

Camden Council Equality Impact Assessment Form

Camden Council Equality Impact Assessment Form

Title of the activity	
Safe and Healthy Streets: Cycle Permeability Programme Phase 4 Proposals	
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Version number and date of update	
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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.

Objectives

The overarching aim of the Cycle Permeability programme is to help overcome barriers to cycling, in alignment with our Camden Transport Strategy (CTS) and supporting Cycling Action Plan. Many streets in the borough are one-way and links between streets on desired routes and Camden's existing cycle network are severed by infrastructure, traffic restrictions or highly trafficked major roads. The Cycle Permeability programme aims to make Camden's streets more accessible to cyclists and provide better connections and links through measures such as cycle contra-flow routes on one-way streets and cut throughs at road closures. Several cycle permeability improvements for cyclists have been made in recent years at various locations across the Borough.

The proposals for Phase 4 of the cycling permeability programme are based on the policy context set out in the main decision report and Appendix C (Strategic and Policy Alignments), as well as data collected, and feedback received from and the public consultations for each individual scheme. Phase 4 comprises seven schemes:

- Alfred Place – Bloomsbury Ward
- Belsize Terrace – Belsize Ward
- Hadley Street and Castle Road – Camden Town and Kentish Town South Wards
- Handel Street, Kenton Street and Hunter Street – Bloomsbury Ward
- Herbrand Street – Bloomsbury Ward
- Maresfield Gardens – Belsize Ward
- Streatham Street – Bloomsbury Ward

Details of the proposals for the 7 schemes are provided below.

1. Alfred Place scheme proposals – Bloomsbury ward

Alfred Place is a one-way street northwest bound between Store Street and Chenies Street. The scheme proposals would make it easier to travel by bike locally, so that people can cycle in both directions on Alfred Place. This is in line with Camden's ambition to improve cycling access and priority.

A summary of the proposals that were consulted on, with drawings in **Appendix E**, are to:

- Introduce two-way cycling (where traffic only flows one-way) on Alfred Place between Chenies Street and Store Street with associated signage to improve cycling accessibility in the area.
- An example of signing for two-way cycling on a one-way street can be found in the photo guide provided as **Appendix G**.

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2. Belsize Terrace scheme proposals – Belsize ward

Belsize Terrace is closed to motor vehicle traffic at the junction with Belsize Lane and has an existing cycle track that allows people cycling to travel from Belsize Lane to Belsize Terrace. The scheme proposals would make it easier to travel by bike locally and improve the road and pavement surfaces. This is in line with Camden's ambition to improve cycling access and priority.

A summary of the proposals that were consulted on, with drawings in **Appendix E**, are to:

- Replace or relay the existing surface on the cycle track between Belsize Lane and Belsize Terrace to create a more cycle friendly surface.
- Replace the existing cycle parking stands with new cycle parking stands on Belsize Terrace near the junction with Belsize Lane to improve cycle parking facilities.
- Relocate the existing planter next to the zebra crossing on Belsize Lane to make it easier for pedestrians to move through the public space at the north end of Belsize Terrace.
- Examples of cycle track surfacing and cycle parking stands can be found in the photo guide provided as **Appendix G**.

If approved, various elements of the proposed scheme will be reviewed at detailed design stage to address concerns raised by respondents. This includes the method and type of material for repaving the existing cycle track, the location and layout for the replacement cycle parking stands, and the specific positioning of a planter adjacent to the zebra crossing on Belsize Lane.

3. Hadley Street scheme proposals – Camden Town and Kentish Town South wards

Hadley Street runs from Prince of Wales Road in the North to Lewis Street in the South with a motor vehicle restriction via a series of bollards and a fire gate at the northern arm of the junction where Hadley Street meets Castle Road.

The scheme proposals would make it easier to travel by bike locally, so people who cycle can access the wider cycle network. We have also heard from some disabled people that the ramp on the existing cut through is steep and adjusting the ramp would make it easier and safer for those who use tricycles and other adapted bicycles. We also want to increase the amount of plants and trees in the area. This is in line with Camden's ambition to improve cycling access and priority and also to improve pedestrian accessibility in the area.

A summary of the proposals that were consulted on, with drawings in **Appendix E**, are to:

- Widening the pavement, planting two new trees, and adding cycle stands at the location of the existing motor vehicle restriction on Hadley Street to improve cycle accessibility.
- Removing the existing fire gate and replacing it with removable bollards to improve cycle accessibility.
- Widening the pavement on Castle Road outside the Tapping The Admiral Pub and planting a new tree to improve the look and feel of the area.

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- Installing two cycle hangers on Castle Road (opposite the Tapping The Admiral Pub) by removing 5.6 meters of Pay by Phone Parking to improve resident access to secure cycle storage.
- Installing two cycle hangers on Hadley Street (opposite no.34) by removing 5.2 meters of resident parking to improve resident access to secure cycle storage.
- Examples of pavement buildouts and tree planting, bike hangars, cycle parking, and access improvements can be found in the photo guide provided as **Appendix G**.

The proposals to provide two cycle hangers on Castle Road and two cycle hangers on Hadley Street would help to address demand from local residents for somewhere safe and secure to store bikes. Waiting list data indicates that 69 residents are on the waiting list for spaces in the nearest cycle hangars on Castlehaven Road (2 hangars) and Ryland Road (3 hangars).

If approved, various elements of the proposed scheme will be reviewed at detailed design stage to address concerns raised by respondents. This includes the inclusion of a raised junction table where Hadley Street meets Castle Road.

4. Handel Street, Kenton Street, and Hunter Street scheme proposals – Bloomsbury ward

Handel Street and Kenton Street are one-way streets connecting Hunter Street in the East to Tavistock Place in the North. They have single yellow lines on both sides of the street. Hunter Street is a two-way road running from Brunswick Square in the South to Tavistock Place in the North. Hunter Street has an advisory cycle lane on the Northbound side between Handel Street and Tavistock Place.

The scheme proposals would make it easier to travel by bike locally, so people who cycle can access the wider cycle network. This is in line with Camden's ambition to improve cycling access and priority. We would also like to improve pedestrian accessibility in the area.

A summary of the proposals that were consulted on, with drawings in **Appendix E**, are to:

- Introduce two-way cycling on Handel Street and Kenton Street to improve cycle accessibility in the area.
- Introduce new signage, on street cycle symbols, and other road markings to show the permitted cycle route in each direction.
- Introduce double yellow lines on both side of Handel Street and Kenton Streets as well removing one permit holder parking bay and relocating (slightly) a disabled parking bay. This would improve cycling safety by reducing conflict with oncoming motor vehicles.
- Introduce cycle parking stands on the corner of Handel Street and Kenton Streets with associated pavement widening and dropped kerbs to improve cycle parking facilities in the area.
- Introduce continuous pavements (which highlight pedestrian priority) on the entry and exit points to/from Handel Street and Kenton Street to improve pedestrian provision at the junctions with Hunter Street and Tavistock Place.

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- Introduce a kerb segregated cycle track on Hunter Street (Northbound) between Handel Street and Tavistock Place in order to improve cycling safety in a traffic heavy area.
- Examples of signing for two-way cycling on a one-way street, continuous pavements, segregated cycle tracks, and cycle parking can be found in the photo guide provided as **Appendix G**.

If approved, various elements of the proposed scheme will be reviewed at detailed design stage to address concerns raised by respondents. This includes the design of continuous pavements at the junctions with Hunter Street and Tavistock Place, the design of the cycle lane on Hunter Street, and the design of the pavement buildout and the location of cycle parking stands at the southern end of Kenton Street adjacent to the entrance to the Marchmont Community Garden.

5. Herbrand Street scheme proposals – Bloomsbury ward

Herbrand Street is a street that runs from Tavistock Place to Guilford Street. The northern section which is a two-way street has a traffic restriction (except cycles) at the junction with Coram Street and can only be accessed by motor vehicle from the junction with Tavistock Place. The scheme proposals would make it easier to travel by bike locally, so that people who cycle can access the wider cycle network. This is in line with Camden's ambition to improve cycling access and priority.

A summary of the proposals that were consulted on, with drawings in **Appendix E**, are to:

- Widen the existing cycle lane on Herbrand Street (which runs in the opposite direction to motor vehicle traffic) to the north of Coram Street by narrowing the traffic island to increase cycling accessibility and safety.
- Plant 2 new trees on the traffic island to increase the amount of planting in the area.
- Replace the 'no entry' sign on the existing flexi-bollard with a 'cycle sign'. Please note the two 'no entry' signs on the existing sign posts on the island and pavement would be retained.
- Introduce cycle friendly drain covers at the junction with Coram Street to improve cycle safety.
- Examples of access improvements and tree planting can be found in the photo guide provided as **Appendix G**.

If approved, various elements of the proposed scheme will be reviewed at detailed design stage to address concerns raised by respondents. This includes the provision of cycle logo markings on the road surface to improve the legibility of two-way cycling on the section of Herbrand Street between Coram Street and Tavistock Place.

6. Maresfield Gardens scheme proposals – Belsize ward

Maresfield Gardens is a two-way street to the west of Fitzjohn's Avenue and is exit only (onto Fitzjohn's Avenue) for motor vehicles. The width of the existing cycle lane which runs in the opposite direction to motor vehicle traffic is sub-standard for some types of cycle (e.g., cargo bikes). The scheme proposals would make it easier and safer to travel by bike locally, so, people cycling can access the wider cycle network. This is in line with Camden's ambition

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to improve cycling access and priority.

A summary of the proposals that were consulted on, with drawings in **Appendix E**, are to:

- Widen the existing cycle lane which runs in the opposite direction to motor vehicle traffic to improve cycle accessibility and introduce low-level planting on the existing traffic island to make it a more attractive feature.
- Introduce 2 cycle hangers on the southeast part of Maresfield Gardens to improve cycle storage facilities in the area.
- Remove 10.7m of existing pay by phone parking and extend existing single yellow line to improve cycle safety around the junction with Fitzjohn's Avenue.
- Introduce a cycle flexi bollard facing Fitzjohn's Avenue and replace the existing gully cover with a cycle friendly cover to improve the signage and accessibility into Maresfield Gardens.
- Examples of access improvements, bike hangars, and low level planting can be found in the photo guide provided as **Appendix G**.

The proposals to provide two cycle hangers on Maresfield Gardens would help to address demand from local residents for somewhere safe and secure to store bikes. Waiting list data indicates that 180 residents are on the waiting list for spaces in the nearest cycle hangars on Kings College Road (1 hangar) and Belsize Park Gardens (1 hangar).

7. Streatham Street scheme proposals – Bloomsbury ward

Streatham Street has an existing motor vehicle restriction with a fire gate at the junction with Willoughby Street. We would like to make it easier and safer to travel by bike locally, so that people who cycle can access the wider cycle network. This is in line with Camden's ambition to improve cycling access and priority.

A summary of the proposals that were consulted on, with drawings in **Appendix E**, are to

- Remove the existing fire gate on Streatham Street, at the junction with Willoughby Street, and replace it with new removable bollards to increase cycle accessibility.
- An example of an access improvement can be found in the photo guide provided as **Appendix G**.

The Bloomsbury Association suggested during the consultation period that the scope of the scheme should be expanded slightly to include the provision of low level planters on Streatham Street and on the pavement on the west side of Willoughby Street. This would help to improve the character and appearance of the area. If approved, officers will consider the suggestion as part of the detailed design stage.

Purpose of the Equality Impact Assessment (EqIA)

The purpose of this EqIA is to assess the impact of the proposed changes on people using the streets in the seven project areas with regards to protected characteristics (as defined by the Equality Act 2010), as well as additional characteristics identified by the London Borough of Camden.

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The identification of both positive or negative impacts on people with protected or additional characteristics will help inform, alongside relevant policies, consultation and other data/information, the decision of the Director of Environment and Sustainability, in consultation with the Cabinet Member for a Sustainable Camden, on whether or not to approve the proposed changes.

The EqIA draws on data and evidence with regards to equalities in the local area for each project and the changes proposed, as well as relevant consultation responses.

Step 2: Data and evidence

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

- Age
- Disability, including family carers²
- Gender reassignment³
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

2 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.

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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Summary of impacts on the 9 characteristics protected by the Equality Act 2010

Age

The assessment has identified both potential negative and positive impacts with regards to age.

Potential negative impacts include the loss of resident permit holder parking spaces and pay-by-phone parking spaces which could have a negative impact on elderly people who live in or visit the relevant project area and who find a car to be essential. However, other resident permit holder parking spaces and pay by phone parking spaces in the project areas would remain available to residents and visitors. In addition, residents who are over 16 and live in Camden for at least five nights per week, and some businesses, can apply for a visitor parking permit.

Many potential positive benefits arising from pedestrian and cycle improvements were also identified, which could support children and older people in using active travel modes with greater comfort and safety, should they wish to do so.

Disability, including family carers

Potential negative impacts include the loss of permit holder parking and pay-by-phone parking which could have a negative impact on disabled people who live in or visit the relevant project area and who find a car to be essential. However, the proposals would not involve the loss of any disabled parking bays. Blue badge holders can park in resident permit holder bays, shared use parking bays, and paid for parking bays without time limit, and in blue badge parking bays where time limits may apply (displayed on signs). Blue badge holders can also park for a maximum of three hours on single or double yellow lines, where permitted. Guidance on how and where blue badges can be used is available on our website [here](#). Officers feel that the proposal would have a limited impact on the availability of parking opportunities for blue badge holders.

Many potential positive benefits arising from pedestrian and cycle improvements were also identified. These are likely to support disabled people in using active travel modes with greater comfort and safety, should they wish to do so. Public realm improvements would also improve the general street environment for this group, providing places to stop and rest where necessary.

Gender reassignment

There is no evidence to suggest that this project would have a disproportionate negative or positive impact on this group.

Marriage and civil partnership

There is no evidence to suggest that this project would have a disproportionate negative or positive impact on this group.

Pregnancy and maternity

Walking and cycling infrastructure improvements have been assessed as being beneficial for this group, particularly with regards to being able to navigate streets using active travel and with prams. The potential reduction in air pollution that may arise from the 7 projects has also been assessed as having potential benefits for this group.

Race

Cycling access and infrastructure improvements could potentially have a positive impact for people from Black, Asian, and Minority Ethnic backgrounds, by providing safer options for cycling, should they wish to use this mode.

Religion and belief

There is no evidence to suggest that the 7 projects would have a disproportionate negative or positive impact on this characteristic. However, the potential impact of the 7 projects on religious

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places of worship near to the relevant project areas have been included in this assessment (see later sections).

Sex

The 7 projects have been assessed to have positive impacts for women by providing safer walking and cycling infrastructure.

Sexual orientation

There is no evidence to suggest that the 7 projects would have a disproportionate negative or positive impact on this group.

Summary of impacts on Additional Characteristics identified by Camden

Foster carers

There is no evidence to suggest that the 7 projects would have a disproportionate negative or positive impact on this group.

Looked after children / care leavers

The main positive impact identified by this assessment was in conjunction to potential intersections with low-income.

Low-income households

Improved access to more affordable transport modes (walking and cycling) resulting from the 7 projects were assessed as having a potential positive income on low-income households, as well as on individuals with other protected and additional characteristics that intersect with low income.

Refugees and asylum seekers

The main positive impact identified by this assessment was in conjunction to potential intersections with low-income.

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

The main positive impact identified by this assessment was in conjunction to potential intersections with low-income.

People who are homeless

The pedestrian improvements proposed as part of 3 of the 7 projects (Belsize Terrace, Hadley Street and Castle Road, and Handel Street and Kenton Street) were assessed to have a positive impact on this group.

Private rental tenants in deprived areas

There is no evidence to suggest that this project would have a disproportionate negative or positive impact on this group.

Single parent households

The main positive impact identified by this assessment was in conjunction to potential associations with low-income.

Social housing tenants

There is no evidence to suggest that this project would have a disproportionate negative or positive impact on this group.

Any other, please specify

N/A.

Equalities Context

This section of the EqIA seeks to establish the equalities context in which the proposals would be situated at the ward, borough, and London level. Data for the nine protected characteristics under the Equality Act 2020 is set out, along with evidence on transport specific issues faced by each group. Data and evidence have been drawn from:

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- **National Census Data, 2021**, which focuses on London-wide data, Camden data and data for the wards in which the proposals are located – as set out in **Table 1**, below.
- Data on trips made in Camden by protected groups, from Transport for London's annual **Travel Demand Survey**, 2020.
- Responses to the **public consultations** carried out between 15th February 2024 and 7th March 2024.
- London Borough of Camden records.
- Regional and national guidance.
- Academic research.

The table below contains Census 2021 data on the 9 protected characteristics. Data from the Wards has been compared against data for London Borough of Camden and Greater London.

Table 1 Census 2021 data for certain protected characteristics for the Bloomsbury, Belsize, Kentish Town South and Camden Town Wards, Camden, and Greater London

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		Bloomsbury	Belsize	Kentish Town South	Camden Town	Camden	Greater London
Population	All Resident	11,095	12,299	10,421	6,389	210,134	4,268,095
Sex	Males	48.3%	47.4%	45.1%	49.4%	47.3%	48.5%
	Females	51.7%	52.6%	54.9%	50.6%	52.7%	51.5%
Age	0-3	1.7%	4.8%	3.5%	3.2%	3.8%	4.8%
	4-10	3.0%	7.9%	6.6%	5.5%	6.6%	8.5%
	11-15	1.7%	4.4%	5.4%	4.6%	4.9%	6.0%
	16-18	7.8%	2.1%	3.7%	3.3%	3.6%	3.4%
	19-24	30.2%	5.3%	12.4%	14.5%	11.6%	7.7%
	25-49	32.2%	46.7%	41.8%	43.4%	41.4%	40.8%
	50-65	13.6%	16.9%	16.7%	17.7%	17.0%	17.7%
	66-74	4.7%	5.6%	5.2%	4.2%	5.8%	5.8%
	75-84	3.6%	4.5%	3.5%	2.7%	3.9%	3.8%
85+	1.5%	1.9%	1.2%	0.8%	1.5%	1.6%	
Ethnicity	English/Welsh/Scottish/ Northern Irish/British	29.3%	36.4%	40.9%	34.1%	35.4%	36.8%
	Irish	1.9%	2.0%	3.6%	2.8%	2.5%	1.8%
	Gypsy/Irish Traveler	0.0%	0.0%	0.1%	0.2%	0.1%	0.1%
	Roma	0.5%	0.4%	0.2%	0.5%	0.5%	0.4%
	Other White	22.6%	33.2%	18.2%	19.9%	21.1%	14.7%
	White and Asian	2.8%	2.6%	1.8%	1.8%	2.0%	1.4%
	White and Black African	1.0%	0.7%	1.1%	1.0%	1.0%	0.9%
	White and Black Caribbean	0.9%	0.7%	1.7%	1.5%	1.2%	1.5%
	Other Mixed or Multiple ethnic groups	2.7%	2.6%	2.4%	2.6%	2.4%	1.9%
	Bangladeshi	5.8%	0.5%	6.2%	7.9%	6.8%	3.7%
	Chinese	9.5%	2.9%	2.0%	2.6%	3.2%	1.7%
	Indian	5.4%	4.6%	2.0%	2.7%	3.3%	7.5%
	Pakistani	1.0%	0.9%	0.5%	0.8%	0.8%	3.3%
	Other Asian	5.2%	4.1%	2.8%	3.6%	4.0%	4.6%
	African	4.4%	1.5%	8.4%	8.2%	6.8%	7.9%
	Caribbean	0.8%	0.4%	1.6%	2.3%	1.3%	3.9%
	Other Black	0.5%	0.3%	1.2%	1.3%	1.0%	1.7%
	Arab	2.1%	1.2%	1.4%	2.2%	2.1%	1.6%
Any Other Ethnic Group	3.5%	5.0%	3.9%	4.1%	4.7%	4.7%	
Religion	Christian	30.6%	31.6%	30.6%	30.8%	31.4%	40.7%

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	Buddhist	1.9%	1.5%	0.8%	0.8%	1.1%	0.9%
	Hindu	2.9%	3.1%	1.0%	1.4%	1.9%	5.1%
	Jewish	1.5%	12.2%	2.4%	2.3%	4.8%	1.7%
	Muslim	11.9%	4.4%	14.8%	17.9%	16.1%	15.0%
	Sikh	0.4%	0.2%	0.1%	0.2%	0.2%	1.6%
	Other religion	1.2%	0.9%	0.8%	1.1%	0.9%	1.0%
	No religion	38.2%	36.3%	41.1%	37.2%	34.6%	27.1%
	Not answered	11.3%	9.9%	8.4%	8.3%	8.9%	7.0%
Disability	Disability or Limiting Long-term Illness	15.7%	9.7%	16.9%	16.7%	15.2%	13.2%
Health	Male Life expectancy	-	-	-	-	83.1	79.9
	Female Life expectancy	-	-	-	-	87.7	83.9
Pregnancy/ Maternity	General Fertility Rate	-	-	-	-	40.6	52.9
	Total Fertility Rate	-	-	-	-	1.02	1.52
	Births to overseas-born mothers (%)	-	-	-	-	64%	57%
	Stillbirth rate	-	-	-	-	5.2	4.3
Legal Partnership Status	Never married and never registered a civil partnership	72.7%	45.3%	60.1%	61.1%	55.7%	46.2%
	Married: Opposite sex	15.9%	40.9%	26.6%	25.9%	30.2%	39.3%
	Married: Same sex	0.8%	0.6%	0.7%	0.9%	0.6%	0.4%
	In a registered civil partnership: Opposite sex	0.0%	0.4%	0.1%	0.1%	0.2%	0.1%
	In a registered civil partnership: Same sex	0.8%	0.5%	0.3%	0.3%	0.4%	0.2%
	Separated, but still married	1.7%	1.7%	1.8%	2.2%	2.2%	2.3%
	Separated, but still in a registered CP	0.0%	0.0%	0.0%	0.0%	<0.1%	<0.1%
	Divorced	5.4%	7.5%	7.2%	6.6%	7.3%	7.2%
	Formerly in a CP now legally dissolved	0.1%	0.0%	0.1%	0.1%	0.1%	<0.1%
	Widowed	2.5%	3.0%	3.1%	2.8%	3.3%	4.2%
	Surviving partner from civil partnership	0.0%	0.0%	0.0%	0.1%	<0.1%	<0.1%
Sexual Orientation	Straight or Heterosexual	74.7%	84.0%	82.4%	81.4%	82.6%	86.2%
	Gay or Lesbian	7.8%	3.0%	4%	4.0%	3.7%	2.2%
	Bisexual	4.2%	2.0%	2.7%	3.3%	2.5%	1.5%
	All other sexual orientations	0.9%	0.6%	0.8%	0.9%	0.7%	0.5%
	Not answered	12.4%	10.5%	10.1%	10.4%	10.5%	9.5%
Gender Identity	Gender ID the same as sex registered at birth	90.0%	92.0%	91.2%	91.2%	91.0%	91.2%
	Gender identity different from sex registered at birth but no specific identity given	0.2%	0.2%	0.3%	0.4%	0.3%	0.5%
	Trans woman	0.1%	0.1%	0.2%	0.1%	0.1%	0.2%
	Trans man	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%
	All other gender identities	0.2%	0.2%	0.2%	0.2%	0.2%	0.1%

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	Not answered	9.4%	7.4%	8%	8%	8.2%	7.9%
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Summary of evidence collected and received for protected Equality Act Characteristics:

Age

The Bloomsbury ward has a younger population than the Camden average (11.6%) with 30.2% of its population between the age of 19 and 25. The other 3 wards are broadly in line with the Camden average with the most significant proportion of their populations (over 41%) being between the age of 25-49.

Transport data relevant to the 'age' characteristic

Vulnerability to air pollution from road transport and propensity to travel by different modes are key transport related issues that would be addressed through this scheme that are relevant to children and older people under the protected characteristic of age. In doing so, it supports the fulfilment of borough wide objectives set out in the We Make Camden Strategy. This includes the objectives to ensure that 'Camden is a borough where every child has the best start in life', and that 'Camden communities support good health, wellbeing and connection for everyone so that they can start well, live well, and age well'.

Children and older people are more vulnerable to negative health impacts associated with air pollution, of which road transport is a key source. Negative health impacts on these vulnerable groups are particularly disproportionate in deprived areas, where poverty is already a driver of health inequalities. Children growing up in poverty are more likely to have poor physical and mental health.¹ Deprived areas also often have higher levels of air pollution.^{2 3}

The Indices of Deprivation 2019 allows for the identification of the areas in England with the highest proportion of people and households experiencing deprivation. The data is calculated at LSOA level and takes into consideration relative deprivation across seven factors: income, employment, health and disability, education, skills and training, housing and services, and crime and living environment. The indices are provided as both a score and as a rank position within England. The combined overall index is the Index of Multiple Deprivation (IMD) and, with the LSOA geography, is designed to show hotspots of deprivation that are often masked with ward level measures. However, a ward position can be calculated by averaging the IMD scores.

Research demonstrates that disproportionate impacts on children growing up in significantly polluted parts of London include reduced lung volume and capacity and increases in childhood asthma.⁴ Children are also disproportionately exposed to high pollution levels on the way to school and during the school day.⁵

Increased exposure to air pollution in older people has been associated with higher mortality rates due to cardio-pulmonary or respiratory causes⁶

¹ Royal College of Paediatrics and Child Health, (n.d.). Child health inequalities driven by child poverty in the UK – position statement.

² Simoni, Baldacci, Maio, Cerrai, Sarno and Viegi., (2015). Adverse effects of outdoor pollution in the elderly. *Journal of Thoracic Disease*. 7(1): 34–45.

³ Mayor of London, (2021). 3.1m children in England going to schools in areas with toxic air.

⁴ Ibid

⁵ Queen Mary University, (2018). Helping London's children breathe more easily.

⁶ Simoni, Baldacci, Maio, Cerrai, Sarno and Viegi., (2015). Adverse effects of outdoor pollution in the elderly. *Journal of Thoracic Disease*. 7(1): 34–45.

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Old and young people are also disproportionately affected by the negative impacts of climate change, such as extreme heat and cold, increased air pollution, flooding, and food insecurity. This disproportionate impact is exacerbated in deprived areas due to the links between poverty and health outlined above. Young people in particular have been shown to experience eco-distress related to climate change.⁷ Older adults have also been shown to experience disproportionate negative health impacts and to be more likely to die as a result of extreme weather, heatwaves, wildfires, and hurricanes.⁸ Transport emissions, which the scheme would help to reduce, are key contributors to these climate change impacts.

Younger and older people face greater barriers to cycling than other age groups. These include fears around safety (including for parents responsible for children), fear of traffic and lack of confidence.⁹

A recent survey by Sustrans has shown that while only 2% of children cycle to school, 10% would like to.¹¹ These fears also impact the capacity of these groups to travel independently in general, which can result in these groups being more isolated and excluded. Young and older people are also the less physically active. By introducing enhanced cycling infrastructure through these permeability schemes, the proposals would help create a safer and more comfortable environment for younger and older people to cycle, which in turn could support their health and wellbeing by boosting their independency and physical activity levels. Making walking and cycling feel safer and more accessible to older and younger age groups therefore has the potential to facilitate more active and independent lifestyles among these groups, for example, when travelling to school, and can help to reduce health inequalities.

In 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 that drives most is people aged 49 to 59, with 40% of their journeys being driven. 40% of trips taken by people over the age of 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.

Table 2, below, illustrates that across all age groups, the majority of Camden residents rely on walking and public transport to carry out their journeys. This includes those below the age of 25 and above the age of 59. 77% of Camden's residents between 5 and 16 years, 87% of 17–24 year-olds, 86% of 60-64 year-olds and 72% of residents over 65 years of age make their journey by public transport and walking, with a majority travelling on foot in each age group. The data also shows that driving and taxi use makes up a minority of journeys across all age groups, with children under the age of 16 using these modes more than any other group. The share of trips made by cycling is highest in the middle age groups at 3% for people aged 25-59. Those over 60 make 2% of their journeys by cycling while for young people under 25 the rate is only 1%. This reflects the greater barriers faced by the younger and older age groups with regards to cycling. The introduction of enhanced cycle infrastructure proposed as part of these schemes may help support progress in increasing the share of trips that these age groups may be able to make by cycling in the future.

⁷ Royal College of Paediatrics and Child Health, (n.d.). Health inequalities and climate change tool 1

⁸ Nguyen, E., (2022) Studying the impact of climate change on older adult health and well-being. *National Institute on Aging*.

⁹ Sustrans & Arup, (2020). Cycling for Everyone.

¹⁰ Centre for Ageing, (2021). Walking and cycling 'not safe or attractive enough' for many in their 50s and 60s.

¹¹ Sustrans, (2021). Survey reveals just 2% of UK pupils currently cycle to school.

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Table 2: Camden Residents' Trips – Age

	5-16 years	17- 24 years	25-44 years	45-59 years	60–64 years	65+ years
Public Transport	21%	41%	32%	29%	28%	30%
Walk	56%	46%	50%	47%	58%	47%
Drive (driving and passengers)	19%	9%	16%	11%	11%	19%
Taxi	2%	4%	3%	3%	1%	1%
Cycle	1%	1%	3%	3%	2%	2%

The [Camden Transport Strategy Equality Impact Assessment](#) also 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 (specifically buses) and walking, particularly women – who also comprise the majority of older people.^{12 13} Therefore, transport strategies and schemes should address improvements to the walking environment (and in doing so, links to public transport).

Consultation Responses

Only 3 of the 7 proposed schemes were taken through a full public consultation via the [We Are Camden](#) online consultation hub. For these schemes (1. Hadley Street & Castle Road, 2. Handel Street, Kenton Street & Hunter Street, and 3. Maresfield Gardens), the following information was gathered with regards to the age of respondents.

Age	Responses
25 - 34	2
35 – 44	5
45 – 54	12
55 – 64	3
65 – 74	4
75 – 84	7
85+	1
Not Answered	57
Grand Total	91

Some responses from the public consultations raised concerns over the removal of car parking spaces and how this would affect the elderly or young families who may depend on travelling by car. Concerns were also raised over how an increase in cycling and cycling speeds could potentially create an unsafe environment for pedestrians, especially for children and the elderly. These concerns are addressed in section 3 of this report.

¹² Transport for London, (2019). Understanding our diverse communities.

¹³ Transport for London, (2017). Travel in London Report 10.

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Disability, including family carers

The percentage of people in the Belsize ward who identified as having a disability, (as defined under the Equality Act 2010) is 9.7%. For the other wards, 15.7% of individuals in Bloomsbury, 16.7% in Camden Town, and 16.9% in Kentish Town South identified as having a disability or limiting long-term illness. The Camden average is 15.2% and the London average of 13.2%. The data indicates that the Belsize ward has significantly fewer disabled people than the Camden and London average. The data for the other wards is slightly higher than the Camden and London average.

Transport data related to the 'disability' characteristic

Data shows 86% of Camden residents with a disability make their journeys on foot (58%) and/ or by public transport (28%). Disabled people drive less than non-disabled people, 9% of Camden residents, with a disability, drive or are driven, compared to 13% of residents with no disability. Of Camden residents' trips, disabled residents' trips by taxi are only 1% higher than Camden residents without a disability (4% v 3%). Within London as a whole, disabled people are less likely to hold a drivers' license compared to non-disabled people – 40% compared to 68%. Furthermore, in London 52% of disabled people live in a car free household. The share of trips made by cycling in Camden reflects London wide trends – disabled people are less likely to cycle, making only 1% of trips using this mode, compared to 3% for non-disabled people.

Data from TfL shows that walking and bus travel are the modes most frequently used by people with a disability in London, including people with disabilities which limit their daily activity.^{14 15} As illustrated in **Table 3**, walking is the most used mode at the London level, with people with disabilities that affect their daily activity making 32% of on foot, 1 percentage point more than non-disabled people. Bus travel (including trams) is the second most prevalent mode at 23%, which is much higher than the mode-share amongst non-disabled people (14%). At 1%, the proportion of disabled people who cycle is not much lower to the non-disabled population (3%). The number of trips driven by disabled people (19%) is lower than amongst non-disabled people (23%), and trips as a passenger (16% amongst those with activity limitations and 18% amongst people with disabilities that affect travel) are only slightly higher than amongst non-disabled people (12%). In addition, only 3% of trips made by disabled people are by taxi, compared to 1% for non-disabled people. Prioritising walking, cycling and public transport would therefore also support those with a disability.

Table 3: Mode share by people with a disability

	London residents with a disability that limits travel	London residents with a disability that limits daily activity	London residents without a disability
National Rail/Overground	2%	3%	6%
Underground/DLR	4%	4%	10%
Bus/tram	22%	23%	14%
Taxi / Other	3%	3%	1%
Car driver	19%	19%	23%
Car passenger	18%	16%	12%
Van / Lorry	0%	1%	1%
Motorcycle	0%	0%	0%
Cycle	1%	1%	3%

¹⁴ Transport for London, (2019). Understanding our diverse communities.

¹⁵ Transport for London, (2017). Travel in London Report 10.

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Walk	31%	32%	31%
Total	100%	100%	100%

Source: Transport for London (2017): Travel in London 10

Disabled people face disproportionate barriers to cycling, which were investigated in a survey carried out by Wheels for Wellbeing in 2019/2020. The main barrier cited was inaccessible cycle infrastructure. The survey also found that 65% of respondents found it useful to use bikes as a mobility aid, but 49% have been asked to dismount and walk their bike. This shows that improving cycling accessibility for disabled people could have benefits for supporting their overall independent mobility.

Consultation Responses

Some responses from the public consultation raised concerns over the removal of car parking spaces and how this would affect disabled people who may depend on travelling by car. Concerns were also raised over how an increase in cycling and cycling speeds could potentially create an unsafe environment for pedestrians, especially those with a disability. These concerns are addressed in section 3 of this report.

Gender reassignment

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. The 2021 census found 262,000, or 0.5% of respondents said their gender identity and sex registered at birth were different. Of all census respondents, 0.1% identified as a trans man, and 0.1% identified as a trans woman, 0.2% did not provide more detail and 30,000 said that they were non-binary.¹⁶

Transport data related to the 'Gender' characteristic

People who are going or have gone through gender reassignment often find safety and security issues a concern on streets and when using public transport.

An earlier survey undertaken by the government on the experiences of transgender people in particular had found that this group experiences fears around safety in the street and when using public transport.¹⁷ 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.

Consultation Responses

No respondents to the public consultation raised concerns over the scheme positively or negatively impacting people who identify as transgender.

Marriage and civil partnership

The rate of marriage and civil partnerships is slightly lower in Camden (31.3%) than in Greater London (40.2%).

¹⁶ UK Parliament, (2023). 2021 census: What do we know about the LGBT+ population?.

¹⁷ Government Equalities Office, (2011). Headline findings from our transgender online survey.

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Transport data related to the 'marriage' characteristic

No transport data specific to marriage/ civil partnership is available.

Consultation Responses

No respondents to the public consultation raised concerns over the scheme positively or negatively impacting people who are in a marriage or civil partnership.

Pregnancy and maternity

In Camden overall, 22.7% of households have dependent children, while the rate for Greater London is 30.9%.

Transport data related to the 'maternity' characteristic

Many of the issues which impact women, disabled people, and the older generation such as poor air quality levels are relevant here.

Research shows that exposure to poor air quality during pregnancy has an impact on both the health of the pregnant women and on fetal development. Air pollution exposure during fetal development and early childhood can have long-term impacts on health in childhood and beyond. Air pollution exposure may also increase risks for maternal health, and has been linked to increased risk of pre-eclampsia, a serious cardiovascular condition of pregnancy.¹⁸

Consultation Responses

There were no consultation responses relating to pregnancy or maternity (defined as the 26-week period after birth), or to children.

Race

According to the 2021 census data, Belsize is home to a White population of 71.6%, which is significantly higher than the Camden and London average.

Bloomsbury is home to a White population of 53.8%, which is slightly lower than the Camden average of 59.5% and the London average of 59.8%. The Chinese community is notably large, representing 9.5% of the population. This is significantly higher than the Camden average of 3.2% and the London average of 1.5%.

Camden Town is home to a White population of 57%, which is slightly lower than the Camden and London average. The Ward has a diverse population, with noticeable percentages of Bangladeshi (7.9%) and African (8.2%) communities.

Kentish Town South is home to a White population of 62.8%, which is slightly higher than the Camden and London average. The Ward has a significant Bangladeshi community accounting for 6.2% of its population.

Transport data related to the 'race' characteristic

There is a strong link between Black, Asian, and Minority Ethnic groups and deprivation in London (and also in Camden). People from Black, Asian, and Minority Ethnic backgrounds are also less

¹⁸ Royal College of Obstetricians and Gynaecologists, (2022). UK Government must stop ignoring impact of air pollution in pregnant and set air quality targets which protect the health of future generations.

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likely to own a car than white Londoners and are more likely to use buses, with 65% using these at least once a week, as well as being slightly more likely to walk than white Londoners.¹⁹

The proposed schemes will introduce new/improved cycling infrastructure and pedestrian/accessibility improvements. Cycling is most popular among white Londoners and least popular among black Londoners – with almost a five-fold difference in frequency of cycling between the two groups. However, the highest rate of growth in recent years has been shown amongst black people – with the average cycle trip rate increasing by 68 % over 2005/06 to 2014/15 compared to a 62 % increase for white Londoners. Asian and mixed ethnic groups, although showing higher average trip rates than black Londoners, increased their cycle trip rate at a slower pace – by 41% and 10%, respectively. Gradual moves towards greater representation in cycling has culminated in a landmark moment in 2021, when, for the first time, Black, Asian and minority ethnic Londoners were as likely to have cycled in the last 12 months as white Londoners.²⁰ This suggests that there is scope to encourage Black, Asian and Minority Ethnic groups to cycle more, if their specific barriers to cycling (which include time, affordability, environment and accessibility) can be addressed.^{21 22} Encouraging this mode shift aligns with Camden’s transport policy in providing people with an improved choice of modes for different journey types and healthier, more active lifestyles.

Table below, provides a summary of trips made by Camden residents according to race and ethnicity.

Table 6: Camden Residents’ Trips – Ethnicity/ Race

	White	Other	Asian	Black
Public Transport	30%	20%	34%	44%
Cycle	3%	0%	1%	2%
Walk	49%	55%	51%	41%
Taxi/ Other	3%	5%	2%	0%
Car Driver	8%	11%	7%	4%
Car Passenger	5%	8%	6%	7%

Consultation Responses

There were no consultation responses specifically relating to race or ethnicity.

Religion or belief

According to the 2021 census, the Belsize ward has a particularly large Jewish community at 12.2% of the population. This is significantly higher than the Camden average (4.8%) and the London average (1.8%). The Muslim community constitute 4.4% of the population, which is much lower than the Camden average (16.1%) and the London average (15.0%).

In the Bloomsbury ward, 30.6% of residents identify as Christian, which is marginally lower than the Camden average (31.4%) and lower than the London average (40.7%). The Muslim community constitute 11.9% of the population, which is much lower than the Camden and London average.

In the Camden Town ward, 30.8%. of residents identify as Christian, which is marginally lower than the Camden average and lower than the London average. The Muslim community constitute 17.9% of the population, which is slightly higher than the Camden and London average. The proportion of

¹⁹ Transport for London, (2019). Understanding our diverse communities.

²⁰ Transport for London, (2021). The people cycling in London are more diverse than ever.

²¹ Transport for London, (2011). What are the barriers to cycling amongst ethnic minority groups and people from deprived backgrounds?

²² Transport for London (2016). Travel in London Report 9.

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residents with no religious affiliation stands at 37.2%, which is higher than the Camden average (34.6%) and the London average (27.1%).

In the Kentish Town ward, the Muslim community constitute 14.8% of the population, which is slightly lower than the Camden average (16.1%) and the London average (15.0%) average. The proportion of residents with no religious affiliation stands at 41.1%, which is higher than the Camden and London average.

Transport data related to the 'religion or belief' characteristic

Religious observance may affect when and where people travel. 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. It is therefore important that routes to and around these destinations are safe and convenient, with priority given to sustainable modes (walking, cycling, both side of Handel Street and Kenton Streets and providing good access to public transport).

Consultation Responses

There were no consultation responses specifically relating to religion or belief.

Sex

According to the 2021 census data, slightly more people identified as female than male in all 4 wards. The 2021 census does not provide any data regarding the proportion of the population that identifies their gender as non-binary.

Transport data related to the 'sex' characteristic

As illustrated in **Table 9**, below, among Camden residents slightly more women (33%) than men (31%) make their journeys by public transport. The share of trips made by walking by Camden residents is slightly higher amongst women (52%) than men (47%), in both cases higher than the London average. More men make their journeys by cycling (4%), in comparison to 1% of women. 3% of both female and male Camden residents make their journey by taxi. Among Camden residents, 11% of men and 5% of women make their journeys by driving a car and 5% of men and 6% of women make their journeys as car passengers. This is significantly lower than London-wide rates for both men and women. Across London, there is greater potential for walking trips amongst women than men.

Table 9: Camden Residents' Trips – Gender

	Female	Male
Public Transport	33%	31%
Cycle	1%	4%
Walk	52%	47%
Taxi/ Other	3%	3%
Car Driver	5%	11%
Car Passenger	6%	5%

Women generally travel less actively than men. Despite increases in cycling in London and some other UK cities, the gender split for cycling remains unequal. Transport for London ²³ reports that 'regular cyclists are more likely to be men, white, working, and non-disabled – 20% of men report being 'regular' cyclists compared with 8% of women'. Women make up 27% of cycle trips in London, and research shows that women have a stronger desire for protected cycling infrastructure and direct

²³ Transport for London, (2014). Attitudes towards cycling: Annual report 2014.

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routes²⁴. In countries where cycle infrastructure offers a high degree of protection from traffic, levels of cycling are higher among women. For example, Dutch, German, and Danish women cycle as often as men.

Women's transport needs tend to differ to those of men because of their multiple roles, with lifestyles potentially involving more complex and multiple journey "chains". Women often take shorter, more frequent, and more local routes as well as commuter journeys, and are more likely to use buses than men, while being less likely to use the tube. This may be because women are more likely to carry out shopping and personal journeys (due to being more likely to have caring roles).²⁵ This means women are more likely to travel with prams and or shopping, which affects transport choices.

Consultation Responses

There were no consultation responses specifically relating to sex.

Sexual orientation

According to the 2021 Census data, 12.9% of the population in the Bloomsbury ward identify as being LGBTQ+. This is significantly higher than the Camden average of 6.9% and the London average of 4.2%.

In the Belsize ward, 5.6% of the population identify as LGBTQ+.

In the Camden Town ward, 7.5% of the population identify as LGBTQ+.

In the Kentish Town South ward, 8.2% of the population identify as LGBTQ+.

Transport data related to the 'sexual orientation' characteristic

Similarly to women and people who are going or have gone through gender reassignment, members of the LGBT community often find safety and security issues a concern on public transport.

Consultation Responses

There were no consultation responses specifically relating to sexual orientation.

²⁴ Sustrans. (2018). Bike Life - Women: reducing the gender gap.

²⁵ Transport for London, (2019). Understanding our diverse communities.

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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

As part of the full public consultations (3 of 7 schemes), respondents were asked if they were happy to share information on numerous additional characteristics. The responses to these questions are detailed below.

Foster carers

No responses were received relating to foster care or foster carers. There is no evidence to suggest that this project would have a negative impact on this characteristic.

Looked after children/care leavers

No responses were received relating to looked after children or care leavers. There is no evidence to suggest that this project would have a negative impact on this characteristic.

Low-income households

No responses were received relating to looked after children or care leavers. There is no evidence to suggest that this project would have a negative impact on this characteristic.

Transport data related to the 'low-income' characteristic

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.²⁶

Evidence in the Camden Transport Strategy Evidence Base Report 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 and scooter hire, walking and cycle facilities offer multiple alternative options to private car ownership.

Department for Transport 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

²⁶ Transport for London, (2019). Understanding our diverse communities.

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deprived areas. There is evidence to demonstrate that the number of trips that use cycling as a main mode per person per day increase with household income.²⁷ This may be due to people on lower incomes having smaller homes and therefore less safe storage space for bikes, while the initial cost of buying a bike can also be prohibitive.²⁸ Despite this, cycling has been shown to be the second cheapest mode of transport after walking.

Considering this evidence, the proposed scheme may benefit people on low incomes who are likely to use the walking infrastructure provided, as well as providing cycling infrastructure (including, for example, new secure cycle parking facilities) and access improvements which would help widen access to additional lower-cost transport options.

Refugees and asylum seekers

No respondents to the consultations reported that they were a refugee or asylum seeker. However, according to the Home Office, 26,098 people were receiving Section 95 support in Greater London at the end of Q3 2023 (support for asylum seekers who have an asylum claim or appeal outstanding, and failed asylum seekers who had children in their household when their appeal rights were exhausted), of which 700 (2%) were in Camden.²⁹ As of January 2023, Camden is hosting up to 2,000 individual refugees, asylum seekers and displaced people.³⁰

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.³¹ 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. Improving access to cheaper modes of transport such as walking, cycling and bus travel may therefore benefit refugees and asylum seekers for the reasons listed above in the section on 'low-income households'.

Transport data related to the 'refugee and asylum seeker' characteristic

Intersections between being a refugee/asylum seeker and low income and how these characteristics impact transport use are discussed in the section on intersectionality below.

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

A number of respondents to the consultations reported that they are a parent with children under 18.

Transport data related to the 'parent' characteristic

Considering the cost-of-living crisis and the proportion of households on low incomes improving access to cheaper modes of transport such as walking, cycling and bus travel may particularly benefit some parents for the reasons listed above in the section on 'low-income households'.

²⁷ Transport for London, (2011). London Travel Demand Survey.

²⁸ Sustrans & Arup, (2020). Cycling for Everyone.

²⁹ Home Office, 2019. Asylum seekers in receipt of support by local authority

³⁰ London Borough of Camden, 2023. Themed Debate – Becoming a Borough of Sanctuary for Refugees and Progress update on the Refugee Programme

³¹ UK Visas and Immigration, (2023). Permission to work and volunteering for asylum seekers.

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People who are homeless

No respondents to the consultations reported that they were homeless. During the financial year of 2021-2022, 873 households were assessed as being owed a statutory homelessness duty in Camden.³²

Transport data relevant to the 'homeless' characteristic

Homeless people are likely to make many trips on foot and therefore the provision of improved pedestrian infrastructure that is safe and easy to navigate could bring benefits to homeless people.

Private rental tenants in deprived areas

In Camden, 34.4% of households live in a privately rented home. This is slightly higher than the London average of 30%.

No respondents to the consultations reported that they were a private rental tenant in a deprived area. No additional evidence of impacts on social housing tenants have been found.

Single parent households

In Camden, 6.4% of households have dependent children in single parent households.

Compared to nuclear family parents, single parents usually have more daily trips, spend more time on transportation, and spend more time outside their home per day on average.³³ 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.³⁴

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.

Social housing tenants

In Camden, 33.7% of households live in socially rented housing. This is significantly higher than the London wide average of 23%.

No respondents to the consultations reported that they were a social housing tenant. No additional evidence of impacts on social housing tenants have been found.

³² Department for Levelling Up, Housing & Communities, 2023. Statutory homelessness in England: financial year 2021-2022

³³ Chlond, B. & Ottmann, P., (2007). The mobility behaviour of single parents and their activities outside the home. *German Journal of Urban Studies*.

³⁴ Wang, S. & Xu, Y.. (2020). Transit Use for Single-parent Households: Evidence from Maryland. *Transportation Research Interdisciplinary Perspectives*. 8.

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Any other, please specify

No other characteristics identified.

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.

The key intersectional themes that are relevant to the proposed changes are listed below:

- Instances where individuals have protected or additional characteristics that intersect with income (may benefit from the scheme).

People who share the demographics of more than one protected and additional characteristic group are more likely to have lower-incomes or be in debt and experience problems related to these.³⁵ This includes people from ethnic minorities, low-income single parents, often women, being a care leaver, being a refugee or asylum seeker, being homeless and living in social housing.³⁶ The potential benefits for individuals with intersecting characteristics in terms of provision of cheaper transport options are discussed in the section above on 'low-income households'.

Individuals with multiple characteristics that are associated with being less likely to cycle may benefit from the proposed schemes.

There is also evidence that intersectionality between multiple protected characteristics and additional characteristics can not only compound barriers to accessing transport overall but also those to walking and cycling specifically.³⁷ The intersecting protected and additional characteristics associated with being less likely to cycle include the following demographic groups: women, older people, people from ethnic minorities, disabled people, and people at risk of deprivation.³⁸ People with intersecting characteristics could be supported in walking and cycling more through the infrastructure safety improvements proposed as part of the series of schemes proposed.

³⁵ Equalities and Human Rights Commission, (2022). Low income and debt problems inquiry.

³⁶ Ibid

³⁷ Sustrans, (2022). Helping people through the cost-of-living crisis and growing our economy.

³⁸ Sustrans & Arup, (2020). Cycling for Everyone.

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Step 3: Impact

3.a Potential negative impact on protected characteristics

Protected Characteristic	Potential negative impact? (Y or N)	Explain the potential negative impact
Age	Yes	The loss of resident permit holder parking spaces and pay-by-phone parking spaces could have a negative impact on elderly people who live in or visit the relevant scheme areas and who find a car to be essential.
Disability including carers	Yes	The loss of resident permit holder parking spaces and pay-by-phone parking spaces could have a negative impact on disabled people who live in or visit the relevant scheme areas and who find a car to be essential.
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 or positive impact on marriage/civil partnership.
Pregnancy/maternity	Yes	The loss permit holder parking spaces and pay-by-phone parking spaces, if near the homes of pregnant women or parents with young children, could decrease their access to services, if reliant on a car for transport.
Race	No	Officers do not consider that the proposed changes would have any negative impact on race.
Religion or belief	No	Officers do not consider the proposed changes to have any negative impact on religion.
Sex	No	Officers do not consider the proposed changes to have any negative impact on sex.
Sexual orientation	No	Officers do not consider that the proposed changes would have any negative or positive impact on sexual orientation.

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3.b Potential positive impact on protected characteristics

Protected Characteristic	Potential positive impact? (Yes or No)	Explain the potential positive impact
Age	Yes	<p>Improving access for cyclists would help to increase the propensity to cycle for people of all ages. In turn, this would have a positive impact on physical and mental wellbeing and provide more of an opportunity for independent mobility for both younger people and elderly people.</p> <p>Making it easier and safer for more people to walk and cycle would also help reduce pressure on bus services and free up space for passengers who are most reliant on this mode of travel, including older people.</p> <p>Reducing traffic dominance and encouraging the use of active modes could improve poor air quality which elderly and young people are more vulnerable to.</p> <p>Junction improvements on Hadley Street and Castle Road, and on Handle Street and Kenton Street would make it easier and safer for people of all ages to cross the road at these locations.</p>
Disability including carers	Yes	<p>Reducing traffic dominance and improving access for cyclists would help to increase the propensity to cycle. In turn, this could have a positive impact on physical and mental wellbeing.</p> <p>Making it easier and safer for more people to walk and cycle could also help reduce pressure on bus services and free up space for passengers who are most reliant on this mode of travel, including people with disabilities.</p> <p>Reducing traffic dominance and encouraging the use of active modes could improve poor air quality which disabled people may be more vulnerable to.</p> <p>Junction improvements on Hadley Street and Castle Road, and on Handle Street and Kenton Street would make it easier and safer for people of all ages to cross the road at these locations.</p>
Gender reassignment	Yes	<p>The schemes have been developed to make it easier and safer for more people to walk and cycle, including people whose gender is different from that assigned at birth.</p>

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Protected Characteristic	Potential positive impact? (Yes or No)	Explain the potential positive impact
Marriage/civil partnership	Yes	The schemes have been developed to make it easier and safer for more people to walk and cycle, including different groups under the marriage and civil partnership characteristic.
Pregnancy/maternity	Yes	<p>Reducing traffic dominance and improving access for cyclists could help to increase the propensity of pregnant people and parents with babies to cycle. In turn, this would have a positive impact on physical and mental wellbeing.</p> <p>Making it easier for people to walk and cycle could also help reduce pressure on bus services and free up space for passengers who are most reliant on this mode of travel, including pregnant people and parents with pushchairs.</p> <p>Reducing traffic dominance and encouraging the use of active modes could improve poor air quality which pregnant people and parents with babies may be more vulnerable to.</p> <p>Junction improvements on Hadley Street and Castle Road, and on Handle Street and Kenton Street would make it easier and safer for people of all ages to cross the road at these locations.</p>
Race	Yes	<p>The evidence review has shown that people from Black, Asian, and Minority Ethnic backgrounds are less likely to cycle, although the gap has been closing in recent years. By making it safer and easier to cycle through the provision of cycle infrastructure and access improvements, the proposals may support progress towards improved representation of people of different ethnicities amongst cyclists.</p> <p>As people from Black, Asian, and Minority Ethnic backgrounds are also more likely to rely on walking to make journeys, the pedestrian improvements proposed may also be beneficial to these groups.</p>
Religion or belief	Yes	The proposed changes would have a positive impact on people who cycle to places of worship in the surrounding area by making it easier and safer to use these modes.
Sex	Yes	<p>Reducing traffic dominance and providing safer cycling infrastructure and access improvements could help address fears around road danger and traffic that have been noted as a barrier that prevents women from cycling.</p> <p>Junction improvements on Hadley Street and Castle Road, and on Handle Street and Kenton Street would make it</p>

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Protected Characteristic	Potential positive impact? (Yes or No)	Explain the potential positive impact
		easier and safer for people of all ages to cross the road at these locations and could also help women feel safer. In turn, this would positively impact physical and mental wellbeing and provide women with better access to public transport interchanges and local services.
Sexual orientation	Yes	The schemes have been developed to make it easier and safer for more people of all sexual orientations to walk and cycle.

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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	There is no evidence that the proposed changes have any negative impact on foster carers.
Looked after children/care leavers	No	There is no evidence that the proposed changes have any negative impact on looked after children/care leavers.
Low-income households	No	There is no evidence that the proposed changes have any negative impact on low-income households.
Refugees and asylum seekers	No	There is no evidence that the proposed changes have any negative impact on refugees and asylum seekers.
Parents (of any gender, with children aged under 18)	No	There is no evidence that the proposed changes have any negative impact on parents (of any gender, with children aged under 18).
People who are homeless	No	There is no evidence that the proposed changes have any negative impact on people who are homeless.
Private rental tenants in deprived areas	No	There is no evidence that the proposed changes have any negative impact on private rental tenants in deprived areas.
Single parent households	No	There is no evidence that the proposed changes have any negative impact on single parent households.
Social housing tenants	No	There is no evidence that the proposed changes have any negative impact on social housing rental tenants.
Any other, please specify	No.	Not applicable.

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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	The proposals would help make the streets a safer and more pleasant environment for all, including foster carers, due to improved cycle infrastructure. This would help to encourage people to cycle, and to walk at some locations, thereby improving their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.
Looked after children/care leavers	Yes	<p>Due to an association between being a looked after child or care leaver and low income, the proposals may have benefits with regards to helping this group access more affordable transport (see Low-income households).</p> <p>The proposals would help make the streets a safer and more pleasant environment for all, including foster carers, due to improved cycle infrastructure. This would help to encourage people to cycle, and to walk at some locations, thereby improving their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p>
Low-income households	Yes	The cycle infrastructure and access improvements included in the proposals could increase the attractiveness and accessibility of more affordable transport modes, which has the potential to benefit low-income households or individuals who wish to use these modes. This may be particularly relevant to people affected by the high prevalence of deprivation and low income in the ward where the proposals are located.
Refugees and asylum seekers	Yes	Due to an association between being a refugee or asylum seeker and low income, the proposals may have benefits with regards to helping this group access more affordable transport (see Low-income households). The proposals would help make the streets a safer and more pleasant environment for all due to improved cycle infrastructure and access improvements. This would help to encourage more people to cycle, and to walk at some locations, including refugees and asylum seekers, thereby improving 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
Parents (of any gender, with children aged under 18)	Yes	The proposals may have benefits with regards to helping this group access more affordable transport, such as cycling (see Low-income households).
People who are homeless	Yes	Pedestrian infrastructure improvements included as part of the proposals may benefit people who are homeless, for whom walking is a primary mode of transport.
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 proposals would help make the streets a safer and more pleasant environment for all due to improved cycle infrastructure and access improvements. This would help to encourage people to cycle, and to walk at some locations, thereby improving their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.</p>
Single parent households	Yes	Single parents typically need to make more trips than couple parents as they are often not able to share childcaring and household responsibilities. Single parent households are more likely to have low-incomes or face debt difficulties. Due to this association, the proposals may have benefits with regards to helping this group access more affordable transport i.e., walking and cycling (see Low-income households).
Social housing tenants	Yes	The proposals would help make the streets a safer and more pleasant environment for all, including foster carers, due to improved cycle infrastructure and access improvements. This would help to encourage people to cycle, and to walk at some locations, thereby improving their mental and physical health, independent mobility, social inclusion and improved access to amenities, services, and opportunities.
Any other, please specify	No	No additional impacts were identified.

3.e Consider intersectionality.⁴

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As discussed in Section 2, the proposed schemes could have greater impacts on people with intersecting protected and additional characteristics.

Access to affordable transport (positive)

Intersections between protected and additional characteristics and low-income have been discussed above. By improving the attractiveness and safety of cycling and walking through this scheme, people with these intersectional characteristics would benefit from having a greater range of more affordable transport options. This includes women, people from Black, Asian, and Minority Ethnic groups, disabled people, women who are single parents, refugees, and care leavers.

Reducing compounding intersectional barriers to walk, wheel or cycle

By improving cycling and walking infrastructure, this scheme offers people with intersecting characteristics that are known to compound the barriers to walking, wheeling, and cycling with a safer and more pleasant environment in which to use these modes, which can have benefits for health and wellbeing. The intersecting characteristics that this is particularly relevant to includes women, older people, people from ethnic minority groups, disabled people, and people at risk of deprivation.

As noted previously, while all these intersections are likely to apply in the 4 wards where schemes are proposed, Muslim women in particular may benefit from the cycling safety improvements arising from the schemes (16.1% of Camden's population identifies as Muslim).

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?⁵</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"> • Camden Age UK • Camden Air Action • Camden Clean Air • Camden Clinical Commissioning Group (Patient participation and engagement) • Camden Cycling Campaign • Camden Disability Action • Camden Greenpeace • Climate Emergency Camden • Community Partners • Friends of Marchmont Community Garden • Green School Runs • Guide Dogs • HS2 Community Liaison Group (interested in Borough wide issues) • London Living Streets • Mothers Climate Action Network • Motorcycle Action Group • Pro-Active Camden/Physical Activity partnerships • RNIB • Sir Keir Starmer MP • South Thomas Pocklington Trust • Transport for All • Tulip Saddiq MP • United Cabbies Group • Visually Impaired Camden • Wheels for Wellbeing 	<p>As part of the public consultations, all the Borough-wide and local stakeholders listed to the left were invited to provide comments on the proposed scheme changes.</p> <p>A supportive response to the proposals for the Alfred Place scheme was received from the Camden Cycling Campaign.</p> <p>A supportive response to the proposals for the Belsize Terrace scheme was received from the Camden Cycling Campaign.</p> <p>A supportive response to the proposals for the Hadley Street and Castle Road scheme was received from the Camden Cycling Campaign.</p> <p>A supportive response to the proposals for the Handel Street, Kenton Street, and Hunter Street scheme was received from the Camden Cycling Campaign (Some concerns raised).</p> <p>A supportive response to the proposals for the Herbrand Street scheme was received from the Camden Cycling Campaign.</p> <p>A supportive response to the proposals for the Maresfield Gardens scheme was received from the Camden Cycling Campaign.</p> <p>A supportive response to the proposals for the Streatham Street scheme was received from the Camden Cycling Campaign.</p>

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<ul style="list-style-type: none"> • British Transport Police • Counter Terrorism team • Freight Transport Association • London Ambulance Service • London Fire Brigade • Metropolitan Police • NHS Blood and Transport • Road Haulage Association • Royal Mail • TfL Sponsors 	<p>Standard statutory consultees engaged with for the proposed schemes are listed to the left.</p> <p>The Metropolitan Police provided a response covering all 7 proposed schemes. Concerns were raised regarding the proposed design of the schemes for 1. Alfred Place, and 2. Handel Street, Kenton Street, and Hunter Street.</p>
<p>Local stakeholder groups who responded to the scheme proposals.</p>	<p>Responses to the consultations were received from the following local stakeholder groups.</p> <p>Alfred Place scheme. None.</p> <p>Belsize Terrace scheme. Responses to the proposals were received from the Belsize Village Association (Concerns and supportive of one element of the scheme), the Belsize Village Business Association (Concern about one element of the scheme), the Friends of Belsize Village Committee (Concerns), and Ward Councillors (Concern about one element of the scheme).</p> <p>Hadley Street and Castle Road scheme. None.</p> <p>Handel Street, Kenton Street, and Hunter Street scheme. A response to the proposals was received from Friends of Marchmont Community Garden (Concerns and supportive of one element of the scheme).</p> <p>Herbrand Street scheme. None.</p> <p>Maresfield Gardens scheme. Supportive responses to the proposals were received from Green School Runs, and South Hampstead High School.</p> <p>Streatham Street scheme. None.</p>

5 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.

The proposals for each of the 7 schemes were shared with internal stakeholders as part of the public consultation on the scheme. No issues were raised during engagement by the following internal consultees:

- Safe and Healthy Streets Programme Sponsor
- Transport Design Team
- Implementation Team
- Parking Operations Team
- Parking Operations – ETOs/TMOs
- Environment Services – Refuse collections and street cleaning
- Camden Accessible Transport Services
- Markets Team
- Highways Maintenance Team
- Streetworks/ Network Management Team
- Conservation
- Community Partnerships
- Design and Place
- Green Spaces
- Public Health
- Community Safety

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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?

<p>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.</p>	
<p>2. Continue the work as it is because no potential negative impacts have been found</p>	
<p>3. Justify and continue the work despite negative impacts (please provide justification – this must be a proportionate means of achieving a legitimate aim)</p>	<p>Officers recommend proceeding with the proposals as detailed in the main Decision Report. Although potential negative impacts on some groups have been identified through the loss of resident permit holder and pay by phone parking spaces for some of the 7 schemes, mitigations to this small loss of parking for such groups has been identified throughout this assessment and as part of the wider Equality Impact Assessment which supports the Camden Transport Strategy.</p>
<p>4. Stop the work because discrimination is unjustifiable and there is no obvious way to mitigate the negative impact</p>	

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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 Road Safety Audits are carried out and acted upon where necessary for each of the 7 schemes 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.	Transport 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 at each of the 7 scheme locations.	If a decision is made to proceed with the proposed changes.	Project Team
If the schemes are approved, monitoring of the outcomes for each of the 7 schemes would allow Camden to review and identify whether any changes are required (which would be subject to separate consultations). Monitoring would include Stage 3 Road Safety Audits, ongoing analysis of collision data and cycle/scooter hire usage data, and consideration of any comments received from stakeholders following implementation.	Post implementation if a decision is made to proceed with the proposed changes.	Project Team

Step 7: EqIA Advisor

This Equality Impact Assessment was reviewed by the Equality Impact Quality Assurance Lead on 10th June 2024 and the Head of Transport Strategy and Projects on 11th June 2024.

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Step 8: Sign-off

EqIA author	Andrew Mortimer Transport Planner Safe and Healthy Streets Transport Strategy and Projects Supporting Communities 29/05/2024
EqIA advisor / reviewer	Sam Margolis Head of Transport Strategy and Projects Supporting Communities
Senior accountable officer	Richard Bradbury Director of Environment and Sustainability Supporting Communities