPER ROAD

HACKNEY

MATTHIAS ROAD

ISLINGTON

BOLEYN ROAD

CROSSWAY

MILDWAY ROAD

QUEEN MARGARET'S GROVE

KING HENRY'S WALK

ST JUDE STREET

KINGSBURY ROAD

KINGSLAND HIGH STREET

Dalston Kingsland

Key:

- What we are consulting on
- Consulted on 17 July to 9 Sept 2019
- 1 Lea Bridge Roundabout
- 2 Lea Bridge Road
- Before score
- After score

* Lower scores owing to tree removal. See accompanying consultation materials for details

F1457 A1 Equality Impact Assessment (EqIA) form

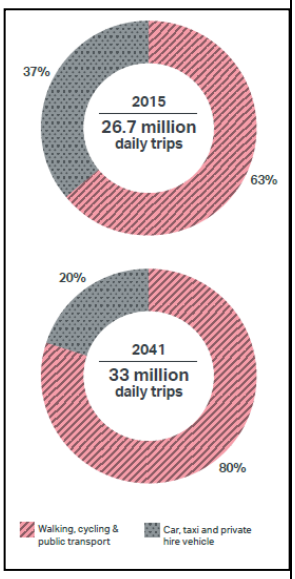
Step 1: Clarifying Aims

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

Aims / objectives of the Cycleways Programme

Strategic Context

With a population of 8.7 million, London is now larger than it has ever been and is forecast to grow to 10.8 million by 2041. This growth is expected to generate about than 6 million additional trips each day[1]. London's future must be planned around active and inter-connected lives with a new approach to reducing car dependency and increasing sustainable travel. TfL's £1.82bn Surface Transport investment in the Healthy Streets Portfolio over the next five years aims to deliver a safe, healthy, resource and space-efficient transport system through investment in walking, cycling and public transport. Cycleways fall under the £0.5bn Cycling Programme within this portfolio.



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

Healthy Streets Approach

TfL's 'Healthy Streets for London' (February 2017) announced that TfL's Business Plan would include 'double the average annual spend on cycling seen under the last Mayor, taking London's spend per head to the same levels as Denmark and the Netherlands'. In this vein, the Mayor's Transport Strategy (MTS, March, 2018) sets an ambitious target for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (currently 63 per cent). This is to be delivered under the new 'Healthy Streets Approach' with a focus on being inclusive, 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 Heathy 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

[1] Mayor's Transport Strategy (March 2018)
[2] A City for All Londoners (October 2016)

Cycleways are an exemplar of the Healthy Streets Approach and will continue to deliver these benefits going forward.

The Mayor's Inclusive London Strategy also commits TfL to 'Using inclusive design to make streets more appealing will help to make walking and cycling the obvious choice for shorter trips, and public transport the best option for longer journeys.'

Cycleways programme

The Mayor's Cycling Action Plan[3] 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. Almost nine per cent of Londoners live within 400 metres of this combined network.

TfL is now working with boroughs to deliver more than 450km of new, high-quality Cycleways across Greater London. Thee 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 Scheme

Lea Bridge to Powell Road forms part of a wider cycleway scheme from Lea Bridge to Dalston. Lea Bridge to Powell Road is a 1.0km route following the A104 (Lea Bridge Road), Lea Bridge Roundabout and Powell Road.
This route passes a number of schools, colleges, and religious places of worship. This phase should encourage more active travel by bicycle and provide a better pedestrian and urban realm experience. It seeks to minimise delays for bus passengers where possible, in line with the Mayor's Transport Strategy (MTS), the Mayor's Cycling Action Plan, Healthy Streets Approach and Vision Zero agenda.

The key objectives are as follows:

- Promote active & sustainable travel
- Improve cycle safety and conditions
- Improve road safety for pedestrians
- Improve the image and perception of cycle safety and comfort
- Improve the urban realm
- Improve Healthy Streets
- Improve the connectivity of the cycling network

A map of the proposed route for phase 1 can be found in Appendix 1 of this document.

The project scope includes designing, delivering and assessing the benefits of changes to the highway infrastructure along the route from Lea Bridge to Powell Road.

[3] Cycling Action Plan (2018)

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

Does the Cycleways programme impact on staff or customers?

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

How does the Cycleways programme impacts staff or customers?

Staff

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

Customers

A range of customers will be impacted by the schemes within the Cycleways 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.

For this scheme specifically:

- Cyclists - this scheme will provide facilities for cyclists including a segregated cycle track along Lea Bridge Road and around Lea Bridge Roundabout
- Pedestrians - will experience new public realm and reduce waiting times at Chatsworth Road junction.
- Public transport users – the scheme will offer more modes of transport for users interchanging at Clapton
- Visitors - improvements for people walking and cycling could encourage visitors to the area

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[4]
- Gender
- Gender reassignment
- Marriage/civil partnership
- Other – refugees, low income, homeless people
- Pregnancy/maternity
- Race
- Religion or belief
- Sexual orientation

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

Travel in London: Understanding our diverse communities (Sept 2015)[5]

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

Age

- Almost all younger Londoners walk at least once a week in London (99%)
- Younger Londoners are the most likely equality group to use the bus at least weekly; 7 in 10 Londoners aged under 25 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 Black Asian and Minority Ethnic (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 STAR scheme and 71 per cent of participating schools reporting that cycling increased since they participated and 86 per cent said walking has increased.

[4] 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

[5] http://source.tfl/pdfs/300915_travel_in_london_understanding_our_diverse_communities_v4.0.pdf

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 les likely than white Londoners to say that they feel safe from road accidents when walking around London at night (60 per cent BAME compared with 74 per cent white).
- There is little difference between the frequency of walking among BAME and white Londoners. Ninety-seven per cent of BAME Londoners walk at least once a week, which is very similar to white Londoners where 95 per cent walk at least once a week.
- Cycling levels of BAME Londoners and white Londoners are very similar. Eighteen per cent of BAME Londoners cycle in London at least sometimes compared to 17 per cent of white Londoners. There is also very little difference between white and BAME Londoners in frequency of cycling (at least once a week) in London (14 per cent BAME compared with 13 per cent white). There is little difference between white and BAME Londoners in their ability to ride a bike (83 per cent BAME compared with 84 per cent white).
- The same proportion of BAME Londoners and white Londoners report that they have used a Cycle Superhighway (10 per cent). BAME Londoners are more likely than white Londoners to say they will

definitely/ probably use Cycle Superhighways in the future (28 per cent BAME compared with 21 per cent). BAME Londoners are however, less likely to be aware of Cycle Superhighways: 53 per cent are aware compared to 65 per cent of white Londoners

Other – refugees, low income, homeless people

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

Sexual orientation

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

Road collision statistics (STATS 19 data)

Road collision statistics 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.

Analysis of TfL's data of casualties by age, gender and ethnicity along this proposed route during the 3 years ending September 2018 gave the results below (Tables 1 and 2).

We have also undertaken collision analyses for all roads and junctions along the route broken down by mode and severity, thus identifying the junctions with a poor safety record for vulnerable road users. The results of this can be seen in Table 3.

Table 1: Analysis of casualties along the proposed route for 36 months ending September 2018 by gender and age

Casualties by Gender and Age

Age Group	1 Male	2 Female	Total
0 to 4	0	0	0
5 to 9	3	3	6
10 to 14	1	1	2
15 to 19	3	2	5
20 to 24	6	6	12
25 to 29	7	5	12
30 to 34	10	5	15
35 to 39	7	1	8
40 to 44	4	3	7
45 to 49	4	1	5
50 to 54	2	0	2
55 to 59	3	1	4
60 to 64	0	2	2
65 to 69	1	1	2
70 to 74	1	0	1
75 to 79	0	0	0
80 to 84	1	0	1
85 to 89	0	0	0
Unknown	1	1	2
Totals	54	32	86

Table 2 : Analysis of casualties along the proposed route for 36 months ending September 2018 by ethnic origin and gender

Ethnic Origin	Male	Female	Total
1 White European	10	11	21
2 Dark European	7	1	8
3 Afro-Caribbean	8	12	20
4 Asian	7	1	8
6 Arab	2	0	2
9 Not Known	20	7	27
Totals	54	32	86

Table 3: Analysis of casualties along the proposed route for 36 months ending September 2018 by severity of the collision and mode of transport

Casualties by Severity and Mode of Transport				
	1 Fatal	2 Serious	3 Slight	Totals
1 Pedestrian	0	2	15	17
2 Pedal Cycle	1	2	17	20
3 Powered 2 Wheeler	0	1	13	14
4 Car	0	0	22	22
5 Taxi	0	0	4	4
6 Bus or Coach	0	0	9	9
Totals	1	5	80	86

Strategic Cycling Analysis

The Strategic Cycling Analysis (SCA)[6] provides a robust evidence base for identifying and prioritising locations for new investment in cycling. The SCA presents corridors and locations where current and future cycle demand (and also demand for walking and public transport) could justify future investment.

The Strategic Cycling Analysis was published in 2016 and since then 6 routes have been accelerated as a priority. Route 3 is 1 of these 6 routes.

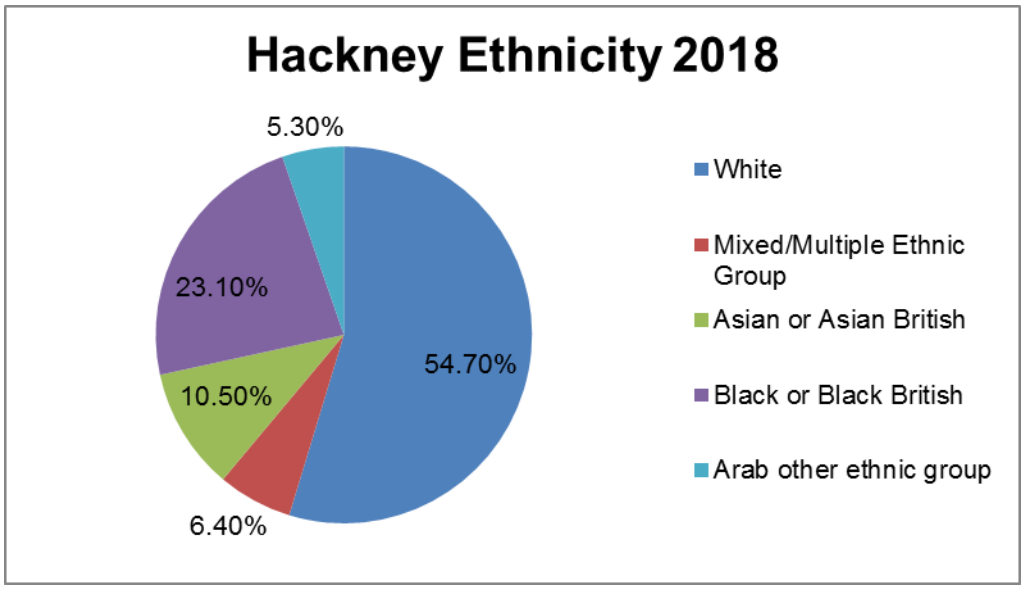
Information about the local community

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. Consideration of users with protected characteristics will be relevant to all aspects of the scheme, and extra care and attention will be paid where the scheme is in close proximity to specific amenities for example, young people near schools, partially sighted people near to an eye hospital, and older people near to a care home.

For the Cycleway between Lea Bridge and Powell Road, a number of educational establishments and places of worship have been identified. These are labelled on the proposed route map found in Appendix 1. During public consultation, the owners/lead administrators for the places listed above will be contacted and their input will be given due consideration in order to ensure we understand any potential negative impacts, maintain access and ensure that any changes to infrastructure are understood by all parties.

The improvement in cycling provision as a result of this scheme forms part of a series of measures aimed at encouraging cyclists from typically underrepresented user groups to take up cycling in London. There is a significant opportunity to increase cycling among those from BAME backgrounds. This is particularly the case in Hackney where 45% of the population are from ethnic minority groups. The breakdown of protected characteristics in LB Hackney is presented in graphs and tables below.

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



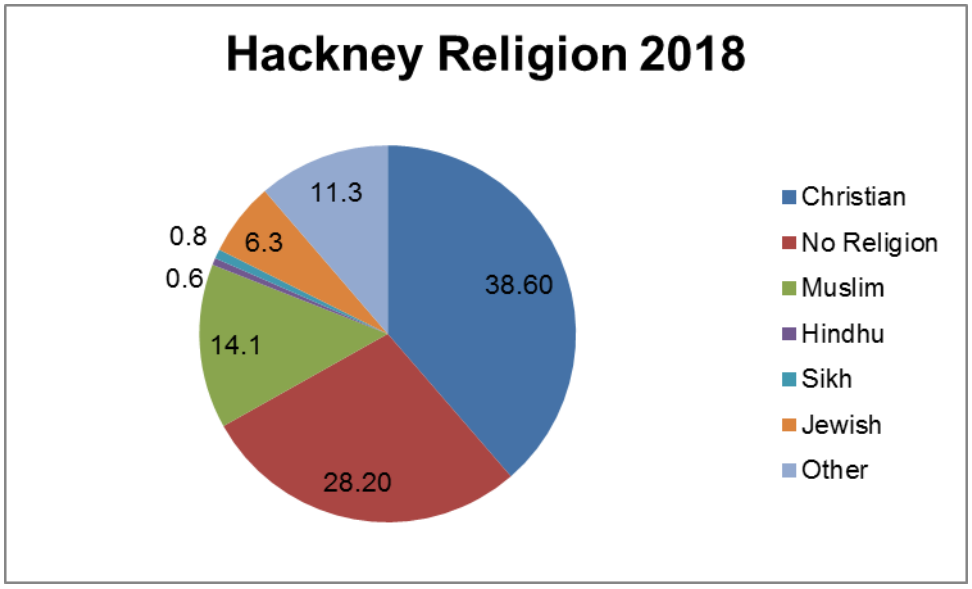


Table 5: Gender balance in LB Hackney

	Males	Females
Gender balance in LB Hackney	49.7%	50.3%

Table 6: Age balance in LB Hackney

Age bracket	% of population
0-9	14.1
10-14	5.7
15-19	4.9
20-24	5.9
25-29	11.5
30-44	31.8
45-59	15.4
60 - 74	7.4
75 and over	3.3

Table 7: Hackney Crime Figures

	2018/19		2017/18	
Number of Offences	Hackney	London	Hackney	London
Total Crimes	32,378	882,781	30,860	829,418
Theft	9,307	251,411	9,256	224,363
Violent crime	7,747	215,700	7,642	201,880
Vehicle Offences	3,659	117,055	3,034	106,819
Burglary	3,441	81,292	2,917	77,611
Criminal Damage	1,831	56,781	1,913	60,753
Public Order	1,778	49,156	1,830	48,917
Drug Offences	1,765	37,905	1,394	36,696
Robbery	1,490	34,366	1,338	32,942
Sexual Offences)	733	20,510	822	20,022
Miscellaneous	325	10,982	351	11,940
Poss. of Weapons	302	7,623	323	7,965
Homicides	6	122	6	163
Homophobic Crime	132	2,369	102	2,090
Anti-Semitic Crime	109	550	83	519
Islamophobic crime	59	2,389	75	1,667
Disability Hate Crime	4	129	13	163

Sources - https://hackney.gov.uk/article/3622/Population

Consultation, engagement and feedback

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

TfL Cycling Surveys and comparisons with similar projects

- The introduction of the East-West and North-South Cycle Superhighways in central London has 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[7]
- 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[8].
- 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[9]. By encouraging people to cycle these journeys, road space can be freed up for journeys that require use of a motor vehicle.

We plan to monitor the use of this route through regular intercept surveys.

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

[7] TfL Cycle Counts (2017)
[8] TfL Cycle Intercept Surveys (2017)
[9] Analysis of Cycling Potential 2016 (2017), available: http://content.tfl.gov.uk/analysis-of-cycling-potential-2016.pdf

TRL Trials

The design of cycling infrastructure in London has been informed by research undertaken by the Transport Research Laboratory (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 (BSBs)

In 2013, TfL introduced six bus stop bypasses 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 bus stop bypasses 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 bus stop bypasses 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 bus stop bypasses and published updated design guidance.

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

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

-Zebra crossings 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 an impairment or have a buggy / 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. In 2010, TfL and

Guide Dogs part funded a study, conducted by University College London (UCL), with one of the results being that 60mm was identified as being a detectable kerb height.

Continuous footways

Continuous footways are pavement spaces that continue over a side road without a step or change in visual design. Their aim is to establish pedestrian priority across side roads and reduce vehicles speeds when turning across them. TfL is aware of concerns that have been raised regarding the safety and visual distinction of continuous footways. As this type of footway is not typical in the UK, there have been questions raised around how drivers will behave and the risk to visually impaired pedestrians. Continuous footways have been used in schemes such as Clapham Old Town and CS7 (at Oval). TfL is currently monitoring the use of continuous footways and the results of this will inform future design proposals. We are aware from engagement with older and disabled peoples organisations, particularly those representing visually impaired people, that continuous footways are a concern. This research includes how people, including those with protected characteristics, engage with the infrastructure. This will help inform our forthcoming 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 [review and include scheme specific details where relevant]
Age	Yes	**Bus passenger journey times** – 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 among these age groups. However, while slow journey times are seen as a barrier to increased public transport use by 50 per cent of younger Londoners, only 18 per cent of Londoners aged 65 and over cite this as a main barrier. Assessment of journey time impacts for this route has been undertaken. A narrative of the modelling results, including what impacts on bus journey times may be expected, will be published on the consultation website. **Bus stop bypasses** – Where new segregated cycle tracks are proposed, bus stop bypasses (BSBs) may be considered. A BSB is when a pedestrian island sits between the cycle track and the road and requires users to cross the cycle track to access the bus stop on the island. This may increase the potential of interactions between cyclists and pedestrians. Pedestrians who are over 65 and have restricted mobility or are blind / partially sighted are more susceptible to potential cyclist / pedestrian interaction. All BSBs will have zebra crossings with tactile paving to ensure pedestrians have priority over cyclists when crossing the cycle track. **Backless bus stop bypasses -** This new type of bypass is necessary where there isn't sufficient space for the standard bus stop bypass. It conserves space by utilising the pedestrian island as part of the footway. It requires that all pedestrians cross onto and off of the pedestrian island in order to continue their journey. This may increase the potential of interactions between cyclists and pedestrians. Older pedestrians are more likely to have restricted mobility or visual impairments, making them more susceptible to potential cyclist / pedestrian interaction. Feedback from those with visual or mobility impairments suggests that additional measures are required to increase comfort and navigation. Therefore, designs include bollards, tactile paving and zebra crossings. We will also carry out guided walks, enforcement and monitoring to understand if further measures are necessary in some locations. **Identified Project Locations:** There are three BSBs proposed on the south side of Lea Bridge Road between Lea Bridge and Lea Bridge roundabout. Two of these are 'backless' BSBs. The locations where backless BSBs have been proposed are areas of low pedestrian flows. **Bus stop location** – Changing the location of bus stops will have a potentially negative impact on bus passengers of all age ranges if the distance between bus stops increases or if the location of the stop is moved away from key origin or destination points. The extent of the impact will be felt more by younger or older people who

		may be less able to walk longer distances or more reliant on the bus network for reaching their destination. 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. **Identified Project Locations:** Two bus stops are to be relocated and one removed on Kenninghall Road and Lea Bridge Road. The spacing of bus stops remains below 400m on all routes serving the area. **Construction** – During construction of new road layouts, diversions for pedestrians or bus passengers may be required. This document will be revised before construction to identify issues affecting management of construction impacts for pedestrians and bus passengers as a result of this scheme. **Parking** There are some cases along the route where private vehicle parking has been removed. Approximately 22 parking bays will be removed along the route. Currently there are no plans to open up any new parking bays in other areas along the route. **Reduced road space or banned turns for private vehicles –** To make space for new cycling infrastructure, some road space may be lost for general traffic leading to impacts on older people who may rely on private vehicles such as private hire, dial-a-ride etc. Banned turns may also be introduced to reduce traffic or address existing collision patterns. This may have an impact on the length of a journey undertaken in a private vehicle. **Identified Project Locations:** The space available for private vehicles is reduced by the extension of the westbound bus lane at Lea Bridge Roundabout. Assessment of journey time impacts for this route has been undertaken. A narrative of the modelling results, including what impacts on journey times may be expected, will be published on the consultation website. **Safety / feeling of safety** – due to increased presence / sharing with cyclists… We plan to introduce segregated cycle tracks along the southern side of Lea Bridge Road in LB Hackney. This means that pedestrians will have to cross a cycle track in addition to the road when crossing. It is expected that this will make crossing roads more difficult for older people who will now have a longer crossing distance in some places. This will be mitigated by ensuring that sufficient crossing facilities and extra time is given for pedestrians. Existing crossing facilities will be maintained and the wait time at the signalised junction of Chatsworth Road will be reduced. **Shared use** – New shared use is proposed on some schemes meaning that cyclists and pedestrians would share the same footway space. Though this infrastructure is a recognised design feature in local and national design standards such as LCDS, it may have a negative impact on people of different age groups, particularly the young or older people who may be intimidated by the presence of cyclists due to limited mobility, hearing, sight or spatial awareness. Due to this there is a risk that these people will avoid shared use locations. **Identified Project Locations:** The route passes through two locations in Millfields Park by park entrance/exit points

		which currently operate as shared use areas. The two areas of shared use are required to allow cyclists to enter/exit the park and to allow transitions from one route to another. The proposals would increase the size of those areas to connect to the new proposed paths and to accommodate more people cycling and walking in the park at those locations. The majority of the route through the park would provide separate space for walking and cycling
Disability including carers	**Yes**	**Bus passenger journey times** – 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. We know from the UDC that disabled people are more likely to use a bus. Assessment of journey time impacts for this route has been undertaken. A narrative of the modelling results, including what impacts on bus journey times may be expected, will be published on the consultation website. **Bus stop bypasses** – Where new segregated cycle tracks are proposed, bus stop bypasses (BSBs) may be considered. A BSB is when a pedestrian island sits between the cycle track and the road and requires users to cross the cycle track to access the bus stop on the island. This may increase the potential of interactions between cyclists and pedestrians. Pedestrians who have cognitive, mobility and sensory impairments are more likely to suffer from the negative effects of the increased degree of cyclist / pedestrian interaction. In addition, the amount of manoeuvrability for wheelchair users may be more restricted to accommodate the cycle track as there may be less space. All BSBs will have zebra crossings with tactile paving to ensure pedestrians have priority over cyclists when crossing the cycle track. **Backless bus stop bypasses -** This new type of bypass is necessary where there isn't sufficient space for the standard bus stop bypass. It conserves space by utilising the pedestrian island as part of the footway. It requires that all pedestrians cross onto and off of the pedestrian island in order to continue their journey. This may increase the potential of interactions between cyclists and pedestrians. Pedestrians who have cognitive, mobility and sensory impairments are more likely to suffer from the negative effects of the increased degree of cyclist / pedestrian interaction. In addition, the amount of manoeuvrability for wheelchair users may be more restricted to accommodate the cycle track as there may be less space. Feedback from those with visual or mobility impairments suggests that additional measures are required to increase comfort and navigation. Therefore, designs include bollards, tactile paving and zebra crossings. We will also carry out guided walks, enforcement and monitoring to understand if further measures are necessary in some locations. **Identified Project Locations:** There are three BSBs proposed on the south side of Lea Bridge Road between Lea Bridge and Lea Bridge roundabout. Two of these are 'backless' BSBs. The locations where backless BSBs have been proposed are areas of low pedestrian flows. **Construction** – During construction of new road layouts, diversions for pedestrians or bus passengers may be required. This document will be revised before construction to identify issues affecting management of construction impacts for pedestrians and bus passengers as a result of this scheme.

		Safety / feeling of safety – due to increased presence / sharing with cyclist We plan to introduce segregated cycle tracks along parts of Lea Bridge Road. This means that pedestrians will have to cross a cycle track in addition to the road when crossing . It is expected that this will make crossing roads more difficult for disabled people who will now have a longer crossing distance. This will be mitigated by ensuring that sufficient crossing facilities are provided for pedestrians **Continuous footways** – While continuous footways are intended to establish pedestrian priority across side roads and reduce vehicles speeds when turning across them, they may pose a negative impact to those with a visual impairment as the usual clues indicating the presence of a side road (e.g. tactile paving and dropped kerbs) would not be present. TfL is currently monitoring the use of continuous footways and gathering evidence pertaining to the protected characteristics. The results of this will inform our future design proposals. **Identified Project Locations:** There are four proposed locations at side roads on Lea Bridge Road. Two of the side roads are closed to general traffic with gates for emergency access, and two provide access to Hillstowe Street which is a no-through road. **Parking** –. There are some cases along the route where private vehicle parking has been removed. Approximately 22 parking bays will be removed along the route. Currently there are no plans to open up any new parking bays in other areas along the route. Should these be used by disabled people there could be a considerable negative impact. Currently there are no plans to open up any new parking bays in other areas along the route. **Shared use** – New shared use is proposed on some schemes meaning that cyclists and pedestrians would share the same footway space. Though this infrastructure is a recognised design feature in local and national design standards such as LCDS, it may have a negative impact on people with a disability affecting mobility, hearing, sight or spatial awareness. Due to this there is a risk that these people will avoid shared use locations. **Identified Project Locations:** The route passes through two locations in Millfields Park by park entrance/exit points which currently operate as shared use areas. The two areas of shared use are required to allow cyclists to enter/exit the park and to allow transitions from one route to another within the park. The proposals would increase the size of those areas to connect to new proposed paths and to accommodate more people cycling and walking in the park at those locations. The majority of the route through the park on new paths would provide separate space for walking and cycling. **Taxi access** – In some cases, changes to taxi access may be proposed through the relocation or removal of taxi ranks. The introduction of segregated cycle tracks between the footway and carriageway may also reduce the number of areas where taxis can pick up and drop off passengers who use wheelchairs. Disabled people could be adversely impacted by this as it may reduce the number of opportunities for hailing a taxi. Segregated cycle tracks are proposed along Lea Bridge Road. Pedestrians will be required to cross the cycle track when getting a taxi. This may limit the locations in which taxis can pick up and drop off passengers making disabled access more difficult.

Gender	Yes	Bus passenger journey times – 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 by women as bus use is higher than men. Assessment of journey time impacts for this route has been undertaken. A narrative of the modelling results, including what impacts on bus journey times may be expected, will be published on the consultation website.
Gender reassignment	No	The Cycleways programme does not propose any changes to the existing highway that would positively or negatively impact people due to gender reassignment.
Marriage/civil partnership	No	The Cycleways programme does not propose any changes to the existing highway that would positively or negatively impact people due to their sexual orientation.
Other – e.g. refugees, low income, homeless people	No	The Cycleways programme does not propose any changes to the existing highway that would positively or negatively impact people due to their income or social status.
Pregnancy/maternity	Yes	Bus stop location – Changing the location of bus stops will have a potentially negative impact on 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 extent of the impact will be felt pregnant women who may be less able to walk longer distances or more reliant on the bus network for reaching their destination. 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. **Identified Project Locations:** Two bus stops are to be relocated and one removed on Kenninghall Road and Lea Bridge Road. The spacing of bus stops remains below 400m on all routes serving the area. Shared use – New shared use is proposed on some schemes meaning that cyclists and pedestrians would share the same footway space. Though this infrastructure is a recognised design feature in local and national design standards such as LCDS, it may have a negative impact on people with reduced mobility due to pregnancy. Due to this there is a risk that these people will avoid shared use locations. **Identified Project Locations:** The route passes through two locations in Millfields Park by park entrance/exit points which currently operate as shared use areas. The two areas of shared use are required to allow cyclists to enter/exit the park and to allow transitions from one route to another. The proposals would increase the size of those areas to connect to the new proposed paths and to accommodate more people cycling and walking in the park at those locations. The majority of the route through the park would provide separate space for walking and cycling.
Race	Yes	Bus passenger journey times – 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. Assessment of journey time impacts for this route has been undertaken. A narrative of the modelling results, including what impacts on bus journey times may be expected, will be published on the consultation website.
Religion or belief	**Yes**	Places of worship – Due to changes to the road layout, there may be some negative impacts on religion or belief due to the proximity of the proposals to places of worship. Changes are proposed to Lea Bridge roundabout and Lea Bridge Road which is currently an access road to Madina Mosque Trust and a number of educational establishments. Changes include the introduction of segregated cycle tracks, and relocation of bus stops on Lea Bridge Road. Segregated cycle tracks are also proposed at Lea Bridge Roundabout. We plan to contact the Mosques and educational establishments for feedback on the proposals as part of the consultation process which will be used to inform mitigation of any negative impacts caused by the changes.
Sexual orientation	**No**	The Cycleways programme does not propose any changes to the existing highway that would positively or negatively impact people due to their sexual orientation.

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 [review and include scheme specific details where relevant]
Age	Yes	**Antisocial behaviour and crime** – As a result of a new cycle scheme, measures are put in place which can decrease the levels of crime. These measures often include improved street lighting, increased visual surveillance of streets by using more mirrors and removing any barriers or assets that limit the visibility of the streets. Implementing these measures is likely to deter people from committing crime. This is a significant positive impact to people of all ages who can be a victim of crime. In turn, these measures create an increased feeling of safety on local streets. Research has shown that older people are less likely to be a victim of crime, but more likely to be fearful. Therefore they may be likely to avoid routes which are dimly lit or lack surveillance. The improvements under this scheme could provide positive benefits in relation to antisocial behaviour and crime by creating more appealing routes for all age groups, especially the elderly. Improvements to the street environment that help prevent anti-social behaviour and reduce crime such as improvements to street lighting, removal of street clutter or urban realm improvements may be proposed as part of Cycleways schemes. These will be beneficial to all customers but will provide particular benefits to those who identify this as a key barrier to using the network The scheme intends to improve street lighting at locations where this may require improvement as part of this project. Details will be decided during further design stages. We plan improvements to the urban realm along this route, including renewal of footways, improved lighting, removal of clutter, planting of trees and development of green spaces which could include seating. A crime and disorder assessment will also be undertaken which will take into account the protected characteristics. **Bus stop facilities** – Where new bus stops and shelters are proposed, this may include new seating, shelter and/or countdown timers. These new facilities provide customers with places to stop and rest, when waiting for a bus or if passing by which will be beneficial to customers who cannot walk or stand for long periods of time. Increased information about bus services in the case of countdown timers may be particularly useful for those who do not use or have access to smart phones, for example, older people. **Safety / feeling of safety** – Infrastructure improvements such as segregated cycle tracks, new crossings, signalised junctions, reduced traffic volumes, reduced numbers of HGVs 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. Statistics show that those aged between 35 and 44 have the highest fear of crime whereas those aged between 16 and 24 are actually most likely to experience crime. By improving the feeling of safety along this route means of active travel could be improved for all age groups and especially those listed above which are impacted the most by crime/feeling of safety. This data is available here.

		The proposed design for this route includes features such as segregated cycle tracks, new and improved crossings, and improved urban realm, with the aim of improving both physical safety and perceptions of safety along the route, particularly for pedestrians and cyclists. We plan improvements to the urban realm along this route, including renewal of footways, improved lighting, removal of clutter, planting of trees and development of green spaces. The route passes directly by approximately 3 schools. The proposed changes are designed to improve safety and the feeling of safety for both cyclists and pedestrians. By tackling this barrier to cycling, it is expected that more children attending these schools will be encouraged to walk or cycle. This will help to deliver health and safety benefits. **Crossings** – Infrastructure improvements such as improved pedestrian crossings with shorter crossing distances, shorter waiting times or improved signal technologies such as pedestrian countdown, rotating cones or audible signals provide a more positive experience for people of all ages, especially younger or older people who may have slower walking speeds or be less able to walk very 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. 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 in real time and Pedestrian Countdown at Traffic Signals (PCaTS) to assist pedestrians with information about the remaining time to cross the road. We plan to introduce new crossings in order to improve safety for pedestrians and cyclists of all ages across the route. These will comprise of zebra/parallel crossings, signalised and un-signalised crossing. Older and young children may realise the greatest benefits of these improvements as older people are often less mobile and therefore a signalled crossing will provide a greater feeling of safety therefore promoting the use of the route. Young children will also benefit from these improvements as improvements are proposed at junctions close to a number of schools. This will create a safer environment at crossings for children and with an improved feeling of safety parents may be more inclined to promote active travel as a main mode of transport for travelling to and from school. **Encouraging more active travel** – A key objective of the Cycleways programme is to improve the quality and safety of our streets by implementing new or improved infrastructure. This includes measures such as improvements to crossings, addressing maintenance issues, implementing flush crossings and providing more places for people to stop and rest. As 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. Research shows cycling is most popular with people aged between 25 and 40. However, a key barrier to cycling is the lack of segregated facilities. It is anticipated that introducing a segregated cycle track will encourage cycling growth among people of a wider age range. In order to encourage people from a range of age groups to use the route, schemes provide connections to a variety of services and facilities, including local schools. Despite older people having a greater awareness of Cycle Superhighways, use of cycling as a mode of transport and use of these routes remains low. It is

		acknowledged that there is still more work to be done to encourage new users and we will work closely with local boroughs to promote the route to a variety of audiences alongside providing education and training opportunities. We hope that the changes may also assist those who might like to cycle or cycle more, if conditions for cycling were made more appealing. Behavioural change throughout the boroughs in the long term does not fall within the scope of this project. This scheme will be complemented by supporting measures delivered by TfL and the boroughs across London such as cycle training and awareness. Infrastructure improvements as part of this scheme could help promote active travel for all age groups. By including segregated cycle lanes at Lea Bridge Road and Lea Bridge Roundabout, and making improvements to existing crossings, a better feeling of safety can be created. This could have a big impact on people aged between 35 and 44 who have been found to have the highest perception of crime. Improved lighting and access along the route may promote the use of means of active travel.
Disability including carers	**Yes**	**Bus stop facilities** – Where new bus stops and shelters are proposed, this may include new seating, shelter and/or countdown timers. These new facilities provide customers with places to stop and rest, when waiting for a bus or if passing by which will be beneficial to customers who cannot walk or stand for long periods of time. Increased information about bus services in the case of countdown timers may be particularly useful for those who do not use or have access to the internet or smart phones, for example, disabled or older people. **Crossings** – Infrastructure improvements such as improved pedestrian crossings with shorter crossing distances, more space, shorter waiting times or improved signal technologies such as pedestrian countdown, rotating cones or audible signals provide a more positive experience for all pedestrians, especially those with a mental or physical impairment who may have slower walking speeds or be less able to walk very far. Furthermore, disabled people with hearing or visual impairments may find these improvements beneficial. Simplified street layouts make it easier for pedestrians with a cognitive impairment to navigate and may also reduce the walking distance for those with physical disabilities. Other street improvements include raised tables at side roads that provide a flush crossing surface and are easier to navigate for wheelchair users. Materials upgrades such as new footways or tactile paving and de-cluttering of street furniture will also make the walking experience smoother and more comfortable or more easily navigable for people with physical impairments. We plan to make improvements to existing crossings at Lea Bridge Roundabout in order to improve safety for pedestrians and cyclists. **Encouraging more active travel** – Cycles can act as a mobility aid for a small number of 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[10]. Our research found that 15% of Londoners with a disability already make trips by bicycle[11], 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

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

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

		said they would "definitely" or "probably" use new routes such as Cycle Superhighways in the future. Behavioural change throughout the boroughs in the long term does not fall within the scope of this project. This scheme will be complemented by supporting measures delivered by TfL and the boroughs across London such as cycle training and awareness. Infrastructure improvements as part of this scheme could help promote active travel disabled people By including segregated cycle lanes and making improvements to existing crossings, a better feeling of safety can be created.
Gender	**Yes**	**Encouraging more active travel** – A key objective of the Cycleways programme is to improve the quality and safety of our streets by implementing new or improved infrastructure. This includes measures such as improvements to crossings, addressing maintenance issues, implementing flush crossings and providing more places for people to stop and rest. Women are more likely than men to be travelling with buggies and/or shopping, improvements to the street environment such as more even surfaces and flush crossing will make it easier for women with buggies and / or shopping to navigate leading to a better experience with the potential for more active travel among this group. As women are less likely to cycle than men, less likely to be able to ride a bike and less aware of Cycle Superhighways, increased visibility of high quality infrastructure along with promotion and associated route activation measures will be more beneficial to women, potentially leading to an increase in cycling among this group. This would be complemented by supporting measures delivered by TfL and the boroughs across London such as cycle training and awareness. Behavioural change throughout the boroughs in the long term does not fall within the scope of this project. This scheme will be complemented by supporting measures delivered by TfL and the boroughs across London such as cycle training and awareness. The infrastructure improvements as part of this scheme such as segregated cycle lanes along Lea Bridge Road and Lea Bridge Roundabout will encourage more active travel to those that deem inadequate infrastructure and feeling of safety as a main barrier to cycling and other means of active travel. A Sustrans report found that this was mainly the case for women. **Antisocial behaviour and crime** – Improvements to the street environment that help prevent anti-social behaviour and reduce crime such as improvements to street lighting, removal of street clutter or urban realm improvements may be proposed as part of Cycleways schemes. These will be beneficial to all customers but will provide particular benefits to those who identify this as a key barrier to using the network, including women. This was clear in a recent survey completed by Sustrans which showed that only 57% of women felt safe cycling during the day, compared to 65% of men. Also just 23% of women felt safe cycling during hours of darkness, compared to 36% of men. Improvements to the street environment that help prevent anti-social behaviour and reduce crime such as improvements to street lighting, removal of street clutter or urban realm improvements may be proposed as part of Cycleways schemes. These will be beneficial to all customers but will provide particular benefits to those who identify this as a key barrier to using the network. The scheme intends to improve street lighting at locations where this may require improvement as part of this project. Details will be decided during further design

		stages following the completion of surveys. These surveys will account for the views from this protected characteristic. The feedback will be taken into consideration when producing designs. We plan improvements to the urban realm along this route, including renewal of footways, improved lighting, removal of clutter, planting of trees and development of green spaces. A crime and disorder assessment will also be undertaken. **Safety / feeling of safety** – 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 are expected to have a positive impact on men and, especially women due to the fact that safety and inadequate infrastructure is one of the main barriers for them to cycling. With women making up over 50% of Hackneys population, improvements to the infrastructure in the area to create a feeling of safety is likely to achieve higher levels of active travel for women. The introduction of segregated cycle tracks at Lea Bridge Road and Lea Bridge Roundabout should help to improve safety and the feeling of safety for all.
Gender reassignment	**Yes**	**Antisocial behaviour and crime –** As a result of a new cycle scheme, measures are put in place which can decrease the levels of crime. These measures often include improved street lighting, increased visual surveillance of streets by using more mirrors and removing any barriers or assets that limit the visibility of the streets. Implementing these measures is likely to deter people from committing crime, which may have a positive impact on people that have undertaken gender reassignment who can experience fear of intimidation on the London transport network according to a TfL report. Hackneys Borough data shows that homophobic crimes have increased between 2017/18 and 2018/19. A crime and disorder assessment will also be undertaken which will take into account the protected characteristics.
Marriage/civil partnership	**No**	The Cycleways programme does not propose any changes to the existing highway that would positively or negatively impact people due to their sexual orientation.
Other – e.g. refugees, low income, homeless people	**Yes**	**Antisocial behaviour and crime** As a result of a new cycle scheme, measures are put in place which can decrease the levels of crime. These measures often include improved street lighting, increased visual surveillance of streets through the use of more mirrors and removing any barriers or assets that limit the visibility of the streets. Implementing these measures is likely to deter people from committing crime. Improvements to the street environment that help prevent anti-social behaviour and reduce crime such as improvements to street lighting, removal of street clutter or urban realm improvements may be proposed as part of Cycleways schemes. These will be beneficial to all customers but will provide particular benefits to those who identify this as a key barrier to using the network The scheme intends to improve street lighting at locations where this may require improvement as part of this project. Further details will be decided during further

		design stages. We plan improvements to the urban realm along this route, including renewal of footways, improved lighting, removal of clutter, planting of trees and development of green spaces. A crime and disorder assessment will also be undertaken which will take into account the protected characteristics. This will have a greater impact on those from low income backgrounds as TfL research27 suggests that a fear of crime [or] anti-social behaviour may be greater barriers to low income groups.
Pregnancy/maternity	**Yes**	**Antisocial behaviour and crime** – As a result of a new cycle scheme, measures are put in place which can decrease the levels of crime. These measures often include improved street lighting, increased visual surveillance of streets through the use of more mirrors and removing any barriers or assets that limit the visibility of the streets. Implementing these measures is likely to deter people from committing crime. Whilst there is limited evidence linking crime to the protected characteristic of pregnancy and maternity, it is recognised that women experience a disproportionately higher fear of crime than men, therefore measures that will help to reduce crime may help to improve perceptions of safety among those falling under the pregnancy/maternity protected characteristic. Improvements to the street environment that help prevent anti-social behaviour and reduce crime such as improvements to street lighting, removal of street clutter or urban realm improvements may be proposed as part of Cycleways schemes. These will be beneficial to all customers but will provide particular benefits to those who identify this as a key barrier to using the network We plan improvements to the urban realm along this route, including renewal of footways, improved lighting, removal of clutter, planting of trees and development of green spaces. A crime and disorder assessment will also be undertaken which will take into account the protected characteristics.
Race	**Yes**	**Antisocial behaviour and crime** – As a result of a new cycle scheme, measures are put in place which can decrease the levels of crime. These measures often include improved street lighting, increased visual surveillance of streets through the use of more mirrors and removing any barriers or assets that limit the visibility of the streets. Implementing these measures is likely to deter people from committing crime. Consequently, this has a significant positive impact on BAME people who may feel more vulnerable on London streets. Improvements to the street environment that help prevent anti-social behaviour and reduce crime such as improvements to street lighting, removal of street clutter or urban realm improvements may be proposed as part of Cycleways schemes. These will be beneficial to all customers but will provide particular benefits to those who identify this as a key barrier to using the network The scheme intends to improve street lighting at locations where this may require improvement as part of this project. Further details will be decided during further design stages. We plan improvements to the urban realm along this route, including renewal of footways, improved lighting, removal of clutter, planting of trees and development of

		green spaces. A crime and disorder assessment will also be undertaken which will take into account the protected characteristics. **Encouraging more active travel** – A key objective of the Cycleways 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. BAME groups are typically under-represented in cycling at less than 7% of all cyclists in London, with the lack of facilities and safety concerns associated with traffic key barriers to cycling for BAME groups according to a TfL report. Therefore by improving the street environment and providing high quality cycle facilities there is significant opportunity to increase cycling amongst these groups. Improvement of cycling and pedestrian facilities can promote a better feeling of safety for all Londoners. This can have the biggest impact on BAME Londoners in Hackney as research shows that 64% of casualties where the ethnicity was known involved a BAME Londoner. Safer infrastructure could reduce these figures and therefore encourage more BAME to take part in active travel. Behavioural change throughout the boroughs in the long term does not fall within the scope of this project. This scheme will be complemented by supporting measures delivered by TfL and the boroughs across London such as cycle training and awareness. **Safety / feeling of safety** – 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 are 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. This is shown in Section 2 which outlines that 45.3% of the population in Hackney are BAME Londoners and 64% of casualties, where the ethnicity was known, involved a BAME Londoner. Improvements to the safety of the street environment could also increase active travel among this protected characteristic as a result. The proposed design for this route includes features such as segregated cycle tracks, new and improved crossings, and improved urban realm, with the aim of improving both physical safety and perceptions of safety along the route, particularly for pedestrians and cyclists. We plan improvements to the urban realm along this route, including renewal of footways, improved lighting, removal of clutter, planting of trees and development of green spaces. We plan to make improvements to the Powell road junction with Kenginghall road by banning turns for vehicles from Kenninghall Road to Powell Road allowing access for cyclists only. This will help improve the safety for cyclists both at this junction and along Powell Road. This will also include an improved crossing for pedestrians. **Bus passenger journey times** – 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. Assessment of journey time impacts for this route will be undertaken. A narrative of the modelling results, including what impacts on bus journey times may be expected,

		will be published on the consultation website.
Religion or belief	**Yes**	**Places of worship** – Due to changes to the road layout, there may be some positive impacts on religion or belief due to the proximity of the proposals to places of worship. This may include changes to parking provision or timings, changes to bus stop locations or changes to footway space or pedestrian crossings that could improve ease of access to places of worship. Changes are proposed to Lea Bridge roundabout and Lea Bridge Road which is currently an access road to Madina Mosque Trust and a number of educational establishments.
Sexual orientation	**Yes**	**Antisocial behaviour and crime -** As a result of a new cycle scheme, measures are put in place which can decrease the levels of crime. These measures often include improved street lighting, increased visual surveillance of streets by using more mirrors and removing any barriers or assets that limit the visibility of the streets. Implementing these measures is likely to deter people from committing crime, which may have a positive impact on homosexual and bisexual people, who can experience fear of intimidation on the London transport network according to a TfL report. Hackneys Borough data shows that homophobic crimes have increased between 2017/18 and 2018/19. Therefore improvements in the cycling and pedestrian infrastructure which can help to deter and prevent crime could encourage this protected characteristic to take part in active travel.

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?[12]	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.
Local stakeholder groups	We will ask for feedback on our proposals from local stakeholder groups during the public consultation. Feedback gained during consultation will be used to gain a better understanding of the potential impacts of proposals, and to inform changes to proposals where necessary.
London Cycling Campaign (LCC)	We have liaised with the LCC and the local Hackney cycling campaign group as part of our early engagement. We are considering this feedback, and welcome further comments they and their members may send us through the consultation period.
Engagement during construction	We will maintain our growing list of stakeholders throughout the construction period to enable delivery of updates by email.

[12] 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.

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

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.

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

1. Change the work to mitigate against potential negative impacts found	☑ Changes to the work already undertaken are detailed in this document. Mitigation measures are detailed in Step 6: Action Planning.
2. Continue the work as is because no potential negative impacts found	
3. Justify and continue the work despite negative impacts (please provide justification)	
4. Stop the work because discrimination is unjustifiable and no obvious ways to mitigate	

Step 6: Action Planning

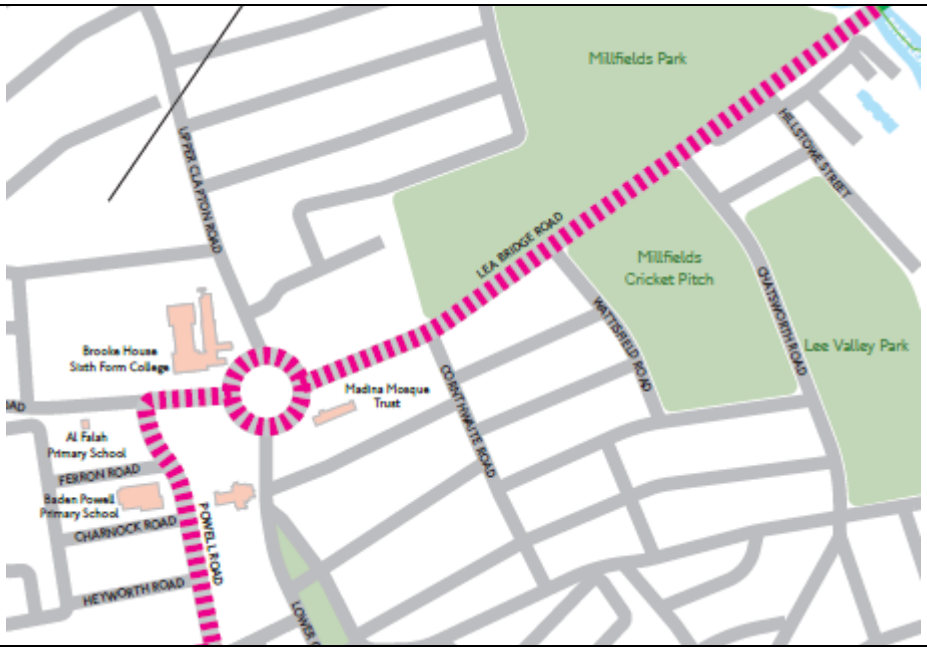
Q9. You must address any negative impacts identified in step 3 and 4. Please demonstrate how you will do this or record any actions already taken to do this. Please remember to add any positive actions you can take that further any positive impacts identified in step 3 and 4.

Action	Due / Status	Owner
Antisocial behaviour and crime – tbc	**Ongoing -** The scheme intends to improve street lighting at locations where this may require improvement as part of this project. Further details will be decided during further design stages. We plan improvements to the urban realm along this route, including renewal of footways, improved lighting, removal of clutter, planting of trees and development of green spaces. A Crime and Disorder Rationale will also be conducted on the project together with TfL's internal Compliance, Policing and On Street Services directorate. Recommendations from this will be incorporated into the design process. This will be updated as the project progresses through further design stages.	Designer / Sponsor
Bus passenger journey times – 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.	**Ongoing -** Assessment of journey time impacts for this route is currently being undertaken. A narrative of the modelling results, including what impacts on bus journey times may be expected, will be published on the consultation website. Options for mitigations will be discussed internally and any significant changes to the bus network agreed will be reported in the consultation report	Designer / Sponsor
Bus stop bypasses –	Further consultation on these proposals will continue with local groups throughout the development of this scheme.	Designer / Sponsor
Bus stop location – 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.	All bus stops that have been relocated along the proposed cycle route will remain within the maximum spacing of at least 400m between bus stops. Further consultation on these proposals will continue with local groups throughout the development of this scheme.	Designer / Sponsor
Construction impacts – ensure that	**Ongoing -** We will maintain our list of	Sponsor / Project Manager /

traffic management plans are developed and changes to the road layout or public transport services that affect staff or customers are communicated in advance. Ensure that appropriate signage / information is available to inform staff / customers of works ongoing. Engagement with stakeholder groups may also be beneficial. Ensure that access to local businesses and services are maintained throughout the construction period.	stakeholders throughout the construction period to enable delivery of updates by email. We will develop a construction communications plan and will provide an update on this work as part of our consultation report. We will ensure health and safety for groups of people with protected characteristics by maintaining top standards of pedestrian, cyclist, and vehicle traffic management, including signs and assistance for vulnerable road users at key locations.	Contractor
Continuous footways – where continuous footways are proposed in the design, Sponsors and Designers should keep up to date with the findings of TfL's monitoring and research on this infrastructure and adapt / implement any designs according to recommendations.	**Ongoing** - Designers have ensured that all proposed changes to pedestrian infrastructure at junction entrances conform to TfL's current design guidance standards. Consultation with local groups will be considered before the designs are finalised.	Designer / Sponsor
Crossings	**Ongoing –** Any negative impacts to crossings will be considered in light of consultation responses.	Designer / Sponsor
Parking	**Ongoing –** Any negative impacts to parking will be considered in light of consultation responses.	Designer / Sponsor
Places of worship	**Ongoing** – We aim to consult with the different places of worship along the route and ensure that any negative impacts will be considered in light of the consultation responses.	Designer / Sponsor
Reduced road space / banned turns – ensure that where banned turns or reduced road space is proposed that access to local services are not compromised.	**Ongoing** – Any negative impacts regarding reduced road space and banned turns will be considered in light of consultation responses.	Designer / Sponsor
Safety / feeling of safety	**Ongoing –**Any negative impacts regarding safety / feeling of safety will be considered in light of consultation responses.	Designer / Sponsor
Shared use – ensure any shared use areas proposed in the design are compliant with design standards which take into account flows of pedestrians and cyclists and the width of the	**Ongoing -** Please see the sections on Road Safety Audits and Antisocial Behaviour and Crime. During construction we will ensure health and safety for groups of people with protected characteristics by	Designer / Sponsor

footways.	maintaining top standards of pedestrian, cyclist, and vehicle traffic management, including signs and assistance for vulnerable road users at key locations.	
Taxi access	**Ongoing** – Any negative impacts for taxis as a result of the introduction of segregated cycle tracks will be considered in light of consultation responses.	Designer / Sponsor
Enhancing positive impacts – ensure that positive outcomes of the scheme are well publicised and easy to understand and use by staff and / or customers. This may include public consultation, events, media and advertising or implementation of signage.	**Ongoing** – Documentation for public consultation is currently in development.	Sponsor / Communications team

Appendices

Appendix 1	

New Cycleway between Clapton and Lea Bridge - Modelling Results AM & PM

Correct as of 14/08/19	Future Journey Time without Scheme			Future Journey Time with Scheme			Journey Time Impact of the Scheme (2021)	
	Journeys Modelled	AM	PM	Journeys Modelled	AM	PM	AM	PM
Bus routes (& taxis) Average journey times on key bus routes through the scheme area (Minutes, as a range) Representative of taxi journeys along the same network sections.	Route 48 Lower Clapton Road to Lea Bridge Road	6-7 mins	5-6 mins	Route 48 Lower Clapton Road to Lea Bridge Road	7-8 mins	6-7 mins	1-2 mins	30-60 secs
	Route 48 Lea Bridge Road to Lower Clapton Road	5-6 mins	5-6 mins	Route 48 Lea Bridge Road to Lower Clapton Road	5-6 mins	5-6 mins	-(0-30) secs	0-30 secs
	Route 55 Lower Clapton Road to Lea Bridge Road	6-7 mins	5-6 mins	Route 55 Lower Clapton Road to Lea Bridge Road	7-8 mins	6-7 mins	1-2 mins	30-60 secs
	Route 55 Lea Bridge Road to Lower Clpaton Road	5-6 mins	5-6 mins	Route 55 Lea Bridge Road to Lower Clpaton Road	5-6 mins	5-6 mins	-(0-30) secs	0-30 secs
	Route 56 Lea Bridge Road to Cricketfield Road	6-7 mins	5-6 mins	Route 56 Lea Bridge Road to Cricketfield Road	7-8 mins	6-7 mins	1-2 mins	30-60 secs
	Route 56 Cricketfield Road to Lea Bridge Road	5-6 mins	6-7 mins	Route 56 Cricketfield Road to Lea Bridge Road	5-6 mins	5-6 mins	0-30 secs	-(0-30) secs
	Route 106 Upper Clapton Road to Lower Clapton Road	3-4 mins	4-5 mins	Route 106 Upper Clapton Road to Lower Clapton Road	4-5 mins	3-4 mins	30-60 secs	-(30-60) secs
	Route 106 Lower Clapton Road to Upper Clapton Road	4-5 mins	4-5 mins	Route 106 Lower Clapton Road to Upper Clapton Road	4-5 mins	3-4 mins	0-30 secs	-(0-30) secs
	Route 253 Upper Clapton Road to Lower Clapton Road	3-4 mins	4-5 mins	Route 253 Upper Clapton Road to Lower Clapton Road	4-5 mins	3-4 mins	30-60 secs	-(30-60) secs
	Route 253 Lower Clapton Road to Upper Clapton Road	4-5 mins	4-5 mins	Route 253 Lower Clapton Road to Upper Clapton Road	4-5 mins	3-4 mins	0-30 secs	-(0-30) secs
	Route 254 Upper Clapton Road to Lower Clapton Road	3-4 mins	4-5 mins	Route 254 Upper Clapton Road to Lower Clapton Road	4-5 mins	3-4 mins	30-60 secs	- 30-60 secs
	Route 254 Lower Clapton Road to Upper Clapton Road	4-5 mins	4-5 mins	Route 254 Lower Clapton Road to Upper Clapton Road	4-5 mins	3-4 mins	0-30 secs	-(0-30) secs
	Route 393 Southwold Road to Lower Clapton Road	4-5 mins	16-18 mins	Route 393 Southwold Road to Lower Clapton Road	5-6 mins	14-16 mins	0-30 secs	-(0-30) secs
	Route 393 Lower Clapton Road to Southwold Road	2-3 mins	3-4 mins	Route 393 Lower Clapton Road to Southwold Road	3-4 mins	3-4 mins	0-30 secs	-(0-30) secs
	Route 488 Kenninghall Road to Lower Clapton Road	3-4 mins	4-5 mins	Route 488 Kenninghall Road to Lower Clapton Road	4-5 mins	4-5 mins	30-60 secs	0-30 secs
	Route 488 Lower Clapton Road to Kenninghall Road	1-2 mins	1-2 mins	Route 488 Lower Clapton Road to Kenninghall Road	1-2 mins	1-2 mins	0-30 secs	0-30 secs
	Route 308 Lea Bridge Roundabout to Chatsworth Road	3-4 mins	2-3 mins	Route 308 Lea Bridge Roundabout to Chatsworth Road	2-3 mins	1-2 mins	-(30-60) secs	-(30-60) secs
	Route 308 Chatsworth Road to Lea Bridge Roundabout	5-6 mins	2-3 mins	Route 308 Chatsworth Road to Lea Bridge Roundabout	2-3 mins	4-5 mins	- (2-3) mins	1-2 mins
	Route 425 Lower Clapton Road to Lower Clapton Road (Loop)	8-9 mins	9-10 mins	Route 425 Lower Clapton Road to Lower Clapton Road (Loop)	9-10 mins	8-9 mins	1-2 mins	-(1-2) mins

Correct as of 14/08/19	Future Journey Time without Scheme				Future Journey Time with Scheme				Journey Time Impact of the Scheme (2021)	
	Journeys Modelled		AM	PM	Journeys Modelled		AM	PM	AM	PM
Freight & General Traffic Average journey times (minutes, as a range)	Kenninghall Road to Lea Bridge Road		3-4 mins	3-4 mins	Kenninghall Road to Lea Bridge Road		3-4 mins	3-4 mins	-(0-1) min	0-1 min
	Lea Bridge Road to Kenninghall Road		2-3 mins	2-3 mins	Lea Bridge Road to Kenninghall Road		4-5 mins	4-5 mins	1-2 mins	1-2 mins
	Lower Clapton Road to Upper Clapton Road		1-2 mins	1-2 mins	Lower Clapton Road to Upper Clapton Road		1-2 mins	1-2 mins	0-1 min	-(0-1) min
	Upper Clapton Road to Lower Clapton Road		3-4 mins	4-5 mins	Upper Clapton Road to Lower Clapton Road		5-6 mins	3-4 mins	2-3 mins	-(0-1) min
Pedestrians Average pedestrian maximum wait times (seconds)	Lea Bridge Roundabout crossings	Ave Max Wait Time (Seconds)	64	64	Lea Bridge Roundabout crossings	Ave Max Wait Time (Seconds)	64	64	0	0
	Lea Bridge Road / Chatsworth Road crossings	Ave Max Wait Time (Seconds)	120	120	Lea Bridge Road / Chatsworth Road crossings	Ave Max Wait Time (Seconds)	120	96	0	-24
	Lower Clapton Road / Downs Road crossings	Ave Max Wait Time (Seconds)	96	96	Lower Clapton Road / Downs Road crossings	Ave Max Wait Time (Seconds)	96	96	0	0