

# **Camden Council Equality Impact Assessment Form**

# Camden Council Equality Impact Assessment Form

Title of the activity	
King Henry's Road Area Safe and Healthy Streets Scheme	
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Version number and date of update	
Version 1	

## Step 1: Clarifying aims

### 1.a Is it a new activity or one that is under review or being changed?

- New
- Under review
- Being changed

### 1.b. Which groups are affected by this activity?

- Staff
- Residents
- Contractors
- Other (please detail):

### 1.c Which Directorate does the activity fall under:

- Supporting People
- Supporting Communities
- Corporate Services
- More than one Directorate. Please specify:

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## 1.d Outline the aims/objectives/scope of the activity.

This report sets out the Equality Impact Assessment (EQIA) that has been carried out by the London Borough of Camden on proposals to: i) retain (make permanent) the trial area-wide 7.5-tonne motor vehicle weight restriction scheme currently in operation in the Kind Henry's Road area and: ii) implement a series of new pedestrian, road safety, public space and environmental improvements in the area as part of the Kind Henry's Road area Safe and Healthy Streets scheme.

The trial scheme (proposed to be made permanent) prohibits vehicles weighing 7.5 tonnes or more from using the network of residential streets between Avenue Road, Adelaide Road and Primrose Hill Road as a cut-through. The new proposals seek to create safer and healthier streets by creating more dedicated and accessible space for pedestrians, improving junctions and crossings, adding planting to the area and implementing physical measures to facilitate active travel. This report considers relevant policies, monitoring data and a full public consultation on the proposals.

## Step 2: Data and evidence

What data do you have about the people affected by the activity, for example, those who use a service? Where did you get that data from (existing data gathered generally) or have you gone out and got it and what does it say about the protected characteristics and the other characteristics about which the council is interested?

Is there currently any evidence of discrimination or disadvantage to the groups?

What will the impact of the changes be?

You should try to identify any data and/or evidence about people who have a **combination, or intersection, of two or more characteristics**. For example, homeless women, older disabled people or young Black men.

## 2.a Consider any relevant data and evidence in relation to all Equality Act protected characteristics:

- Age
- Disability, including family carers<sup>2</sup>
- Gender reassignment<sup>3</sup>
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

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This is the legal term in the Equality Act. In practice there are specific legal protections for a diverse range of people who have physical, mental and sensory impairments, long-term health conditions and/or neurodivergence, as well as carers who provide unpaid care for a friend or family member who cannot function without their support. Census and local datasets use the Equality Act definition and will include people who may not use the language of disability to describe themselves.

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- 3 This is the legal term in the Equality Act. In practice there are specific legal protections for anyone whose gender identity does not match the sex they were assigned at birth. This means, for example, that people who are trans and people who are non-binary or gender fluid are considered a specific protected group under the Equality Act.

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## Equality Impact Assessment Area Profiles

**Table 1: Information gathered in Census 2021, on certain protected characteristics in the Primrose Hill Ward compared to the London Borough of Camden and Greater London**

Demographic		Primrose Hill Ward	Camden	Greater London
<b>Population</b> <i>TS001 - Number of usual residents in households and communal establishments (2021)</i>	All usual residents	12,543	210,136	8,799,728
<b>Sex</b> <i>TS008 - Sex (2021)</i>	Female	53.1%	52.7%	51.5%
	Male	46.9%	47.3%	48.5%
<b>Age</b> <i>TS007 - Age by single year (2021)</i>	Aged 4 years and under	5.7%	4.8%	6.0%
	Aged 5 to 9 years	5.5%	4.7%	6.0%
	Aged 10 to 15 years	6.6%	5.9%	7.2%
	Aged 16 to 19 years	4.3%	5.6%	4.4%
	Aged 20 to 24 years	5.7%	9.6%	6.7%
	Aged 25 to 34 years	16.7%	20.2%	18.1%
	Aged 35 to 49 years	21.9%	21.1%	22.7%
	Aged 50 to 64 years	18.1%	16.3%	16.9%
	Aged 65 to 74 years	7.9%	6.5%	6.5%
	Aged 75 to 84 years	5.4%	3.9%	3.8%
	Aged 85 years and over	2.4%	1.5%	1.6%
<b>Race</b> <i>TS021 - Ethnic group (2021)</i>	Bangladeshi	3.1%	6.8%	3.7%
	Chinese	2.2%	3.2%	1.7%
	Indian	4.4%	3.3%	7.5%
	Pakistani	1.0%	0.8%	3.3%
	Other Asian	5.4%	4.0%	4.6%
	African	5.7%	6.8%	7.9%
	Caribbean	0.9%	1.3%	3.9%
	Other Black	0.6%	1.0%	1.7%
	White and Asian	2.1%	2.0%	1.4%
	White and Black African	0.5%	1.0%	0.9%
	White and Black Caribbean	0.9%	1.2%	1.5%
	Other Mixed or Multiple ethnic groups	2.1%	2.4%	1.9%
	English, Welsh, Scottish, Northern Irish or British	36.8%	35.4%	36.8%
	Irish	2.4%	2.5%	1.8%

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	Gypsy or Irish Traveller	0.0%	0.1%	0.1%
	Roma	0.6%	0.5%	0.4%
	Other White	23.9%	21.1%	14.7%
	Arab	2.4%	2.1%	1.6%
	Any other ethnic group	5.0%	4.7%	4.7%
<b>Religion or belief</b> <i>TS030 - Religion (2021)</i>	No religion	31.4%	34.6%	27.1%
	Christian	32.2%	31.4%	40.7%
	Buddhist	1.6%	1.1%	0.9%
	Hindu	2.8%	1.9%	5.1%
	Jewish	8.9%	4.8%	1.7%
	Muslim	12.6%	16.1%	15.0%
	Sikh	0.2%	0.2%	1.6%
	Other religion	0.8%	0.9%	1.0%
	Not answered	9.5%	8.9%	7.0%
<b>Disability, including family carers</b> <i>TS038 - Disability (2021)</i>	Disabled under the Equality Act	13.5%	15.2%	13.2%
	Not disabled under the Equality Act	86.5%	84.8%	86.8%
<b>Pregnancy and maternity</b> <i>TS003 - Household composition (2021)</i>	Households with dependent children	26.2%	22.7%	31.3%
<b>Marriage and civil partnership</b> <i>TS002 - Legal partnership status (2021)</i>  <i>Ward data unavailable, Primrose Hill Middle Super Output Area (MSOA) E02000183 used</i>	Never married and never registered a civil partnership	49.8%	55.7%	46.2%
	Married or in a registered civil partnership	34.9%	31.3%	40.0%
	Separated, but still legally married or still legally in a civil partnership	2.5%	2.2%	2.3%
	Divorced or civil partnership dissolved	9.2%	7.4%	7.3%
	Widowed or surviving civil partnership partner	3.5%	3.4%	4.2%
<b>Gender reassignment</b> <i>TS078 - Gender identity (2021)</i>  <i>Ward data unavailable, Primrose Hill Middle Super Output Area (MSOA) E02000183 used</i>	Gender identity the same as sex registered at birth	92.9%	91.0%	91.2%
	Gender identity different from sex registered at birth but no specific identity given	0.2%	0.3%	0.5%
	Trans woman	0.2%	0.1%	0.2%
	Trans man	0.1%	0.1%	0.2%

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	All other gender identities	0.2%	0.2%	0.1%
	Not answered	6.4%	8.2%	7.9%
<b>Sexual orientation</b> <i>TS077 - Sexual orientation (2021)</i>  <i>Ward data unavailable, Primrose Hill Middle Super Output Area (MSOA) E02000183 used</i>	Straight or Heterosexual	85.3%	82.6%	86.2%
	Gay or Lesbian	3.1%	3.7%	2.2%
	Bisexual	2.0%	2.5%	1.5%
	All other sexual orientations	0.7%	0.7%	0.5%
	Not answered	8.9%	10.5%	9.5%

## Age

The Primrose Hill Ward has a resident population of approximately 12,543 (Census 2021). The age profile in Primrose Hill is as follows:

- 17.8% of the population are 'children and young people' aged under 16.
- 66.7% of the population are of 'working age' (aged between 16 and 65).
- 15.7% of the population are 'elderly' (aged over 65).

Notably, Primrose Hill has a higher percentage of 'elderly people' (15.7%) than in Camden (11.9%) and Greater London (11.9%). In Camden, a smaller percentage (15.4%) of the population are 'children and young people', in comparison to Primrose Hill (17.8%) and Greater London (19.2%).

Predictions are that older people will make up a larger proportion of Camden's population in the future, so we need to future-proof the borough to meet the needs of older people but also to ensure that they remain in good health and enjoy independent mobility as they age.

Data based on the Annual Travel Demand Survey undertaken by TfL (average across 2017/18 - 2019/20), has found the following evidence in Camden, recognising the benefits of reducing car dominance and improving walking and use of public transport for many elderly people:

- Walking accounts for an average of 53% of trips for people over 60 years of age, compared to 48% for adults aged 17-59 years.
- 60–64-year-olds have the highest proportion of trips for walking, at 58%.
- The over 65s are the most reliant on the bus of all age groups, at 19%.
- The over 60s are the least reliant of all age groups on taxis, at 1%.

The health of the young and the old are impacted disproportionately by the effects of poor air quality levels as well as fear of road danger and traffic which can result in isolation and exclusion. Inactivity is also a concern: these age groups are the least active, so more active lifestyles will improve health among these groups, reducing health inequalities.

Across London as a whole, just over 30% of children's journeys are made by car (as a passenger) however a bigger proportion, 40%, are made on foot or by bike and a further 27% on public transport. The group who drives most are those aged 49 to 59, with 40% of their journeys being driven. 40% of trips taken by people over the age of

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65 are also driven, either as a driver or a passenger. However, across all age groups, the majority of journeys are not made by private car.

This data is for the whole of London as we do not have Camden-specific data. As car ownership in the borough and in Central and Inner London is much lower than in outer London, and public transport availability is much higher, these figures are likely to overestimate actual vehicle use in Camden. Indeed, in Inner London, public transport and walking are by far the most used modes, and in Camden, only 13% of residents' trips are driven, compared to walking at 42% and 39% by public transport.

Data referred to in the development of the Camden Transport Strategy also shows that 70% of Camden's driven trips are under 5km, with 40% under 2km ([Travel in London Report 10, 2018](#)). TfL's Walking Potential and Cycling Potential reports also show that a significant proportion of driven trips in Camden could be switched to these modes based on a range of factors including age, journey distance, journey purpose and whether they are carrying loads. It is, therefore, reasonable to assume that many of Camden's current vehicular trips are not essential and/or could be made by other more sustainable modes.

Camden currently has a relatively young population; Camden is in the top 5 London boroughs for young residents with 30.6% of the borough's population falling under the age of 25 (Census 2021). Walking is the most common type of transport used by younger Londoners (aged under 25); the vast majority (97 per cent) walk at least once a week. After walking, travelling by bus is the most common transport option for both all and younger Londoners; 59 per cent of all Londoners use the bus at least once a week compared with 66 per cent of those aged under 25. The bus is even more popular among 16 to 24-year-olds, with 76 per cent using buses each week.

The [Camden Transport Strategy Equality Impact Assessment](#) states that, overall older people are less likely to travel than younger people; the number of journeys made declines with age and the trips get shorter, due to changing needs, income and disability. Older people's travel purposes also differ from younger people, mainly due to retirement from work. Older people are also more dependent on public transport and walking, particularly women – who also comprise the majority of older people. Therefore, transport strategies should address improvements to the walking environment and public transport.

The London Taxicard scheme is a subsidised service providing "black cabs" (Taxis) and private hire vehicles for those who might find it difficult to access other modes of public transport. It is primarily for people who have serious mobility or visual impairment and who have difficulty using public transport.

The Older Person's Freedom Pass allows London residents aged over 64 to travel for free via bus, tram, Tube, DLR, London Overground and the Elizabeth line. It also offers free local bus journeys nationally. Pass holders can travel free on TfL services from 09:00 on weekdays and anytime at weekends and on bank holidays.

For older people in Camden, transport is one of the biggest issues. Reliable and accessible transport was often cited as a crucial element for quality of life, enabling people to visit friends and families and take part in activities. The Blue Badge, Freedom Pass and Taxicard schemes were appreciated by many as a lifeline (London Borough of Camden: Older People's Plan, 2008). There were calls for better parking



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solutions for people's families and visiting carers and also for accessible transport services at night so that people could take part in evening activities.

As a result of the public consultation and engagement carried out as part of the Camden Transport strategy 2019, the main concerns highlighted by older people were around public transport, including for example adequate bus shelters with seating, and step-free access to rail and underground. The availability of public seating was also an issue. Another concern was the potential for conflict with cyclists in shared spaces.

The quality of public transport provision, and particularly the buses, was also cited as a major concern. However, there was also recognition that Camden is privileged to have numerous transport options so that people can get around the borough. It is primarily bus stop density that encourages older people to use public transport more frequently whereas bus service frequency does not appear to be of the same significance.

## Public Consultation Results

In the King Henry's Road Area Safe and Healthy Streets consultation, respondents were given the option to answer several questions on their protected characteristics.

Respondents were asked 'What is your age?' A breakdown of the responses given is provided in **Table 2**.

**Table 2: What is your age?**

Option	Number	Percentage
Under 16	0	0.0%
16 – 24	0	0.0%
25 – 34	4	5.8%
35 – 44	1	1.4%
45 – 54	3	4.3%
55 – 64	6	8.7%
65 – 74	3	4.3%
75 – 84	1	1.4%
85+	0	0.0%
Not Answered	51	73.9%

## Disability, including family carers

13.5% of the population in the Primrose Hill Ward are disabled (Census 2021) under the Equality Act, which is lower than the disabled population in Camden (15.2%) and similar to the disabled population in Greater London (13.2%).

As discussed in Chapter 2 of the Camden Transport Strategy, walking and bus services are the modes most frequently used by people with a disability in London. Walking is the most used mode, with 31% of trips undertaken on foot by disabled people which is equal to those without a disability. Bus services (including trams) is the second most prevalent mode at 22%, this is much higher than those who are not disabled (14%). At 15%, the proportion of disabled people who cycle is also similar to those without a disability. The number of trips driven by disabled people is actually lower than those without a disability at 19% and 23% respectively, and trips as a

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disabled passenger are also about the same as those without a disability. In addition, only 3% of trips made by disabled people are by taxi. Prioritising walking, cycling and public transport will therefore also support many disabled people.

Data based on the Annual Travel Demand Survey undertaken by TfL (average across 2017/18 - 2019/20), has found the following evidence in Camden, recognising the benefits of reducing car dominance and improving walking and use of public transport for many disabled people:

- Walking and Public Transport account for 86% of all trips for disabled people.
- Walking is the main mode of travel for disabled people, at 58% of trips. This is less for people without disabilities, at 49%.
- Disabled people also use the bus more than people without disabilities, at 15% of all trips compared to 11%.
- Disabled people drive half as much as those without – 4% of all trips compared to 8% and are less reliant than people without a disability on car-driven trips overall (i.e. including trips as a car passenger).
- Disabled people, along with 17–24-year-olds, are the least reliant of all the groups on car-driven trips.

The concerns raised by disabled people during the consultation and engagement activities for the most recent Camden Transport Strategy, (for example, from Camden's Disability Oversight Panel) raised similar concerns about public transport, seating and conflict with cyclists. Disabled people also raised issues around street clutter, including trailing cables from electric vehicle charge point infrastructure. Measures 3d, 3f and 3h (under Objective 3, to improve accessibility and inclusion) were amended to respond to these concerns.

Potential negative effects of traffic restrictions have been identified in particular on some elderly and disabled people who have mobility impairments, and are considered further in this report as well as other similar Safe & Healthy Street scheme decisions made by Camden.

The London Taxicard scheme is a subsidised service providing black Taxi's and private hire vehicles for those who might find it difficult to access other modes of public transport. It is primarily for people who have serious mobility or visual impairment and who have difficulty using public transport.

The Disabled Person's Freedom Pass allows disabled London residents aged to travel for free via bus, tram, Tube, DLR, London Overground and the Elizabeth line. It also offers free local bus journeys nationally. Pass holders can travel free on TfL services at any time.

## Public Consultation Results

In the King Henry's Road Area Safe and Healthy Streets consultation, respondents were given the option to answer several questions on their protected characteristics.

Respondents were asked 'Do you consider yourself to have a disability? In other words, a physical or mental impairment which has a substantial and long-term adverse effect on your ability to carry out normal day-to-day activities?' A breakdown

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of the responses given is provided in **Table 3**.

**Table 3: Do you consider yourself to have a disability? In other words, a physical or mental impairment which has a substantial and long-term adverse effect on your ability to carry out normal day-to-day activities?**

Option	Number	Percentage
No	15	21.7%
Yes (please state below)	0	0.0%
Not Answered	54	78.3%

Respondents were also asked for information on the type of disability they have. A breakdown of the responses given is provided in **Table 4**.

**Table 4: Disability type**

Option	Number	Percentage
Physical impairment (including frailty)	2	2.9%
Sensory impairment	0	0.0%
Long-standing illness	1	1.4%
Mental health condition (including dementia)	0	0.0%
Substance misuse	0	0.0%
Learning disability/difficulty	0	0.0%
Other disability condition (please state below)	0	0.0%
Not Answered	66	95.7%

## Gender reassignment

In Primrose Hill, a slightly higher percentage (92.9%) of the population stated that they have a gender identity the same as sex registered at birth (Census 2021), compared with Camden (91.0%) and Greater London (91.2%).

A study by the Gender Reassignment Education and Research Study funded by the Home Office found that there is an estimated number of 300,000 to 500,000 transgender people within the UK. A survey ([available here](#)) undertaken by the government confirmed that respondents within that category most feared for their safety on the streets and using public transport (1,275 respondents). More specifically:

- Nearly half of respondents (47%) said they were most worried about being a victim of a violent crime or harassment.
- Around three-quarters of respondents (76%) had never brought a complaint to the police, and nearly half of respondents (47%) cited police lack of understanding/sensitivity as being the greatest challenge in bringing about a complaint.

## **Public Consultation Results**

In the King Henry's Road Area Safe and Healthy Streets consultation, respondents were given the option to answer several questions on their protected characteristics.

Respondents were asked 'Is your gender identity different to the sex you were assumed to be at birth?' A breakdown of the responses given is provided in **Table 5**.

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**Table 5: Is your gender identity different to the sex you were assumed to be at birth?**

Option	Number	Percentage
No	14	20.3%
Yes	3	4.3%
Prefer not to say	0	0.0%
Not Answered	52	75.4%

## **Marriage and civil partnership**

In Primrose Hill, a slightly higher percentage (34.9%) of the population are married or in a registered civil partnership (Census 2021), compared with Camden (31.3%). In Greater London an even higher percentage are married or in a registered civil partnership (40.0%).

### **Public Consultation Results**

In the King Henry's Road Area Safe and Healthy Streets consultation, respondents were given the option to answer several questions on their protected characteristics.

Respondents were asked 'What is your relationship status?' A breakdown of the responses given is provided in **Table 6**.

**Table 6: What is your relationship status?**

Option	Number	Percentage
Never married and never registered a civil partnership	2	2.9%
Married	15	21.7%
Separated	0	0.0%
Divorced	0	0.0%
Widowed	1	1.4%
In a registered civil partnership	0	0.0%
Separated, but still legally in a civil partnership	0	0.0%
Formerly in a civil partnership which is now legally dissolved	0	0.0%
Surviving partner from a civil partnership	0	0.0%
Not Answered	51	73.9%

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## Pregnancy and Maternity

In Primrose Hill, a slightly higher percentage (26.2%) of households have dependent children (Census 2021), compared with Camden (22.7%). In Greater London, an even higher percentage of households have dependent children (31.3%).

Many of the issues which impact women, disabled people and the older generation such as overcrowded public transport, lack of places to stop and rest, and poor air quality levels are relevant here. The Baby on Board badge was launched by TfL in 2006 to help women who felt awkward or perhaps intimidated to ask for a seat on public transport.

### **Public Consultation Results**

In the King Henry's Road Area Safe and Healthy Streets consultation, respondents were given the option to answer several questions on their protected characteristics.

Respondents were asked '*If you are a woman, are you pregnant?*' A breakdown of the responses given is provided in **Table 7**.

***Table 7: If you are a woman, are you pregnant?***

Option	Number	Percentage
Not a woman	9	13.0%
Pregnant	0	0.0%
Not pregnant	8	11.6%
Not Answered	52	75.4%

Respondents were also asked '*If you are a woman, have you given birth within the past 26 weeks?*'. A breakdown of the responses given is provided in **Table 8**.

***Table 8: If you are a woman, have you given birth within the past 26 weeks?***

Option	Number	Percentage
Not a woman	8	11.6%
Have given birth within the past 26 weeks	0	0.0%
Have not given birth within the past 26 past weeks	8	11.6%
Not Answered	53	76.8%

## Race

In Primrose Hill, a higher percentage (63.7%) of the population are 'white' (Census 2021), when compared with Camden (59.5%) and Greater London (53.8%). A lower percentage (16.1%) are 'Asian, Asian British or Asian Welsh' when compared with Camden (18.1%) and Greater London (20.7%). A lower percentage (7.1%) are 'Black, Black British, Black Welsh, Caribbean or African' when compared with Camden (9.0%) and Greater London (13.5%). Primrose Hill has the same population percentage (5.7%) from 'Mixed or Multiple ethnic groups' as Greater London. This

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population percentage is higher in Camden (6.6%).

Camden is home to several smaller national and cultural communities. There is a strong link between Black, Asian & Minority Ethnic groups and deprivation in London (and in Camden), with these groups also least likely to own a car, with a higher prevalence of walking and public transport use. The proportion of Black, Asian & Minority Ethnic groups in the Primrose Hill Ward (30.6%) is lower than the Camden (33.9%) and Greater London (40.5%) proportions.

From the TfL Understanding Diverse Communities Report (2019), 19% of white Londoners have Freedom Passes compared with 10 per cent of Black, Asian & Minority Ethnic Londoners. These differences are largely linked to the differing age profile of Black, Asian & Minority Ethnic and white Londoners. The proportion of Black, Asian & Minority Ethnic and white Londoners aged 65 and over who hold a Freedom Pass is similar: 91% and 93% respectively.

Mixed ethnic group Londoners remain significantly less likely than all other ethnic groups to hold an Older Person's Freedom Pass, reflecting the younger age profile of this group.

Freedom Passes held (2013/14)	All	White	BAME	Black	Asian	Mixed	Other
Base	(17,560)	(11,173)	(6,099)	(1,984)	(3,049)	(470)	(596)
Older person's Freedom Pass	15	19	10	10	11	5	9
Disabled person's Freedom Pass	1	1	2	3	1	1	1

[In 2021](#) for the first time Black, Asian and minority ethnic Londoners were as likely to have cycled in the last 12 months as white Londoners. Safety is a major issue for people who do not cycle, with some believing it is not safe because of careless motorists and busy traffic. Significant barriers to encouraging more people to cycle remain. Across all backgrounds, there were major concerns around safety on the road, with 82% of non-cyclists worried about road safety and collisions.

Improvements to provision for walking and cycling would benefit Black, Asian & Minority Ethnic groups and encourage more people from this protected group to cycle.

## Public Consultation Results

In the King Henry's Road Area Safe and Healthy Streets consultation, respondents were given the option to answer several questions on their protected characteristics.

Respondents were asked 'How would you describe your ethnicity?' A breakdown of the responses given is provided in **Table 9**.

**Table 9: How would you describe your ethnicity?**

Option	Number	Percentage
English/Welsh/Scottish/Northern Irish/ British	6	8.7%
Irish	0	0.0%
Gypsy or Irish Traveller	0	0.0%
White Other background (please state below)	7	10.1%
Indian	1	1.4%
Pakistani	0	0.0%



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Bangladeshi	0	0.0%
Chinese	1	1.4%
Any other Asian background (please state below)	1	1.4%
Caribbean	0	0.0%
African	0	0.0%
Any other Black/African/Caribbean background (please state below)	0	0.0%
White and Caribbean	0	0.0%
White and Black African	0	0.0%
White and Asian	1	1.4%
Any other mixed ethnic background (please state below)	0	0.0%
Arab	0	0.0%
Any other ethnic group (please state below)	0	0.0%
Not Answered	52	75.4%

## **Religion or belief**

In Primrose Hill, a higher percentage (8.9%) of the population are Jewish (Census 2021), when compared with Camden (4.8%) and Greater London (Census 2021). A higher percentage (1.6%) of the population are Buddhist when compared with Camden (1.1%) and Greater London (0.9%). A lower percentage (12.6%) of the population are Muslim, when compared with Camden (16.1%) and Greater London (15.0%). There are also fewer Sikhs in both Primrose Hill and Camden (0.2% each) when compared with Greater London (1.6%). There is a higher percentage of Christians (32.2%) in Primrose Hill than in Camden (31.4%), but a lower percentage than in Greater London (40.7%). Similarly, there is a higher percentage (2.8%) of Hindu's in Primrose Hill than in Camden (1.9%), but a lower percentage than in Greater London (5.1%).

Religious observance may affect when and where people travel. For example, some Jewish people do not drive on Saturdays, and places of worship and faith-based schools are major destinations for large populations from different groups, particularly on certain dates and at certain times of the day.

## **Public Consultation Results**

In the King Henry's Road Area Safe and Healthy Streets consultation, respondents were given the option to answer several questions on their protected characteristics.

Respondents were asked 'What is your religion or belief?' A breakdown of the responses given is provided in **Table 10**.

**Table 10: What is your religion or belief?**

Option	Number	Percentage
Buddhist	0	0.0%
Muslim	1	1.4%
Christian	6	8.7%

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Sikh	0	0.0%
Hindu	1	1.4%
Jewish	4	5.8%
No religion/belief	5	7.2%
Other (please state)	0	0.0%
Not Answered	52	75.4%

## Sex

In Primrose Hill, a slightly higher percentage (53.1%) of the population are female (Census 2021), when compared to Camden (52.7%) and Greater London (51.5%).

Women generally travel less actively than men, for example, women only make up 27% of cycle trips in London and are one of the groups of people who have a disproportionately higher desire for protected cycling infrastructure and direct routes. Objectives and policies within the CTS which aim to create improvements in cycling and walking environments will help address barriers towards cycling and walking enabling a more equal representation within Camden.

Safety and security on public transport and at stations is also a concern for women who often feel vulnerable to attack.

According to the report “Understanding Our Diverse Communities” (TfL 2019):

- Women tend to complete more weekday trips on average than men (2.5 compared to 2.3). Walking is the most used type of transport by women (95 per cent walk at least once a week). Women are more likely to use buses than men (62% compared with 56%) but are less likely to use other types of transport including the Tube (38% women compared with 43% men).
- Women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices.
- Satisfaction with transport among women and men is very similar and is mainly driven by the ease of making the journey.
- Women are more likely than men to experience worrying incidents when travelling on public transport and are more likely to be deterred from using public transport more often by a number of different barriers.

According to data for London (Camden specific data is not available), most trips made by women are on foot, around 35%, compared to men at just under 30%. Around 27% of men’s trips are driven compared to 20% for women, although women are more likely to be passengers at approximately 15% of their trips compared to 10% for men. However, in total, the majority of trips taken by both sexes are using modes other than private motor vehicles. There is also greater potential for walking trips among women than men.

## **Public Consultation Results**

In the King Henry’s Road Area Safe and Healthy Streets consultation, respondents were given the option to answer several questions on their protected characteristics.

Respondents were asked ‘What is your gender?’ A breakdown of the responses given



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is provided in **Table 11**.

**Table 11: What is your gender?**

Option	Number	Percentage
Male	10	14.5%
Female	8	11.6%
Transgender	0	0.0%
Prefer not to say	0	0.0%
Not Answered	51	73.9%

## **Sexual orientation**

In Primrose Hill, a higher percentage (85.3%) of the population are straight or heterosexual, when compared with Camden (82.6%). The figure for Greater London is higher (86.2%).

Under-reporting on the size of lesbian, gay and bisexual communities is a recognised issue, so it is difficult to accurately understand the size of this proportion of the population, particularly at the borough level. An upper estimate for London suggests that roughly 25% of the population is lesbian, gay or bisexual although these figures may underrepresent the size of this population due to societal issues surrounding the disclosure of sexual orientation. Similar to women and people who are going or have gone through gender reassignment, members of the LGBTQ+ community often find safety and security issues as a concern on public transport.

## **Public Consultation Results**

In the King Henry's Road Area Safe and Healthy Streets consultation, respondents were given the option to answer several questions on their protected characteristics.

Respondents were asked 'How would you describe your sexual orientation?' A breakdown of the responses given is provided in **Table 12**.

**Table 12: How would you describe your sexual orientation?**

Option	Number	Percentage
Heterosexual or straight	15	21.7%
Gay	1	1.4%
Lesbian	0	0.0%
Bisexual	0	0.0%
Prefer not to say	1	1.4%
Not Answered	52	75.4%

## **Intersectional Groups**

The intersection of identities produces different experiences for different people. The use of transport modes such as walking, cycling and public transport offers an opportunity to increase physical activity and improve health. In addition to the equalities evidence presented above, Officers recognise the importance of intersectionality in creating equal transport opportunities, which can lead to the reduced vulnerability of certain groups. Some examples of people who may be more affected by their ability to make certain transport choices include elderly women,

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disabled mothers, black, Asian and minority ethnic people supporting large families or young people from low-income households.

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## 2.b Consider evidence in relation to the additional characteristics that the Council is concerned about:

- Foster carers
- Looked after children/care leavers
- Low-income households
- Refugees and asylum seekers
- Parents (of any gender, with children aged under 18)
- People who are homeless
- Private rental tenants in deprived areas
- Single parent households
- Social housing tenants
- Any other, please specify

### **Foster carers**

No additional evidence of impacts on foster carers have been found.

### **Looked after children/care leavers**

According to the [Care Leavers' Discounted Travel Concession Scheme](#) report (GLA, 2023), despite big improvements over the last decade, London's children in care still face significant obstacles and many remain particularly vulnerable. This means fewer care leavers go on to further training or university, and most face complex challenges as they transition into independent living. The Mayor recognises that more should be done to support care leavers in London, and that reducing travel costs will help to improve access to education, employment and training opportunities.

Walking and cycling are low-cost modes of travel and therefore schemes that provide better facilities and safer environments to use these modes will bring benefits to young people and young care leavers. In response to the above report, the Mayor has approved the introduction and implementation of the 18-25 Care Leavers' Discounted Travel Concession Scheme, to be introduced in 2024. This scheme will entitle those eligible to pay half price for public transport journeys across the capital which includes the mayor's Hopper Fare which allows unlimited bus and tram travel within one hour for the price of a single trip.

Policies and initiatives which change the way people travel, including prioritising and enabling walking, cycling and public transport while reducing inessential vehicle use, are key to delivering the objectives of the Camden Transport Strategy and will increase the independence of young care leavers.

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## Low-income households

According to the [Diverse Communities](#) report (TfL, 2019), twenty-eight per cent of Londoners live in a household with a low annual household income (less than £20,000). Walking is the most commonly used type of transport by Londoners with low incomes (93 per cent walk at least once a week) in line with all Londoners (95 per cent). The bus is the next most common type of transport used by Londoners on lower incomes (69 per cent use the bus at least once a week, compared with 59 per cent of all Londoners).

Evidence in the [Camden Transport Strategy Evidence Base Report](#) (Camden, 2019) shows that areas in Camden with the highest Indices of Multiple Deprivation (IMD) are comparatively less likely to own a vehicle. Evidence also shows that areas with higher levels of deprivation in Camden often also have very high levels of local public transport accessibility (PTAL), which, along with car clubs, cycle hire, walking and cycle facilities offer multiple alternative options to private car ownership.

People in deprived communities are generally more affected by the impacts of vehicles and traffic but are least likely to own a private vehicle (Camden, 2019). Many deprived communities live alongside the Borough's most heavily trafficked streets which inflict problems of poor air quality, severance and road danger on the people who live there. While main roads are the most appropriate for traffic, Camden recognises that this may result in a worsening environment for our deprived communities. This is one of the reasons why Camden are developing initiatives to reduce overall traffic volumes.

DfT walking and cycling data also shows that people from deprived areas are more reliant on walking but that they are less likely to cycle than those from least deprived areas. Indeed there is evidence to demonstrate that cycling is very much linked to higher-income households: cycling levels increase with household income (London Travel Demand Survey, 2010-11, TfL). The people least likely to cycle three times a week are those who have never worked and the long-term unemployed.

However, the benefits of cycling for deprived people may be higher than for other protected groups: it is the second cheapest way of travelling after walking (Cycle Scheme). It is estimated the average annual cost of cycling to work is much cheaper than that of driving, as shown in **Table 13**. Sustrans also suggests that cycling could empower people, and provide opportunities to increase physical activity, while cycle infrastructure, along with bike loan and hire, opens up opportunities for all people to travel.

**Table 13: Cost Comparison of Cycling v Other Modes**

Mode	Cost
Santander Cycles yearly membership plus equipment	£98
Bicycle purchase and safety equipment	£505
Annual bus/tram pass	£876
Annual Zone 1 & 2 Travelcard	£1,480
Yearly operational costs for a car (not including car purchase)	£1,730

There are also other health benefits: the reduction in air pollution and congestion and increases in physical activity can make a disproportionate improvement to people from deprived areas. Traffic reduction and facilities for cycling are likely to have a positive impact on health inequalities because people from deprived groups, who are exposed to the greatest risks from air pollution and traffic injuries, are most likely to benefit.

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The [Understanding the travel needs of London's diverse communities, People on Low Incomes report](#) (TfL, 2012) concluded that concerns over crime and safety are slightly more evident for those with low household incomes compared to all Londoners – these concerns are more acute when travelling after dark, particularly on the Underground. Londoners in DE\* households are less likely to feel safe when travelling after dark (when walking after dark, 56% of those in DE households feel safe compared to 63% of all Londoners).

Reducing congestion on the road network is key to ensuring those with an essential need for walking, cycling and public transport are catered for. Schemes that deter car use help to ease pressure on the overall road network and therefore will benefit those people on low incomes. Camden is committed to policies which help deliver the MTS priority of Healthy Streets, with funding dedicated to walking, cycling and public transport and initiatives to reduce the continued dominance of motor vehicles on many of our streets.

*\*DE social grade refers to households where the chief income earner works (or worked) in a semi/unskilled manual profession, is (or was) a casual worker or is unemployed with state benefits*

## **Refugees and asylum seekers**

Those who claim asylum in the UK are not normally allowed to work whilst their claim is being considered. They are instead provided with accommodation and support to meet their essential living needs if they would otherwise be destitute ([GOV, 2022](#)). This means that refugees and asylum seekers are less likely to have access to the modes of travel which typically cost more such as driving or using public transport. Reducing congestion on the road network is key to ensuring those with an essential need for cheaper modes of transport such as walking, cycling and public transport are catered for, for the reasons listed above in the section on 'low-income households'.

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## **Parents (of any gender, with children aged under 18)**

Many of the issues which affect low-income households are relevant here.

Camden manages a School Travel Plan programme to encourage more sustainable travel on the journey to school. Data from our STARS programme show that an average of 34% of children walk to school, 8.5% scoot and 2.5% cycle; 36% are driven.

Camden has a particular issue with journeys made on the school run to independent schools which bring children from further afield, including from outside the borough. Driven trips to independent schools is much higher, at 48%, with impacts for air quality, road safety and physical inactivity. In many cases, the proportion of children being driven to school has increased over time.

### **Public Consultation Results**

In the King Henry's Road Area Safe and Healthy Streets consultation, respondents were given the option to answer several questions on their protected characteristics.

Respondents were asked '*Do you have dependant(s) aged 16 and under?*' A breakdown of the responses given is provided in **Table 14**.

**Table 14: '*Do you have dependant(s) aged 16 and under?*'**

<b>Option</b>	<b>Number</b>	<b>Percentage</b>
Yes	5	7.2%
No	13	18.8%
Not Answered	51	73.9%

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## **People who are homeless**

Homeless people are more likely to make trips on foot and therefore the provision of improved pedestrian infrastructure that is safe and easy to navigate, including improvements delivered through the Safe and Healthy Street Programme, could bring benefits to homeless people.

## **Private rental tenants in deprived areas**

Many rental property contracts explicitly prevent tenants from leaving their bicycle in a shared hallway because it often leads to damage and can upset the other tenants. Cyclists also prefer not to leave their bikes chained up on the street. The provision of off-street cycle parking (such as the cycle hangars proposed in the King Henry's Road area Safe and Healthy Streets scheme) therefore can be beneficial in ensuring private rental tenants in deprived areas have access to safe cycle storage.

## **Single parent households**

Compared to couple parents, single parents usually have more daily trips, spend more time on transportation, and spend more time outside their home per day on average (Chlond and Ottmann, 2007). Single parents face unique transportation barriers in their lives and whilst helping single parents obtain private vehicles (e.g., car donation programmes) can be considered a potential solution, the high expense of maintaining and operating a vehicle, may impose a heavy financial burden on single-parent families and constrain their ability to access opportunities and services ([Transportation Research Interdisciplinary Perspectives, ed. Elsevier, Volume 8, 2020](#)).

The impacts faced by those from low-income households are therefore relevant here. Low-cost modes of travel including cycling, walking and public transport could be more accessible and affordable for single-parent families. Reducing congestion on the road network is key to ensuring those with an essential need for cheaper modes of transport such as walking, cycling and public transport are catered for.

## **Social housing tenants**

No additional evidence of impacts on social housing tenants have been found.

## **Any other, please specify**

No additional evidence of other impacts have been found.

**2.c Have you found any data or evidence about intersectionality. This could be statistically significant data on disproportionality or evidence of disadvantage or discrimination for people who have a combination, or intersection, of two or more characteristics.**

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No additional evidence of impacts on intersectionality have been found.



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## Step 3: Impact

Given the evidence listed in step 2, consider and describe what potential **positive and negative impacts** this work could have on people, related to their **protected characteristics** and the **other characteristics** about which the Council is interested.

Make sure you think about all three aims of the public sector equality duty. Have you identified any actual or potential discrimination against one or more groups? How could you have a positive impact on advancing equality of opportunity for a particular group? Are there opportunities within the activity to promote “good relations” – a better understanding or relationship between people who share a protected characteristic and others?

### 3.a Potential negative impact on protected characteristics

Protected Characteristic	Is there potential negative impact? (Yes or No)	Explain the potential negative impact
Age	Yes	Removal of permit holder car parking spaces near an older person’s home might make it harder for them to access services, if reliant on a car for transport.
Disability including carers	Yes	Removal of permit holder car parking spaces near a disabled person’s home might make it harder for them to access services, if reliant on a car for transport.
Gender reassignment	No	Officers do not consider that the proposed changes would have any negative impact on gender reassignment.
Marriage/civil partnership	No	Officers do not consider that the proposed changes would have any negative impact on marriage and civil partnership.

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Protected Characteristic	Is there potential negative impact? (Yes or No)	Explain the potential negative impact
Pregnancy/ maternity	Yes	Removal of permit holder car parking spaces near a pregnant woman's home might make it harder for them to access medical or other essential services, if reliant on a car for transport during pregnancy.
Race	No	Officers do not consider that the proposed changes would have any negative impact on ethnicity or race.
Religion or belief	No	Officers do not consider that the proposed changes would have any negative impact on belief.
Sex	No	Officers do not consider that the proposed changes would have any negative impact on sex.
Sexual orientation	No	Officers do not consider that the proposed changes would have any negative impact on sexual orientation.

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## 3.b Potential positive impact on protected characteristics

Protected Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
Age	Yes	<p>The proposals could help make the streets a safer and more pleasant environment for people of all ages, particularly the elderly and children due to potentially reduced levels of HGV traffic and improved air quality.</p> <p>Older people make most of their journeys on foot (and by bus) and generally, keep very local (distances of under one kilometre). Improved and safer crossings and junctions could help to make it safer to walk in the area. The proposal to upgrade an informal crossing on King Henry's Road to a raised zebra crossing would help reduce motor traffic speeds and give elderly people, who may take longer to cross the road, priority to do so safely.</p> <p>The proposals would help to encourage people of all age groups to walk or cycle, thereby helping to improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p> <p>Increasing access to on street cycle parking can make it easier for elderly people to choose to cycle.</p> <p>Older people also have the most to gain from the health benefits of active travel: they are among the least active groups in Camden which affects their risk to a wide range of diseases, long term health and wellbeing. Safer streets can create an environment where they can be more confident to walk and cycle.</p> <p>Providing safer conditions for walking and cycling can help increase the propensity of children, including those who attend schools in the area, and older people to walk/cycle, thereby improving their mental and physical health.</p> <p>Investing in sustainable, low-emission travel can, over time, contribute to improving air</p>

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Protected Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
		<p>quality, which have a direct benefit for young and older people (both vulnerable to the health effects of poor air quality/ pollution). As noted in the Monitoring Factsheet (see <b>Appendix D</b>), during the trial the average change in NO<sub>2</sub> from 2022 to 2023 across 12 sites monitored in the area was a reduction both in absolute terms (-1.45µg/m<sup>3</sup> of NO<sub>2</sub>) and as a percentage (-5.8%). The data shows that for the months surveyed, all sites were below the current legal limit of 40ug/m<sup>3</sup>, and the sites would continue to be monitored if the scheme is made permanent.</p> <p>Widening the footways, the various improvements at junctions and providing new areas for planting would help improve accessibility and encourage residents to socialise and interact with each other, which can benefit the mental health of people who can feel marginalized in society, including elderly people.</p>
Disability including carers	Yes	<p>The proposals could help make the streets a safer and more pleasant environment for people with disabilities due to potentially reduced levels of HGV traffic and improved air quality.</p> <p>Evidence shows that disabled people make most of their journeys on foot (and by bus) and keep very local - distances of under one kilometre and that the street environment directly influences their day-to-day activities.</p> <p>Disabled people also have the most to gain from the health benefits of active travel: they are among the least active groups in Camden which affects their risk to a wide range of diseases, long term health and well-being. Safer streets can help to create an environment where disabled people can be more confident to walk and cycle.</p> <p>Increasing access to on-street cycle parking can make it easier for disabled people to choose to cycle. Cycling is increasingly seen by the medical profession as a mobility aid for</p>

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Protected Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
		<p>people with a mobility disability, and easier than walking.</p> <p>Improved and safer crossings and junctions could help to encourage some disabled people who may typically feel vulnerable and unsafe due to traffic movements to walk or cycle, thereby potentially helping improve mental and physical health, independent mobility, social inclusion and access to amenities, services, and opportunities.</p> <p>The proposal to upgrade an informal crossing on King Henry's Road to a raised zebra crossing would reduce traffic speeds and give vulnerable pedestrians, including disabled people and people with mobility issues, who may take longer to cross the road, priority to do so safely.</p> <p>Widening the footways and providing new areas for planting would improve accessibility, particularly for people who rely on a wheelchair or who are less mobile and promote local residents to socialise and interact with each other, which can benefit the mental health of people who can feel marginalized in society, including disabled people.</p>
Gender reassignment	Yes	<p>The proposal to retain the 7.5-tonne motor vehicle weight restriction and implement new pedestrian, road safety, public space and environmental improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment for all.</p> <p>The proposals could help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p>

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Protected Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
Marriage/civil partnership	Yes	<p>The proposal to retain the 7.5 tonne motor vehicle weight restriction and implement new pedestrian, road safety, public space and environmental improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment for all.</p> <p>The proposals could help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p>
Pregnancy/maternity	Yes	<p>The proposal to retain the 7.5 tonne motor vehicle weight restriction and implement new pedestrian, road safety, public space and environmental improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment for all.</p> <p>The proposals could help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p> <p>Widening the pavements and making improvements to junctions and pedestrian crossings would make it easier for vulnerable pedestrians such as pregnant women or parents with pushchairs, to navigate the street network and improve accessibility.</p> <p>Poor air quality adversely affects pregnant women as evidence suggests that particulates can affect child development during pregnancy. Therefore, the potential reduction in HGV traffic and investment in modes of travel, such as walking and cycling, that provide sustainable, low-emission opportunities for travel can positively impact upon the protected group of 'Pregnancy and Maternity' through contributing towards</p>

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Protected Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
		improving air quality.

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Protected Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
Race	Yes	<p>The proposal to retain the 7.5-tonne motor vehicle weight restriction and implement new pedestrian, road safety, public space and environmental improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment for all.</p> <p>The proposals could help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p>
Religion or belief	Yes	<p>Places of worship and faith-based schools are major destinations for larger populations from different groups, particularly on certain dates and at certain times of the day. There are several places of worship and faith-based schools in Camden and the local area, including St Mary's Church and St Paul's Church of England Primary School, which are both located on Elsworthy Road.</p> <p>Improving walking, cycling and road safety within the King Henry's Road Area provides groups accessing these places of worship and faith based schools with more of an opportunity to choose to walk and cycle to these destinations, and to subsequently access the health benefits associated with cycling and walking.</p>
Sex	Yes	<p>The proposal to retain the 7.5-tonne motor vehicle weight restriction and implement new pedestrian, road safety, public space and environmental improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment for all.</p> <p>The proposals could help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p>
Sexual	Yes	<p>The proposal to retain the 7.5-tonne motor vehicle weight restriction and implement new pedestrian,</p>



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orientation		<p>road safety, public space and environmental improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment for all.</p> <p>The proposals could help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p>
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## 3.c Potential negative impact on other characteristics

Characteristic	Is there potential negative impact? (Yes or No)	Explain the potential negative impact
Foster carers	No	Officers do not consider that the proposed changes would have any negative impact on Foster carers.
Looked after children/care leavers	No	Officers do not consider that the proposed changes would have any negative impact on looked after children/care leavers.
Low-income households	Yes	Removal of permit holder car parking spaces may impact people from low-income households if those households rely on private motor vehicles for transport.
Refugees and asylum seekers	No	Officers do not consider that the proposed changes would have any negative impact on refugees and asylum seekers.
Parents (of any gender, with children aged under 18)	No	Officers do not consider that the proposed changes would have any negative impact on parents (of any gender, with children aged under 18).

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Characteristic	Is there potential negative impact? (Yes or No)	Explain the potential negative impact
People who are homeless	No	Officers do not consider that the proposed changes would have any negative impact on people who are homeless.
Private rental tenants in deprived areas	No	Officers do not consider that the proposed changes would have any negative impact on private rental tenants in deprived areas.
Single parent households	No	Officers do not consider that the proposed changes would have any negative impact on single parent households.
Social housing tenants	No	Officers do not consider that the proposed changes would have any negative impact on social housing tenants.

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Any other, please specify	No	No additional impacts were identified.
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## 3.d Potential positive impact on other characteristics

Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
Foster carers	Yes	<p>The proposal to retain the 7.5-tonne motor vehicle weight restriction and implement new pedestrian, road safety, public space and environmental improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment for all.</p> <p>The proposals could help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p>
Looked after children/care leavers	Yes	<p>The proposals would help improve conditions for walking and cycling, which are low-cost modes of travel and this would therefore bring benefits to young people and young care leavers, who may face complex challenges as they transition into independent living. Improving access to low-cost modes of travel including cycling and walking and reducing congestion on the wider road network to improve access to public transport could benefit looked after children/care leavers.</p> <p>The proposal to retain the 7.5-tonne motor vehicle weight restriction and implement new pedestrian, road safety, public space and environmental improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment for all.</p> <p>The proposals could help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p>
Low-income households	Yes	<p>Low-income households are less likely to rely on the use of private vehicles for transport and are more likely to use cheaper alternatives such as walking, cycling and public transport. Improving access to low-cost modes of travel including cycling and walking and reducing congestion on the wider road network to improve access to public transport could</p>

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Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
		<p>benefit low-income households.</p> <p>The proposal to retain the 7.5-tonne motor vehicle weight restriction and implement new pedestrian, road safety, public space and environmental improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment for all.</p> <p>The proposals could help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p>
Refugees and asylum seekers	Yes	<p>The proposal to retain the 7.5-tonne weight restriction and implement new pedestrian, road safety, public space and environmental improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment for all.</p> <p>This would help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p>
Parents (of any gender, with children aged under 18)	Yes	<p>Widening the footways, improving junctions and pedestrian crossings and providing new planting areas would improve the streetscape and assist people who require extra footway space such as parents with pushchairs or who have multiple children and promote local residents and children to socialise and interact with each other, which can benefit the mental health of people who can feel marginalized in society.</p> <p>The proposal to retain the 7.5-tonne weight restriction and implement new pedestrian, road safety, public space and environmental improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment for all.</p> <p>The proposals could help to encourage people to</p>

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Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
		walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.

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Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
People who are homeless	Yes	<p>The proposal to retain the 7.5-tonne weight restriction and implement new pedestrian, road safety, public space and environmental improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment for all.</p> <p>The proposals could help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p>
Private rental tenants in deprived areas	Yes	<p>The impacts faced by those from low-income households are relevant here. Low-cost modes of travel including cycling, walking and public transport could be a more accessible and affordable transportation mode that benefits private rental tenants in deprived areas.</p> <p>The proposed cycle hangars would enable private rental tenants to access secure cycle storage and therefore promote improved mobility.</p> <p>The proposal to retain the 7.5-tonne weight restriction and implement new pedestrian, road safety, public space and environmental improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment for all.</p> <p>The proposals could help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p>
Single parent households	Yes	<p>The impacts faced by those from low-income households are relevant here. Low-cost modes of travel including cycling, walking and public transport could be a more accessible and affordable transportation mode that benefit single-parent households.</p> <p>The proposal to retain the 7.5-tonne weight restriction and implement new pedestrian, road safety, public space and environmental</p>



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Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
		<p>improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment for all.</p> <p>The proposals could help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p>
Social housing tenants	Yes	<p>The impacts faced by those from low-income households are relevant here. Low-cost modes of travel including cycling, walking and public transport could be a more accessible and affordable transportation mode that benefit social housing tenants.</p> <p>The proposal to retain the 7.5-tonne weight restriction and implement new pedestrian, road safety, public space and environmental improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment for all.</p> <p>The proposals could help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p>
Any other, please specify	No	No additional positive impacts were identified.

**3.e Consider intersectionality.**<sup>4</sup> Given the evidence listed in step 2, consider and describe any potential **positive and negative impacts** this activity could have on people who have a **combination, or intersection, of two or more characteristics**. For example, people who are young, trans and homeless, disabled people on low incomes, or Asian women.

The proposal to retain the 7.5-tonne motor vehicle weight restriction and implement new pedestrian, road safety, public space and environmental improvements in the King Henry's Road area, would help make the streets a safer and more pleasant environment

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for all.

The proposals could help to encourage people to walk or cycle, thereby helping improve their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.

- 4 Intersectionality refers to the interconnected nature of social categorisations such as race, class, and gender as they apply to a given individual or group, regarded as creating overlapping and interdependent systems of discrimination or disadvantage.

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## Step 4: Engagement - co-production, involvement or consultation with those affected

### 4.a How have the opinions of people potentially affected by the activity, or those of organisations representing them, informed your work?

<p>List the groups you intend to engage and reference any previous relevant activities, including relevant formal consultation?<sup>5</sup></p>	<p>If engagement has taken place, what issues were raised in relation to one or more of the protected characteristics or the other characteristics about which the Council takes an interest, including multiple or intersecting impacts for people who have two or more of the relevant characteristics?</p>
<p>Engagement with local residents and stakeholders during 3-week public consultation carried out between 01 March and 21 March 2024</p>	<p>The consultation was sent out to multiple groups representing disabled people, elderly people and transport users of different modes in the borough and local stakeholder groups.</p> <p>The following issues were raised by respondents in relation to protected characteristics during the engagement:</p> <p><b>Age</b></p> <ul style="list-style-type: none"> <li>• Removal of permit holder car parking spaces near an older person’s home might make it harder for them to access services, if reliant on a car for transport.</li> <li>• Removal of car parking spaces near an older person’s home might make it harder for visitors, such as family or carers, to access their home, increasing costs or feelings of isolation.</li> <li>• E-scooters were cited as presenting a danger to elderly people’s mobility, as users disregard traffic rules and the scooters themselves are often abandoned in the middle of the pavement.</li> <li>• The scheme was cited as using up unnecessary amounts of council funding, which could be better spent on services for elderly people.</li> <li>• HGV traffic increases and subsequent pollution levels on Primrose Hill Road, disproportionately effect the higher proportion of children and elderly people who attend St Pauls CoE Primary School and St Mary’s church.</li> <li>• One respondent flagged that a high number of students cross King Henry’s Road to access UCL Academy Secondary School. They flagged that it is dangerous to cross here as there is no formal crossing point.</li> </ul> <p><b>Disability</b></p> <ul style="list-style-type: none"> <li>• Removal of permit holder car parking spaces near a disabled person’s home might make it harder for them to access services, if reliant on a car for transport.</li> <li>• Removal of car parking spaces near a disabled person’s</li> </ul>

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<p>List the groups you intend to engage and reference any previous relevant activities, including relevant formal consultation?<sup>5</sup></p>	<p>If engagement has taken place, what issues were raised in relation to one or more of the protected characteristics or the other characteristics about which the Council takes an interest, including multiple or intersecting impacts for people who have two or more of the relevant characteristics?</p>
	<p>home might make it harder for visitors, such as family or carers, to access their home, increasing costs or feelings of isolation.</p> <ul style="list-style-type: none"> <li>E-scooters were cited as presenting a danger to disabled people's mobility, as users disregard traffic rules and the scooters themselves are often abandoned in the middle of the pavement.</li> </ul> <p><b>Sex</b></p> <ul style="list-style-type: none"> <li>One female respondent flagged that reducing traffic could make them feel unsafe when walking after dark.</li> </ul> <p><b>Low Income Households</b></p> <ul style="list-style-type: none"> <li>One respondent flagged that the scheme proposes to move traffic from where wealthy people live, onto boundary roads where poorer people live.</li> </ul>
<p>Engagement with borough-wide stakeholders during 3-week public consultation carried out between 01 March and 21 March 2024</p>	<p>No issues were raised during engagement with the following borough-wide stakeholders:</p> <ul style="list-style-type: none"> <li>RNIB</li> <li>Guide Dogs</li> <li>Camden Disability Action</li> <li>Camden Age UK</li> <li>Camden Cyclists</li> <li>London Living Streets</li> <li>Visually Impaired Camden</li> <li>Camden Air Action</li> <li>Green School Runs</li> <li>Climate Emergency Camden</li> <li>Mothers Climate Action Network</li> <li>Wheels for Wellbeing</li> <li>Transport for All</li> <li>Camden Clean Air</li> <li>Camden Greenpeace</li> <li>(HS2) Community Liaison Group (interested in Borough-wide issues)</li> <li>Keir Starmer MP Office Managers</li> <li>Tulip Siddiq MP Officer Manager</li> <li>Pro-Active Camden/Physical Activity partnerships</li> </ul>

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<p>List the groups you intend to engage and reference any previous relevant activities, including relevant formal consultation?<sup>5</sup></p>	<p>If engagement has taken place, what issues were raised in relation to one or more of the protected characteristics or the other characteristics about which the Council takes an interest, including multiple or intersecting impacts for people who have two or more of the relevant characteristics?</p>
	<ul style="list-style-type: none"> <li>• Community Partners</li> <li>• Motorcycle Action Group</li> </ul>
<p>Engagement with statutory stakeholders prior to 3-week public consultation carried out between 01 March and 21 March 2024</p>	<p>No issues were raised during engagement with the following statutory stakeholders:</p> <ul style="list-style-type: none"> <li>• London Ambulance Service</li> <li>• NHS Blood and Transport</li> <li>• London Fire Brigade</li> <li>• MET Police</li> <li>• British Transport Police</li> <li>• Counter Terrorism team</li> <li>• Freight Transport Association:</li> <li>• Road Haulage Association</li> <li>• Royal Mail</li> <li>• TfL Sponsors</li> </ul>

<sup>5</sup> This could include our staff networks, advisory groups and local community groups, advice agencies and charities.

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**4.b. Where relevant, record any engagement you have had with other teams or directorates within the Council and/or with external partners or suppliers that you are working with to deliver this activity. This is essential where the mitigations for any potential negative impacts rely on the delivery of work by other teams.**

Engagement with internal consultees prior to 3-week public consultation carried out between 01 March and 21 March 2024.

No issues were raised during engagement by the following internal consultees:

- Programme Sponsor
- Design Team Manager
- Implementation
- Parking
- Parking – ETOs/TMOs
- Parking – operations
- Refuse - Environmental services
- Camden Accessible Transport Services
- Markets
- Highways maintenance
- Streetworks/network management
- Conservation
- Community partnerships
- Placeshaping
- Green Space
- Environment and Transport
- Environmental Services
- Environmental Services
- Public Health
- Community Safety
- Housing

## Step 5: Informed decision-making

**5. Having assessed the potential positive and/or negative impact of the activity, 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). Remember to review this and consider any additional evidence from the operation of the activity.

<p><b>1. Change the activity to mitigate potential negative impacts identified and/or to include additional positive impacts that can address disproportionality or otherwise promote equality or good relations.</b></p>	<p>Several issues were raised during the public consultation, which are summarised above in <b>Section 4</b> and in the Consultation Summary Report (<b>Appendix B</b>). Officers have considered these issues in relation to the proposals and do not consider that there would be any disproportionately negative impact on protected characteristic groups. In some cases, Officers have recommended additional changes in</p>
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	response to the consultation results, which it is considered would bring further positive impacts to protected characteristic groups.
<b>2. Continue the work as it is because no potential negative impacts have been found</b>	
<b>3. Justify and continue the work despite negative impacts (please provide justification – this must be a proportionate means of achieving a legitimate aim)</b>	
<b>4. Stop the work because discrimination is unjustifiable and there is no obvious way to mitigate the negative impact</b>	

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## Step 6: Action planning

**6. You must address any negative impacts identified in steps 3 and/or 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 potential or actual positive impacts identified in step 3 and 4.

Make sure you consult with or inform others who will need to deliver actions.

Action	Due	Owner
Ensure the proposed changes comply with relevant design guidance and do not hinder pedestrian access	If a decision is made to proceed with the proposed changes	Design Team
Ensure Road Safety Audits are carried out and acted upon during the detailed design stage (and post-implementation), to remove any hazards that could impact the safety of road users	If a decision is made to proceed with the proposed changes	Design Team
Ensure sufficient and accessible notification is provided to local residents and stakeholders so they have time to understand the changes that would take place	If a decision is made to proceed with the proposed changes	Project Team



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## Step 8: Sign-off

<b>EqIA author</b>	Name: Tim Rigby Job title: Consultant Project Manager Date: 26/04/2024
<b>EqIA advisor / reviewer</b>	Name: Clara Barnes Job title: Equality Impact Assurance Lead Date: 29/05/2024
<b>Senior accountable officer</b>	Name: Sam Margolis Job title: Head of Transport Strategy & Projects Date: 17/05/2024