

Euston Road / Midland Road / Judd Street

Equality Impact Assessment



Revision History

Issue	Date	Revision Outcome
0.1	16/02/2017	First draft
1.0	24/02/2017	Completed Draft submitted for IDAG review
1.1	28/03/2017	Revised draft following IDAG review
1.2	05/02/2018	Revised draft following Camden input
1.3	06/03/2018	Final version following IDAG review
1.4	16/05/2018	Final approved version

Consultation

The following list of people have provided information and/or been consulted in the preparation of this document


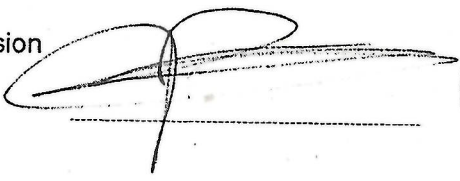

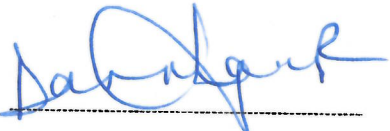
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Charlotte May	Principal Transport Planner	LB Camden
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Transport for London



Programme: *Central London Grid*
Project: *Euston Road / Midland Road / Tudd Street*
Document reference: *U1.4*

Equality Impact Assessment (EqIA) Form

		Signature	Date
Prepared by	Rory Power Principal Sponsor	 _____	<i>14/08/18</i> _____
Reviewed by	I confirm that this deliverable meets the requirements of the relevant Pathway Product Description and that all consultation comments have been addressed to the satisfaction of consultees. Staynton Brown Director of Diversity & Inclusion	 _____	<i>18/5/18</i> _____
	James O'Keeffe Portfolio Sponsor	 _____	<i>16/5/18</i> _____
Approved by	I confirm that this deliverable meets the requirements of the relevant Pathway Product Description and that all consultation comments have been addressed to the satisfaction of consultees. Daniel Champion Lead Sponsor	 _____	<i>16/5/2018</i> _____

Section one: Strategy, project or policy.

Name of strategy, project or policy:

A501 Euston Road j/w Midland Road & Judd Street

Person completing assessment:

Rory Power, Principal Sponsor
Surface Strategy & Network Development
Transport for London

What is the main purpose of the strategy, project, or policy?

The Central London Grid is a network of Quietways and Cycle Superhighways which will - when completed - make up 100km of safer cycle routes through central London. The Central London Grid includes signposted cycle routes which run on quieter back streets to provide for those cyclists who want to travel at a more relaxed pace.

The purpose of the project at Euston Road / Midland Road / Judd Street is to:

- Improve the level of service and safety at this junction for cyclists and help prevent conflict with other modes.
- Maintain journey times for bus services.
- Improve connectivity and safety for pedestrians across Euston Road.

List the main activities of the strategy, project, or policy (for strategies list the main policy areas):

The main elements of the project are:

- Segregated cycle lanes on Midland Road and restrictions to motor vehicle traffic on Judd Street. There will be no physical restraint at the mouth of Judd Street so that emergency access is maintained.
- Changes to signal phasing on Midland Road and extension to westbound bus lane on Euston Road to maintain journey times for buses.
- New signalised pedestrian crossing on the western arm of Euston Road junction and footway buildouts to increase space for pedestrians.

Section two: Assessment of impact(s)

Have you consulted on this strategy, project, or policy?

Key internal stakeholders

A number of internal stakeholders have been consulted during the design and development of the scheme. Some of the internal stakeholders engaged include, but are not limited to:

- Network Performance Delivery
- Engineering
- Taxis and Private Hire
- City Planning
- London Buses

There are numerous inter-relationships between this scheme and other nearby schemes and regular liaison with other project sponsors has taken place.

Key external stakeholders

The London Borough of Camden have been consulted throughout the design process as the scheme is linked to proposals on their highway. Camden officers have reviewed and contributed to this EqlA.

There are also a large number of external stakeholders who are engaged throughout the lifecycle of the project. Some of the key external stakeholders that were included in the distribution of the public consultation include, but are not limited to:

- London Cycling Campaign
- Metropolitan Police
- Guide Dogs
- Royal National Institute of the Blind (RNIB)
- Camden Cyclists
- Living Streets
- Walk London
- Transport for All
- Wheels for Wellbeing
- Royal National Institute for Deaf People (RNID - now known as Action on Hearing Loss)
- Inclusion London
- Age UK London
- Independent Disability Advisory Group
- Scope
- Community Transport Association

Public consultation

A joint public consultation between TfL and Camden was conducted between 15th February and 20th of March 2016. The consultation included changes proposed by TfL to the junction as well as changes proposed by Camden to Midland Road.

The consultation was published on Camden's website. An email was also sent to key stakeholders who may have an interest in the proposals. A letter was also sent to local residents and businesses

advising them of the consultation and outlined how people could respond via email, telephone or post.

Two public events were held in February so that members of the public could discuss the proposals with the project team in person. The feedback received was largely supportive of the proposals.

The consultation report will be published on 19 June 2018, for a decision by the Leader of Camden Council on 27 June 2018.

Consultation Feedback

Of the equality stakeholders listed above, only two responded to the consultation. A summary of their responses is shown below:

RNIB

RNIB has its headquarters building, is located, on Judd Street, this attracts thousands of blind and partially sighted visitors from across the UK each year, in addition the preferred site for the relocated Moorfields Hospital, at St Pancras Hospital, will also be very close to the Midland Road. This proposal is likely to have a very significant impact on all blind and partially people visiting our building and using the surrounding area.

Guide Dogs

Guide Dogs has met with the RNIB regards this consultation, and we share and support their concerns and opinions that they will raise separately as part of this consultation. Our guide dog owners use the RNIB offices regularly and must confidently be able to travel to Judd Street as well as move between our offices on Melton Street. These proposals would take away that confidence due to the intimidation that some cyclists can cause to blind and partially sighted people.

The consultation questionnaire did not ask for personal information about respondents (such as gender, age, sexual orientation or marital status) so officers cannot determine responses according to these protected characteristics.

Have you used any research to support your strategy, project, or policy?

Data Collection

A range of data has been collected to inform the design of the scheme. This includes the number of vehicles, cyclists and pedestrians using the junction, collision statistics, topographical surveys, and interactions with adjacent with highway schemes.

Best Practice in Design

The scheme has been designed in accordance with the London Cycle Design Standards (LCDS). The LCDS are underpinned by international best practice in cycle design, including designing for the needs of inexperienced cyclists, those with disabilities and/or adapted bicycles and cyclists from other protected groups, such as women, older and younger people.

Low-level signals are proposed to allow cyclists to cross Euston Road in a separate phase from motor traffic. The use of low-level signals is supported by evidence from off-road trials undertaken by TRL.

Coloured markings are proposed through the junction to guide cyclists to and from the segregated facilities. DfT's Signing the Way (2011) cites qualitative research with cyclists to support using lane markings through junctions from a cycle safety perspective.

The proposed design includes two-stage right turns for cyclists on Euston Road who want to turn right into Midland Road or Judd Street. TfL trialled the two-stage right turn at an off-street junction. Two-stage right turns have subsequently been built on-street across London with marked waiting areas, new signage and changes to signals to ensure cyclists know when it is safe to proceed. These arrangements are being monitored by TfL.

The new pedestrian crossing on the western arm of Euston Road junction has been designed in accordance with TfL's Streetscape Guidance. The crossing includes tactile paving in contrasting colours to ensure it is visible and incorporates tactile rotating cones.

Since the initial design was completed, Living Streets have released a guidance document entitled "Overcoming barriers and identifying opportunities for everyday walking for disabled people" (May 2016). The document includes suggestions as to how local authorities can improve the delivery of schemes to ensure that they meet the needs of all disabled users. One of the suggestions is that highways authorities should prioritise maintenance and adjustment of controlled crossings and the provision of safe places for disabled people to cross busy roads. A new signalised crossing is proposed across Euston Road that will fully cater for the needs of disabled pedestrians through visual and audible signals, tactile paving and rotating cones. A copy of the guidance has been provided to the designers of the scheme so that they can consider its recommendations within the design.

Have you explained your strategy/project/policy to people who might be affected by it directly or indirectly?

As part of the response to the public consultation, a report will be published on the web page outlining:

- The feedback received from the general public and stakeholders;
- Camden and TfL's response to the feedback;
- The decision about how the scheme will proceed; and
- Reasons behind the decision.

Prior to construction commencing, a letter will be sent to neighbouring properties, advising them of the works, as well as the duration and the expected completion date. We are expecting works to begin on-site in 2018.

We are actively engaging with disability groups such as the Royal National Institute of Blind People (RNIB) and Guide Dogs. The RNIB has been a key consultee as their office is located on Judd Street. Officers will continue to hold regular meetings with these key stakeholders to ensure that they are kept up to date on/involved in the development of this and other schemes in the local area such as the Cycle Superhighway.

Who will be the main beneficiaries of the strategy, project, or policy?

The main beneficiaries of the project are cyclists and pedestrians (including people who use wheelchairs and mobility scooters), who are considered vulnerable road users:

Cyclists

The increased level of separation proposed at the junction will improve the safety of cyclists at the junction and reduce conflicts with other modes. People who are currently discouraged by the perceived level of danger associated with cycling in London will benefit in that they are more likely to begin cycling and realise the financial and health benefits that cycling can deliver. Women, younger people and cyclists with disabilities in particular, are likely to benefit from the creation of increased protection from motor traffic along routes and at junctions.

Pedestrians

Pedestrians will benefit from the new signalised crossing points that will be provided as well as general improvements in pedestrian areas, such as footway build-outs. New paving will be installed to provide a smooth and comfortable surface for pedestrians. New tactile paving will direct pedestrians to safe crossings points. The reduction in the number of traffic lanes on Midland Road and the closure of Judd Street will improve what is currently a vehicle-dominated environment.

Disabled Users, Older People and Women

Safe walking and cycling facilities are likely to encourage people from groups as disabled cyclists, older people and women to walk and cycle more. These users can be more vulnerable than other cyclists and pedestrians and can have greater concerns about safety. Fully segregating all cyclists from vehicle traffic and providing improved pedestrian crossing facilities can potentially increase the number of cyclists and pedestrians of all ages and abilities and allow more groups to enjoy the positive health aspects of walking and cycling.

Assumptions are often made about cycling not being possible for disabled people. However, a recent survey undertaken by Wheels for Wellbeing showed that a majority of disabled cyclists (69%) find cycling easier than walking. Inaccessible cycling infrastructure is cited in the survey as the biggest difficulty encountered by disabled cyclists. Evidence shows that women are disproportionately put off by cycling conditions that force them to mix with motor vehicles.

Improving facilities for pedestrians, as planned as part of this scheme, can also be expected to enhance conditions for users of wheelchairs and mobility scooters, as well as parents with pushchairs. Following feedback from RNIB and Guide Dogs, the design has been modified to retain a kerb upstand to assist navigation by blind and partially sighted people. We are continuing to engage with the RNIB through the Detailed Design and Construction phases to ensure that changes to the design meet their requirements.

Evidence of impact

Protected Characteristic				
Age				
Demographics		London profile	TfL's profile	
		Under 25	32.1%	2.5%
		Over 65	11.1%	1.2%
Impact rating please tick (✓)		Provide the evidence justifying the impact rating		
Positive Impact	✓	<p>TfL's Analysis of Cycling Potential in London report indicates that the majority of cyclists are aged 25-44.</p> <p>Safety is seen as a barrier to more people of all ages taking up cycling in London. The scheme will address some of the major safety concerns associated with cycling by providing segregated cycle lanes and restrictions on vehicle movements to reduce the conflict between cyclists and other modes.</p> <p>The footway buildouts and additional pedestrian crossing will reduce crossing distances. This will make it easier for older pedestrians to use the junction.</p>		
No Impact				
Negative Impact	✓	<p>There is a potential negative impact during construction on older people who may find it more difficult than other pedestrians to navigate the area once work begins.</p> <p>Letters will be sent to neighbouring properties by the construction contractor advising them of the timeframe, nature and hours of works.</p> <p>Euston Road is an important arterial corridor that would need to remain open during construction. As a result, some of the construction works are likely to take place overnight when the number of pedestrians is likely to be much lower.</p> <p>All construction sites on the TLRN network adhere to TfL and national guidance on safety at roadworks. This includes the use of temporary ramps where pedestrians are required to use a kerb and temporary signals where a pedestrian crossing has to be removed.</p>		

Protected Characteristic Disabled People		
Demographics	London profile	TfL's profile* number of employees who have declared
	17%	531*
Impact rating please tick(✓)	Provide the evidence justifying the impact rating	
Positive Impact	✓	<p>Some disabled cyclists use non-standard cycles which can be used as mobility aids and/or as an alternative to, or in conjunction with, public transport. The cycle facilities have been designed so that they are wide enough to ensure that those using adapted cycles can safely use the cycle tracks and junction.</p> <p>The footway buildouts and additional pedestrian crossing will reduce crossing distances. This will make it easier for disabled users, including users of wheelchairs and mobility scooters, to travel across the junction.</p> <p>The new pedestrian crossing on the western arm of Euston Road will be fully signalized. As all arms are now to be fully controlled, with footway buildouts, the overall distance and wait time for some movements is reduced, which will benefit all pedestrians, but particularly those from some protected groups such as women with children, and people with physical disabilities who may move more slowly.</p> <p>All of the signalised crossings will include tactile paving in contrasting colours to ensure that they are visible to pedestrians. In addition, all signalised crossings will employ tactile rotating cones to assist visually impaired pedestrians to cross safely. Overall, the signalised crossing are designed to safe, comfortable and easy to navigate for users.</p>
No Impact	✓	<p>The existing and proposed traffic islands will be 3m wide with a 5m wide stagger between them, to allow all users (including those using wheelchairs or mobility scooters) to easily navigate through the signalised crossing points.</p> <p>There is disabled parking to the rear of the Town Hall on Bidborough Street, but it will not be affected by this project..</p>
Negative Impact	✓	<p>The proposed closure will restrict vehicle movements into and out of Judd Street. However, vehicles will still be able to access Judd Street from alternative routes to the south of the junction and exit onto Euston Road from Mabledon Place. As a result, the closure will not prevent visitors from being dropped off or picked up at the RNIB building on Judd Street. However, some car journeys, including taxi journeys, made by disabled people may become slightly less direct as a result of the proposed scheme. As part of the changes to a number of routes in the area, we will proactively seek to engage with the Taxi and Private Hire trade so that drivers are aware of the changes and provide a better experience to our customers.</p>

	<p>The recent consultation on the Cycle Superhighway North-South proposed replacing the existing signalised crossing on Judd Street with a zebra crossing. Due to concerns raised by the RNIB during the consultation, TfL will now retain the existing signalised crossing. As a result, we have effectively responded to the requirements of the RNIB.</p> <p>Segregated cycle facilities can create difficulties for some disabled users, particularly those with visual impairments. Where segregated facilities have been proposed, contrasting materials will be used so that users can differentiate between pedestrian and cycle areas. The segregated cycle lanes on Midland Road (close to the junction with Euston Road) and the cycle only section on Judd Street will be separated from the pedestrian footway by full-height kerbs (150mm high). This is the same kerb height as that used between the footway and carriageway of a road, to ensure the cycle lane is perceptible to partially sighted users. On Midland Road, a minimum 60mm high kerb will be installed to delineate the footway and cycle track.</p> <p>Tactile paving will be placed at the new signalised crossing to direct pedestrians to the safe crossing areas. Street furniture, including trees, will be placed along either side of Judd Street, to ensure pedestrians do not inadvertently wander onto the cycle-only section. This will also provide a space for pedestrians to stop, and will provide additional shade.</p>
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Protected Characteristic Gender Reassignment		
Demographics	London profile	TfL's profile
		Equality and Human Rights Commission estimate London's population at 1,900 using numbers supplied by the NHS (Nov 2011).
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact		
No Impact	✓	No element of this project is predicted to have an impact on individuals who have undertaken gender reassignment.
Negative Impact		

Protected Characteristic Gender		
Demographics	London profile	TfL's profile
		51% (Female) 49% (Male)
Impact rating Please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact	✓	<p>TfL's Analysis of Cycling Potential in London report indicates that two-thirds of frequent cyclists in London are male.</p> <p>The main barrier to cycling is safety and the perception that cycling on the road is dangerous – these concerns are often cited at higher rate by female cyclists.</p> <p>The proposed scheme includes segregated cycle lanes and restrictions to vehicle movements to separate cyclists from other vehicles and help improve safety. This has the potential to increase the number of female cyclists using the route and junction.</p>
No Impact		
Negative Impact		

Protected Characteristic Marriage and Civil Partnership		
Demographics	London profile	TfL's profile
	Current not available	N/K
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact		
No Impact	✓	No element of this project is predicted to have an impact on those in a marriage or civil partnership
Negative Impact		

Protected Characteristic Pregnancy and Maternity		
Demographics	London profile	TfL's profile
	Figures not available	N/K
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact	✓	As mentioned earlier in this EqIA, there is evidence that women are disproportionately put off by cycling conditions that force them to mix with motor vehicles. Camden's Joint Strategic Needs Assessment has commented on the impact of maternal lifestyle on the chance of having a healthy baby, including physical activity and maintaining a healthy weight before and during pregnancy. Creating a less traffic- dominated environment, in which walking and cycling are safer and more attractive, will enable pregnant women and mothers with small children to undertake healthy physical activity. Step free access and other improvements to the pedestrian environment will facilitate the use of pushchairs.
No Impact		
Negative Impact		

Protected Characteristic Race (Ethnicity)		
Demographics	London's profile	TfL's profile
		40.2% (BAME) 59.8% (White)
Impact rating please tick (√)	Provide the evidence justifying the impact rating	
Positive Impact	√	<p>According to TfL's Analysis of Cycling in London, 80% of frequent cyclists are white.</p> <p>There is a significant opportunity to increase cycling amongst those from minority ethnic backgrounds, in that they make up 35 per cent of potential cyclists, but there are often cultural barriers and perceptions which limit potential number of cyclists amongst some ethnic groups.</p> <p>This scheme will provide safe infrastructure that complements other "soft" measures to encourage more cycling amongst ethnic minorities.</p>
No Impact		
Negative Impact		

Protected Characteristic Religion and Belief		
Demographics	London's profile	TfL's profile
	69.8%	25.5%
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact	✓	Providing safer routes for walking and cycling increases the range of transport options for those who travel, or want to travel, to places of worship and faith event locations within the Euston / King's Cross / Bloomsbury area.
No Impact		
Negative Impact		

Protected Characteristic Sexual Orientation.		
Demographics	London's profile	TfL's profile
	N/K	2.3%
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact		
No Impact	✓	To the best of our knowledge, there are no places within or near the project location which are used predominantly by the LGBT community so it is not expected that this project will have an impact on any minority sexuality group.
Negative Impact		

Section three: Outcome of impact(s)

What monitoring systems have been set up to carry out regular checks on the effects your strategy, project, or policy has on equality target groups.?

A monitoring strategy has been developed to assess the impact of the proposal on users.

The number of vehicles, cyclists and pedestrians using the junction has been surveyed. This will also be carried out following the completion of the scheme to evaluate any changes in the pattern of travel.

Trends in collision statistics will be analysed after the completion of the scheme. The project will be added to the Traffic Accident Diary System (TADS) scheme to monitor accident statistics at regular periods. Collision information is broken down by age enabling the impact on different age groups to be assessed.

A Stage 3 Road Safety Audit will be undertaken following the construction of the scheme. Any safety issues identified in the audit will be addressed where appropriate.

Access for all users will be maintained as far as possible during the construction of the scheme. Suitable signage and wayfinding will be used when pedestrian crossings are closed. Temporary pedestrian crossing signals and ramps will be used where necessary.

Following completion of the scheme, we will proactively engage with local stakeholders such as the RNIB to understand their experience with the changed street environment, enable early identification of issues that need to be addressed, and report on successes.

How will the strategy/project/policy be introduced including any necessary training? Does everyone involved in the strategy, project/policy know and understand what you have done? Are they able to put the strategy/project/policy into practice?

The highway is open to the general public so there is no training that can be practically given to all users of the junction.

Wayfinding and advisory signage will be installed at the junction to inform members of the public how to use these new facilities. The wayfinding and signage will be in accordance with TfL's pan-London strategies and will reflect emerging best practice including making London a dementia-friendly city.

Local landowners, businesses and institutions will be advised of the changes prior to construction so that they can be communicated to those potentially affected. During the pre-construction period, we will engage with key stakeholders about the type of works we will be carrying out, during different periods of construction, to improve their understanding of the changes and be able to

communicate this change to users. The RNIB will be advised 8 weeks in advance of works commencing to enable them to share details with staff and visitors.

Educational leaflets have been produced for the Cycle Superhighway North-South. The leaflets also reference educational videos which show people how to use the specific new infrastructure. These leaflets will be handed out when the Cycle Superhighway North-South is launched.

Camden offers, and actively promotes, cycle training free of charge to any adults who live, work and study in the borough (as well as to schools).

Due to the proximity of the scheme to the headquarters of the RNIB, the project team are engaging with RNIB and Guide Dogs regarding the on-going design of the junction. The scheme represents a major change to the highway layout, so shortly before the completed junction is opened to the public, we will hold a familiarisation session with employees and regular visitors of the RNIB and Guide Dogs so that they can become more comfortable and confident in using the new layout. We want to build on the existing relationship and positive customer experience that TfL have built with the RNIB.

Works for the Cycle Superhighway will be taking place on Judd Street prior to the construction of the Euston Road junction, and TfL are actively engaging with the RNIB on this project as well. We will apply lessons learned from the construction of the Cycle Superhighway to the Euston Road scheme and will monitor the need to provide TfL Ambassadors to support users at the new facilities.

What will be the measures of success of the strategy/project/policy and functions and the key performance indicators?

An assessment of whether the benefits expected to arise from the scheme have been realised post intervention will be used to judge the success of the project. The assessment will include examination of aspects outlined below:

- Cycle trip rate (based on counts of the number of cyclists)
- Walking trip rate (based on counts of the number of pedestrians)
- Number of slight collisions (based on statistics contained within the ACCSTATS system)
- Bus journey times (based on iBus data)

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