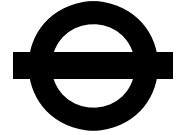


Programme: Cycle Superhighways
Project: East-West Cycle Superhighway Phase 1
Document reference: EW EQIA

Equality Impact Assessment (EqIA) Form

		Signature	Date
Prepared by	Eleanor Clifton Senior Project Officer	_____	_____
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.		
	Peter Wright TfL Equality & Inclusion Team	_____	_____
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.		
	Nigel Hardy Head of RSM	_____	_____
Distributed to	Jon Hanes	Portfolio Sponsor	
	Penny Rees	Programme Sponsor	
	Stephen McIlwaine	Programme Sponsor	



**Equality Impact Assessment (EqIA) HR Form
Initial Screening**

Section one: Your strategy, project or policy.

Name of strategy, project or policy:

Provide the full name of your strategy, project or policy:

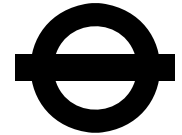
East - West Cycle Superhighway

Person completing assessment: Provide the full name, position and department of the person completing the form.

Eleanor Clifton, Senior Project Officer, Road Space Management Sponsorship

Telephone number:

Provide the telephone number of the person completing the form. (No Mobile or Auto Nos).



Section two: Assessment of impact(s)

1. What is the main purpose of the strategy, project, or policy? Describe what your strategy, project, or policy aims to achieve. (As outlined in the strategy, project, or policy section of the business case)

Four Cycle Superhighways were constructed in 2010 and 2011, with an extension to Route 2 opening in 2013. The routes have seen an average 77% increase in cycling trips since they opened, with 30% comprising new trips or those switched from another mode.

Since the Cycle Superhighways programme was first conceived and indeed since the second pair of routes were completed in 2011, the external context for the design and delivery of Cycle Superhighways has changed completely. Hence the scope and cost of the remaining routes differs significantly from the first four, with consequent implications for funding, traffic capacity and deliverability at both programme and individual route level. Key factors behind this change of context are:

- The series of cycle fatalities in late 2011, which led to the Better Junctions Review and the expectation of higher design standards for cyclists on the road network in general - and on the Cycle Superhighways in particular.
- Lessons TfL has learnt from delivering the first four routes.
- Lessons learnt from the Better Junctions Review as it has unfolded (and continues to unfold).
- Recommendations from the London Assembly, criticising lack of physical separation on cycling routes.
- The Mayor's response to "Go Dutch" design standards during the 2012 election campaign and his subsequent re-election, culminating in the 2013 'Mayor's Vision for Cycling'.

These factors have led to a step change in the level of infrastructure recommended on future routes. Specifically, compared to the first four routes, evolving designs introduce a substantially higher level of physical separation as well as increased priority for cyclists at junctions. The key objectives can be summarised as follows:

Mayoral commitments and aspirations

- To help achieve a 5% modal share for cycling overall by 2026 by delivering new Cycle Superhighways.



Catering for Growth

- Cyclists are able to make more efficient use of road space relative to all other modes of surface transport except buses. The average occupancy of a private car (1 Passenger Car Unit (PCU)) in central London during the morning peak travel time is 1.3. At 0.2 PCU, cycling is substantially more efficient at transporting individuals within the same road space, particularly as the average speeds by mode during peak travel times are similar. The size and shape of a bicycle generally allows cyclists to make use of space on the road that would otherwise be unusable by larger vehicles. This can substantially increase the overall capacity and flow rate of roads, even where congestion slows down other vehicles.

Serving new markets

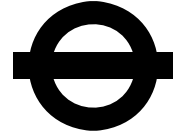
- TfL's strategy has shifted from previously focusing only on those people most likely to cycle or already cycling (the 'near market'), to 'prime' those who are more likely to cycle in the future. As referenced in the Cycling Vision Portfolio Business Case, safety, or the perception of safety, is highlighted as the main reason both would-be and existing cyclists give about why they don't cycle, or don't cycle more. The higher design standards through separation and segregation are aimed at attracting the mainstream population – characterised as 'traffic intolerant' – who represent nearly 90 per cent of all current and potential cyclists.

Address cycle safety

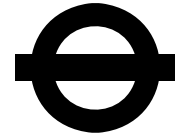
- Overall, and allowing for the increases in cycling of 79 per cent over the 11 year period between 2001-2011, the Greater London pedal cycle Killed and Seriously Injured (KSI) casualty rate fell by 31 per cent between these dates. However, although the number of collisions involving cyclists has reduced over the longer term the all casualty rate rose by 7 per cent between 2010 and 2011. In light of recent fatalities, safety trends and national campaigns (e.g. the Times campaign) there is growing pressure to address cycle safety issues.

In addition to cycling improvements, the Cycle Superhighways also set to improve pedestrian facilities and urban realm.

Transport for London is subject to the general public sector equality duty set out in section 149 of the Equality Act 2010, which requires it to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. As part of its decision-making process on the proposals for the East-West Cycle Superhighway, Transport for London has had due regard to any impacts on those with protected characteristics and the need to ensure that their interests are taken into account. As the detail of the



proposals has developed, informed by the responses to public and stakeholder consultation, these matters have been kept under review. This document reflects the process by which Transport for London has complied with its public sector equality duty.



- 2. List the main activities of the strategy, project, or policy (for strategies list the main policy areas):** Describe the key activities of the strategy, project, or policy. This should not just be a simple list of activities and should align with the business case for the strategy, project, or policy.

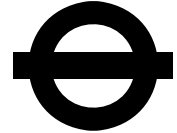
The East-West Cycle Superhighway is the backbone of the Cycle Superhighways programme, which commits to creating a *“flagship route – a true Crossrail for the bicycle – will run for at least 15 miles, very substantially segregated, from the western suburbs, through the heart of the Capital, to the City, Canary Wharf and Barking in the east. It will use a new segregated cycle track along, among other places, the Victoria Embankment and the Westway flyover.”*

The East-West Cycle Superhighway (CSEW) will run between Tower Gateway and Westbourne Terrace via Victoria Embankment and Parliament Square (Phase 1 – for delivery by 2016). Following further scope definition and feasibility assessments, a separate document will be prepared in 2015 for the extension of the CSEW over the Westway (Phase 2). See Appendix A for a route alignment.

Cycle Superhighways are a ‘joined-up’ package of measures designed to break down the barriers that stop people commuting by bicycle. The following are examples of infrastructure interventions that will be implemented as appropriate on the route to improve safety, visibility and continuity:

- Engineering interventions: new cycle lanes (including a segregated track), priority for cyclists, new advanced stop lines at traffic signals, junction realignments to provide more space for cyclists, blind spot safety mirrors at traffic signals and alternative routes at key barriers.
- Urban realm improvements: guard rail removal, signage de-cluttering, landscaping, tree planting, integrated pedestrian improvements, and cycle stands.
- Navigation and branding: bespoke cycle symbols and signage.
- Maintenance and operations: enhanced maintenance and enforcement, by agreement with the key stakeholders.

There will be significant investment in the use of Supporting Measures interventions to compliment engineering interventions. The Supporting Measures activity will focus on home end measures, work end measures, education and marketing.



3. Have you consulted on this strategy, project, or policy? Describe who have been consulted both internally and/or externally in regards to the strategy, project, or policy. This should include the feedback from the consultation (where applicable) and the changes made because of this feedback.

To date, TfL has been working closely with an extensive list of stakeholders in the delivery of East-West Cycle Superhighway and development of the design. Feedback on design drawings from concept design and preliminary design has been provided by the boroughs and incorporated where appropriate. TfL and the boroughs will continue to work in partnership in finalising the designs and delivering the scheme.

TfL are going through consultation for the following reasons:

- **Better-informed decision:** identifies issues not considered during design and allows better understanding of stakeholder views
- **Identify contentious issues:** early knowledge of contentious issues allows time to develop a response and mitigate risks
- **Raise awareness of scheme:** opportunity to explain the benefits
- **Enhance reputation:** shows TfL (and its partners) proactively seeking and responding to stakeholders and the public
- **Public expectation:** people expect to be able to be consulted on major publicly-funded schemes which could change the places they live, work and travel
- **Legal requirement:** the scheme will involve many changes to traffic orders, which require statutory consultation with stakeholders and frontagers

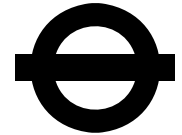
The scheme would mean major changes to roads along the route alignment, potentially affecting journey times, access, parking, loading for a range of frontagers and road users. There is therefore an expectation that TfL, as a public body, would consult these people at an appropriate stage to ensure that the needs of all customers are accounted for.

The project team has been working with colleagues in the Enforcement and On-street Operations team to ensure the scheme complies with all crime and disorder legislation wherever possible. TfL has a statutory duty to complete a Section 17 crime & disorder prevention assessment and this has been conducted on the concept designs of CSEW.

Engagement has also taken place with other internal stakeholders, including:

- Outcomes Delivery Management
- Outcomes Management
- Traffic Infrastructure
- Forward Planning
- Environment Team
- Walking, Accessibility & Urban Realm
- London Buses
- London Underground
- Taxis and Private Hire
- Freight
- Cycle Hire

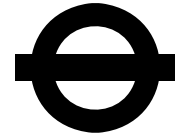
Transport for London



- Development Planning
- Delivery Planning
- Borough Planning
- Construction Design Management Team
- Highways Operations

Engagement has taken place with a wide range of external stakeholders to discuss proposals, including:

- All Parliamentary Cycling group
- Brewery Logistics Group
- City of London
- City of London Access Forum
- City of London Police
- Coach Operators
- Confederation of Passenger Transport UK
- Crossrail
- CTC
- Department For Transport
- English Heritage
- Freight Associations
- Guide Dogs for the Blind
- Historic Royal Palaces
- Hyde Park Stables
- Inner and Middle Temple
- Living Streets
- London Ambulance Service
- London Borough of Tower Hamlets
- London Cab Drivers Club
- London Cycling Campaign
- London Fire Brigade
- London Travel Watch
- LTDA
- Metropolitan Police
- Military
- Ministry of Defence
- Northbank BID
- Parliamentary Estates
- Parliament Square Business Security Zone
- PRACT
- Royal Mail
- Royal National Institute of Blind People
- SEBRA
- Thames Tideway Tunnel
- The Royal Parks
- Westminster City Council
- Local businesses along the route



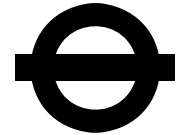
Public Consultation

Between 3 September and 9 November 2014, TfL consulted on proposals for the route between Tower Gateway and Westbourne Terrace. Detailed information on the proposals was published at tfl.gov.uk/cycle-east-west and a full response to the consultation produced.

Consultation information included a leaflet, with an overview route map, detailed 2D design drawings, computer-generated 3D representations of key locations, and text descriptions of the proposals. Consultation information was also made available on paper via Freepost on request and on large format displays at the public events. Paper response forms were also available at public events, where members of the project design teams were present to discuss the proposals with visitors and answer questions. The leaflet stated that "Paper copies of plans and response forms are available by writing to FREEPOST TFL CONSULTATIONS or calling 0343 222 1234". This gave an opportunity to request consultation information in other formats.

The consultation information was publicised via the following channels:

- **Leaflet to households:** We sent a colour A5 leaflet outlining the proposals to all addresses in postcode sectors touching a 0.5 mile radius of the route (see leaflet in Appendix B). The leaflet provided a summary of the proposals and a link to the online consultation information and response survey.
- **Emails to individuals:** We emailed around two million people on the TfL database who are known to cycle, drive or use public transport in the area (see the email(s) in Appendix B). The email contained a brief description of the proposed scheme, with a link inviting recipients to find out more and comment via the consultation website.
- **Emails to stakeholders:** We emailed approximately 1,580 stakeholders across 815 different organisations (see Appendix B). The email contained a summary of the proposals and a link to the consultation website. Recipients included:
 - Police and the other emergency services.
 - Politicians (national, regional and local).
 - London local authorities.
 - Disability rights groups.
 - Residents' associations.
 - Transport user groups.
 - Road operator groups.
- **Press and media:** TfL issued a press release on 3rd September 2014.
- **A range of marketing activities including:** digital Google text ads; mobile and desktop (including Facebook) display banners, postcode-targeted MMS messaging; face-to-face leafleting to promote consultation drop-in events.
- **Public drop-in events:** We held 25 events near the proposed route to provide an opportunity for people to give feedback at the following locations:

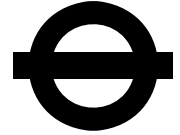


- Barbican
- Blackfriars
- Dowgate Fire Station
- Guildhall
- Hyde Park
- Marble Arch
- Paddington Central
- Palestra, Southwark
- Queen Street Place
- St James'
- Victoria Embankment Gardens
- Walbrook Wharf
- Wellington Arch

TfL received a total of 8,847 direct responses to the East-West Cycle Superhighway consultation. The majority of respondents supported the overall proposals, with 73% (6,500) fully supporting and 5% (463) partially supporting the scheme. 20% of respondents (1,778) did not support the proposed scheme and 1% (106) either had no opinion or were not sure. We also received 5,650 emails submitted using a template on the London Cycling Campaign website, supporting both these proposals and those for the North-South Cycle Superhighway. With these, the overall full support rate is 84% (14,497 responses).

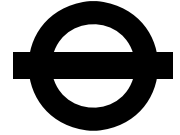
Further detail on responses can be found in the consultation response report. Common issues raised included:

- **General support:** From 38% of comments. Themes include gratitude and excitement; suggestions that proposals would improve safety, encourage more to cycle, improve health, reduce congestion and enhance London more generally
- **Design comments from supporters:** Including support for segregation, requests for track width to be maximised, concerns about number of signalised crossings, requests for zebra crossings on the cycle track, scepticism towards cycle early-start junctions
- **Concerns about impact on traffic:** Raised by 11% of respondents. Concerns include congestion, journey times, banned turns, public transport. Also the economic and environmental impact of more congestion
- **Concerns about cyclist behaviour:** Running red lights, erratic behaviour on roads, riding on pavements
- **Concerns about kerbside access:** Loading, coach parking and stopping; impact on business and tourism
- **Allocation of spending:** Cyclists “don’t pay” and shouldn’t be rewarded



- **Impact on pedestrians:** Pedestrian conflict at shared space, longer and more complicated crossings, bus stop bypass concerns, but also support for footway extensions and new crossings

Having considered the issues raised in the consultation, TfL intends to proceed with the scheme (subject to approval), although we are proposing changes to the design as outlined in the consultation response report.



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

Describe what research has been used to support the strategy, project, or policy and the effect of this research on the strategy/project/policy.

Extensive research has been undertaken in the development of the Cycle Superhighways Programme. This includes:

- Concept Definition
- Collision data
- Customer Research Surveys
- Cycle Census
- Demand analysis
- Monitoring and evaluation of completed routes to date
- Specific infrastructure related research such as blindspot safety mirrors, blue surfacing, and advanced stop line setbacks for cyclists.

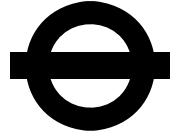
In addition, during summer 2013, TfL commissioned a review of international best practice in cycle route designs in order to inform the London Cycling Design Standards (LCDS). One of the key areas of interest was in the way different cities managed the movement of cyclists past bus stops. Bus stop bypasses are presented in the LCDS as part of a suite of options utilised to assist cyclists move through bus stopping areas incorporating the lessons from this study.

This review has been consolidated with additional research on bus stop bypasses at the Transport Research Laboratory, and through monitoring of existing sites on the extension to Cycle Superhighway Route 2 (CS2).

Between May and July 2014, we conducted research on Stratford High Street on the CS2 to find out road users' attitudes towards the bus stop bypasses that operate there. The survey showed 89% support from cyclists and 70% support from bus passengers and pedestrians. The vast majority of cyclists on Stratford High Street use the bus stop bypasses when there is a bus at the stop (92%) and also when there is no bus (86%). The main concern for cyclists was sharing space with bus stop users, but there was evidence that cyclists and bus passengers are looking out for each other to help prevent incidents. 77% of cyclists said that they slowed down and are aware of pedestrians crossing to/from the bus stop, and a further 15% of cyclists stop completely to allow pedestrians to cross. 91% of bus users wait for cyclists to pass before crossing.

Based on our research, the experience of other countries and our own experience to date we consider bus stop bypasses to be a viable design option and we currently support their use at appropriate locations throughout London.

TfL will continue to review design best practice in relation to bus stop bypasses and will consider each site carefully before approving their introduction. This includes engagement prior to and during public consultation with key stakeholders and ensuring the designs mitigate as far as possible any potential negative impact on a site by site basis.

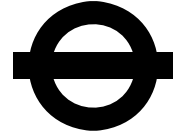


5. Have you explained your strategy/project/policy to people who might be affected by it directly or indirectly? Describe how the strategy, project, or policy will be communicated to staff and/or customers who are affected by the strategy, project, or policy.

As per section 3 above, a public consultation was undertaken from 3 September to 9 November 2014. A further consultation is planned for 9th February to 29th March 2015 on sections of the route not covered in the original consultation, and for some proposals that have had a material change following the original consultation.

As part of these consultations, leaflets have been sent to all properties within a 0.5 mile radius of the route. Frontager letters have also been sent to properties along the route, highlighting changes to parking and loading which may impact them.

In addition to public consultations, we also met with a number of key stakeholders in advance of and during the consultation periods as outlined in section 3.



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

Describe who will significantly benefit from this strategy, project, or policy and explain why this is the case and complete table 1.

The main beneficiaries of the scheme will be:

- People who already cycle commute
- People who cycle at weekends and could be persuaded to commute via bike during the week
- Non cycling commuters who could be persuaded to commute via bike
- People who wish to cycle for health reasons
- Pedestrians

It is anticipated that the majority of cyclists will be from those groups who cycle the most at present – white males aged 25-44, white females aged 45-59, black Caribbean and black Other, people who are of mixed race and some younger people and children cycling to school.

In line with the Mayor's cycling vision, TfL is seeking to "normalise" cycling by attracting new cyclists from all demographics through providing segregated cycling infrastructure. This route provides an opportunity to encourage other people to use the new Cycle Superhighway. TfL will also look to integrate the scheme with local borough initiatives to help people in some of the main equality target groups such as ethnic minorities, women, disabled people and older and younger people.

Pedestrians will also benefit from the scheme through a number of improvements to pedestrian facilities in a largely highway dominated environment. Such pedestrian improvements include enhanced crossing facilities such as:

- 16 new signalised pedestrian crossings
- Four converted from staggered to straight across pedestrian crossing
- Four zebra crossings have been converted to signalised pedestrian crossings
- 41 widened pedestrian refuge islands
- 26 locations where footway has been widened
- 20 locations where footway has been narrowed
- Up to 28 pedestrian crossing will have pedestrian countdown

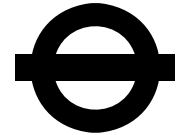
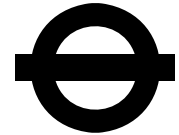
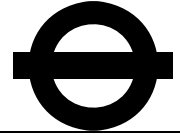


Table 1 – Evidence of impact

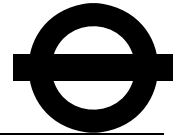
Protected Characteristic				
Age				
Demographics		London profile	TfL's profile	
		Under 25	32.1%	2.5%
		Over 65	11.1%	1.2%
Impact rating please tick (✓)		Provide the evidence justifying the impact rating		
Positive Impact	✓	<p>Under 25 – encourage people under 25 to cycle, safe environment for children to cycle to school</p> <p>This scheme has demonstrated a positive impact on pedestrians by raising some of the pedestrian crossing areas or dropped kerbs option used. Also where possible, further improvements to pedestrian facilities and urban realm are in place:</p> <p>Cyclist Benefits:</p> <ul style="list-style-type: none"> • Segregated two way cycle track • Separate cycle phases at twenty three junctions • Bypass traffic lights along Victoria Embankment • Early start in five locations • Twenty seven new ASLs <p>Pedestrian Benefits:</p> <ul style="list-style-type: none"> • Decluttering of street furniture • Urban Realm improvements • 16 new signal pedestrian crossings, straight and staggered • 25 shortened crossings • Four zebra crossings converted to signalised • 41 widened pedestrian crossings • Pedestrian countdown at 28 locations • Footways widened in 26 locations 		
No Impact				
Negative Impact	✓	<p>Over 65 – elderly pedestrians will have to cross the cycle track to access the bus stops and stand alone pedestrian crossings</p> <p>Proposed mitigation: <i>in order to mitigate this potential negative impact, all crossing points will be flush so that elderly pedestrians will not be required to negotiate a kerb up stand to access bus stops and pedestrian crossings.</i></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>Disabled pedestrians - the scheme includes a number of improvements to pedestrian facilities including enhanced crossing facilities, built out footways and new signalised pedestrian crossings.</p> <p>Disabled cyclists – through providing improved and largely segregated cycling infrastructure the scheme is considered to have a positive impact on this group as per impact on all cyclists.</p>
No Impact		
Negative Impact	✓	<p>Disabled parking bays During the consultation a number of stakeholders expressed concerns about the proposed impact upon disabled parking.</p> <p>Proposed mitigation – <i>Original proposals included the removal of disabled parking along Victoria Embankment. Following comments received during consultation, we have reviewed proposals and will reinstate all existing disabled parking</i></p> <p>Disabled pedestrians Some footway cut-backs are required along the route, which may inconvenience disabled pedestrians.</p> <p>Proposed mitigation – <i>All footways on the route are a minimum width of 2m in accordance with TfL design guidelines.</i></p> <p>Disabled pedestrians/bus passengers will need to cross the cycle track in order to access a number of bus stops and pedestrian crossings.</p> <p>Proposed mitigation – <i>in order to mitigate this potential negative impact, marked crossing points will be fully raised to footway height to provide a level crossing point for pedestrians and highlight the crossing location. Tactile paving</i></p>



	<p><i>will be provided to help visually-impaired people locate the crossing. Ramps will be provided on the cycle track with triangle markings and using contrasting colour or material to help further highlight crossing locations. We are also in discussion with the Department for Transport (DfT) on potential options for a variation on a zebra crossing that is more suitable for cycle tracks (without zig-zags and flashing orange lights). These designs have been informed by our discussions with accessibility groups and off-street trials.</i></p> <p><i>We have monitored bus stop bypasses on the CS2 extension between Bow roundabout and Stratford. Even when a bus was not at a stop, most cyclists used the bus stop bypass rather than move into the traffic lane. Pedestrians and cyclists also looked for each other to stop incidents occurring. There have been have been no recorded collisions at the bypasses since they were implemented. We have also ensured that the position of bus infrastructure on the island (shelter, flag) does not impede the visibility of cyclists from the marked crossing point.</i></p>
--	--



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	✓	Gender reassignment – no impact as per consultation findings.
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	✓	67% of frequent cyclists are male while 33% are female. Improving provision for cyclists in this area is likely to have a greater positive impact on males than females; however 55% of potential cyclists are female so improvements may increase the proportion of female cyclists in this area.
No Impact		
Negative Impact		
Protected Characteristic Marriage and Civil Partnership		
Demographics	London profile	TfL's profile
	Current not available	N/K



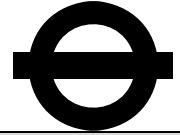
Impact rating please tick (✓)		Provide the evidence justifying the impact rating
Positive Impact		
No Impact	✓	Marriage and Civil partnership – no impact as per consultation findings
Negative Impact		

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		
No Impact	✓	Pregnancy and maternity – no impact as per consultation findings.
Negative Impact		

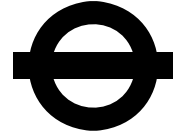
Protected Characteristic Race (Ethnicity)		
Demographics	London's profile	TfL's profile



	40.2% (BAME) 59.8% (White)	27.8% (BAME) 72.2% (White)
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact	✓	<p>79% of frequent cyclists are white while 8% are black, 7% are Asian, and 6% are mixed and other. Therefore improvements to cycling provision are likely to have a greater positive impact on the white population.</p> <p>However, of potential cyclists, 65% are white, 13% are black, 15% are Asian and 7% are mixed and other. An improved facility for cyclists along this route may help to realise some of this potential.</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		
No Impact	✓	Religion and belief – no impact as per consultation findings.
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	✓	Sexual orientation – no impact as per consultation findings
Negative Impact		



Section three: Outcome of impact(s)

- 8. 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.** Describe the monitoring processes that will be put in place to ensure that the equality effects of the strategy, project, or policy are measured and/or reported.

Post-implementation customer research will identify whether the scheme has improved the travel experience of Equality Target Groups. TfL and Greater London Authority Market Research reports will continue to be reviewed periodically by TfL to determine any substantial demographic changes along the routes. Cycle counts will also be undertaken to collect data on how many people are using the cycle tracks.



9. 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? Describe the approach to introduce the strategy/project/policy, and where necessary any training that would be needed for the delivery of the strategy/project/policy.

Alongside other elements such as the public consultation, publicity will be undertaken during and after construction to promote the scheme, highlight the proposed changes and encourage people to use the Cycle Superhighway. Prior to the route being launched, education videos and leaflets are also planned to be produced to explain to people how to use the infrastructure. Some of the proposals are new to London and so the videos will help people understand how to use them.

Furthermore, through the Supporting Measures workstream, funding for local training will be made available from the project.

10 What will be the measures of success of the strategy/project/policy and functions and the key performance indicators? Describe how you will ensure that your strategy/project/policy has been delivered, and include any evidence that may be available.

Specific monitoring and data gathering activities will be undertaken to measure the success of CSEW:

Quantitative data gathering:

- Cycle flows
- Cycle journey times
- Traffic flows/speeds
- Bus journey times
- Casualty figures

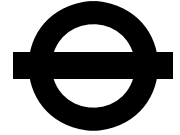
Qualitative data gathering:

- Attitudinal surveying about people's attitudes to cycling both along the route and drawn from a wider sample of Londoners (Drawn from customer research surveys)
- Behaviour change surveys along route of both users and non users to ask about what trips are being made, what change has taken place in trips, why this change has taken place and what aspects of the scheme were most successful or unsuccessful.
- Customer satisfaction surveys

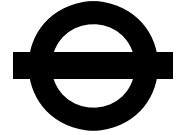
The success of the Cycle Superhighway would be reflected first and foremost by a reduction in casualties along the routes. Secondary to this objective, is the aim of increasing the number of cycling trips along the routes. The existing target of all Cycle Superhighway routes is to achieve a 400% increase from the 2001 baseline in the number of cycling trips in London by 2025. Other measurable benefits include:

- Journey time reductions

Transport for London



- Journey time reliability
- Improved on route journey ambience (e.g. ease of navigation)
- Health benefits
- Environmental benefits
- Modal shift from crowded public transport modes



Section four: Sign off

Please sign and date this form, keep one copy and send one copy to, **HR Equality & Inclusion Team, 15th floor Windsor House**. Please ensure that all parties have signed the form before returning the form to HR Equality & Inclusion Team

Form completed by -This should be the same person as in section 1 - "Person completing assessment:"

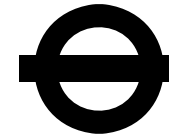
Eleanor Clifton, Senior Project Officer

Date of completion - Use the date when your EqIA is agreed by the Equality team.

Counter signed by Line Manager - The Sponsor of the strategy/project/policy

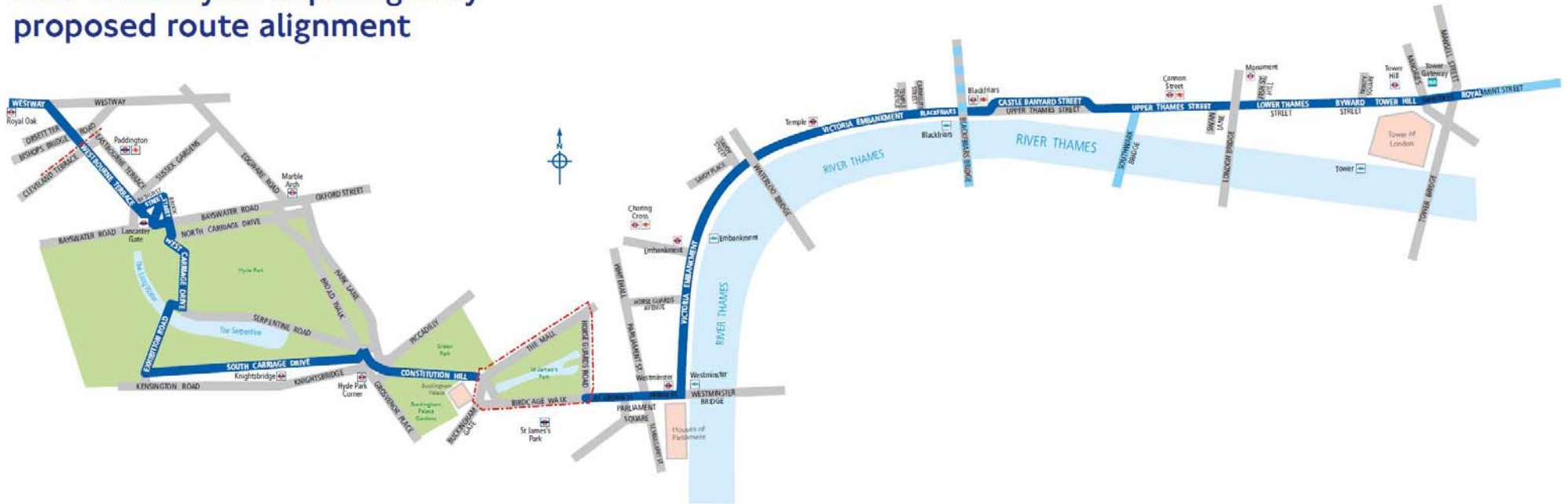
Date

Transport for London



Appendix A - East/West Cycle Superhighway Route Alignment

East-West Cycle Superhighway – proposed route alignment



- East-West Cycle Superhighway
- Existing Barclays Cycle Superhighway
- Proposed North-South Cycle Superhighway

Transport for London



Appendix B - Consultation Material

East-West Cycle Superhighway

Consultation closes Sunday 2 November 2014.

Have your say:

- tfl.gov.uk/cycle-east-west
- Public exhibitions include:
 - Walbrook Wharf, 78-83 Upper Thames Street, EC4R 3TD
Thursday 11 September, 1600-2000
 - Paddington Central, Unit 3A Sheldon Square, W2 6PY
Tuesday 16 September, 1600-2000
 - Guildhall, Gresham Street, EC2V 7HH
Wednesday 17 September, 0700-1000, 1200-1400, 1600-2000
 - Institution of Mechanical Engineers, 1 Birdcage Walk, SW1H 9JJ
Friday 19 September, 1600-2000
 - Victoria Embankment Gardens, Victoria Embankment, WC2N 6PB
Wednesday 24 September, 0800-1100
 - Walbrook Wharf, 78-83 Upper Thames Street, EC4R 3TD
Thursday 25 September, 1600-2000
 - Institution of Mechanical Engineers, 1 Birdcage Walk, SW1H 9JJ
Monday 29 September, 1600-2000
 - Paddington Central, Unit 3A Sheldon Square, W2 6PY
Wednesday 8 October, 0700-1000
 - Victoria Embankment Gardens, Victoria Embankment, WC2N 6PB
9 October, 1200-1800

Please see tfl.gov.uk/cycle-east-west for information about other events

Paper copies of plans and a response form are available by writing to FREEPOST TFL CONSULTATIONS or calling 0343 222 1234 (option 3, then option 1).



16

Front cover: Visualisation of proposed segregated two-way cycle track at Tower Hill

Please note: leaflet updated to include new consultation closing date and amended map of Hyde Park - Westway section.

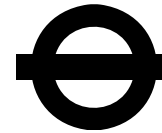
MAYOR OF LONDON

City of Westminster



S3626935	Client	TFL	Its date	00/00			
Date	19.09.14 17:57	Campaign	Have your say	Operator	mlke	Page	16
Proof	2	Title	A5 mailer - REPRINT - V2	Trim	210x148mm		
Agency	TFL 04 EA4787	File	S3626935TFLCSEastWest10ppReprmh2	TA/SA	-		
		Colour	CMYK	Spots	-	Bleed	3mm





East-West and North-South Cycle Superhighways

Consultations close Sunday 2 November 2014.

Have your say:

- tfl.gov.uk/cycle-east-west and tfl.gov.uk/cycle-north-south
- **Public exhibitions include:**
 - Blackfriars Underground station northern ticket hall
Wednesday 10 September, 1600-2000
 - Guildhall, Gresham Street, EC2V 7HH
Wednesday 17 September, 0700-1000, 1200-1400, 1600-2000
 - Blackfriars Underground station northern ticket hall
Thursday 18 September, 1600-2000
 - 197 Blackfriars Road (opposite Southwark Underground station) SE1 8NJ
Monday 22 September, 1600-2000
 - Walbrook Wharf, 78-83 Upper Thames Street, EC4R 3TD
Thursday 25 September, 1600-2000
 - Blackfriars Underground station northern ticket hall
Thursday 2 October, 1600-2000
 - 197 Blackfriars Road (opposite Southwark Underground station), SE1 8NJ
Friday 10 October, 1600-2000

Please see tfl.gov.uk/cycle-east-west and tfl.gov.uk/cycle-north-south for information about other events

Paper copies of plans and a response form are available by writing to FREEPOST TFL CONSULTATIONS or calling 0343 222 1234 (option 3, then option 1).



Please note: leaflet updated to include new consultation closing date and amended map of Hyde Park - Westway section.



Front cover: Proposed cycle connection between East-West and North-South Cycle Superhighway at Blackfriars

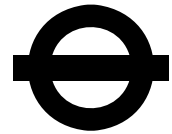
MAYOR OF LONDON

City of Westminster



S3626935	Client	TFL	File date	00/00	
	Campaign	Have your say	Operator	mlke Page 16	
Date	19.09.14 17:43	Title	AS Combined Mailer - REPRINT - V2	Trim	210x148mm
Proof	3	File	S3626935TFLCSHSEW28ppReprintv2	TU/SA	-
Agency	TFL 04 EA4787	Colour	CMYK	Spots	-
			Bleed	3mm	

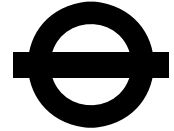
Transport for London



List of Stakeholders

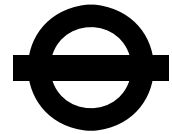
- Tower Hamlets conservation officer
- Downing Street
- Hyde Park Stables
- City Cyclists (LCC)
- CTC
- Friends of Hyde Park & Kensington Gardens
- Future Inclusion
- Guide Dogs Association
- IDAG (Independent Disability Advisory Group)
- Imperial West
- Inclusion London
- LB Ealing
- London Ambulance Service
- London Cab Drivers' Club Ltd
- Motorcycle Action Group (MAG)
- RADAR London Access Forum
- RNIB
- RNID (Royal National Institute for Deaf People)
- Roadpeace
- Sustrans
- Tour Bus Operators
- Transport for All
- Borough Cycling Officers Group (BCOG)
- British Land
- City of London Girls School
- Westfield Shepherds Bush
- Queen Elizabeth II Conference Centre
- Federation of Small Businesses
- Institution of Civil Engineers
- London Chamber of Commerce and Industry (LCCI)
- All Party Parliamentary Cycling Group
- Confederation of Passenger Transport UK
- Household Cavalry Mounted Regiment
- House of Lords - members
- Hyde Park Estate Association
- Kings Troop
- LB Lambeth
- World Heritage Forum Tower of London
- World Heritage Forum Westminster
- Assembly Members
- Brewery Logistics Group
- Coach Operators
- Crossrail Ltd

Transport for London



- Department for Transport
- English Heritage
- Environment Agency
- Freight Transport Association
- Historic Royal Palaces
- Institute of Civil Engineers
- Institute of Mechanical Engineers
- Living Streets
- London Fire Brigade
- London Forum for the Visually Impaired
- London River Services
- London Travel Watch
- CPNI
- Northbank Business Improvement District (BID)
- RNLI
- Road Haulage Association
- The Association of Guide Dogs for the Blind
- Unite the Union (taxis)
- DHL
- London First
- The London Cyclist
- TNT Express
- Supreme Court
- Cabinet Office
- HMRC
- Westminster School
- HQS Wellington

Transport for London



Emails to Stakeholders

Dear stakeholder

Transport for London (TfL) is proposing two continuous, largely segregated cycle routes through central London. Our proposals have been designed to provide clear and convenient routes for cyclists, physically separated from other vehicles. We would create space for the new Superhighways by reallocating road space from other traffic and changing the operation of some junctions.

The **East-West Cycle Superhighway** would run between Tower Hill and Acton. It would start at Tower Hill, where it would connect to the existing Barclays Cycle Superhighway Route 3 (CS3), which runs east to Canary Wharf and Barking. From Tower Hill, the new route would run along Lower and Upper Thames Street, Victoria Embankment, across Parliament Square, through St James's Park, Green Park and Hyde Park, and over the Westway flyover from Westbourne Bridge to Wood Lane. From there, it would continue along the A40 Western Avenue as far as Horn Lane, Acton*. Please visit tfl.gov.uk/cycle-east-west for further details and to have your say.

**Consultation on Westway to Acton section to start at a later date*

The **North-South Cycle Superhighway** would run between Elephant & Castle and King's Cross. It would start at Elephant & Castle, where it would connect to the existing Barclays Cycle Superhighway Route 7 (CS7) at Princess Street. From Elephant & Castle the route would run along St. George's Road, through St. George's Circus, along Blackfriars Road and cross Blackfriars Bridge before connecting to the proposed East-West Cycle Superhighway on the north bank of the River Thames. It is planned to then continue to King's Cross using New Bridge Street, Farringdon Street, Farringdon Road and quieter backstreet roads. North of Farringdon station, the route is planned to connect to a new 'Quietway' back-street cycle route to King's Cross, which will be consulted on at a later date. Please visit tfl.gov.uk/cycle-north-south for further details and to have your say.

The consultations close on **Sunday 19 October 2014**.

Yours sincerely

Peter Bradley
Head of Consultation
Surface Transport
Transport for London



Email to Stakeholders

Dear stakeholder

I'm writing to let you know that, given the enormous interest in the proposals, we are allowing a further three weeks for comments on the current consultations on the East-West and North-South Cycle Superhighways. The deadline for comments is now **Sunday 9 November**.

We have also added additional information to both websites summarising how different road users could be impacted by the proposals. This includes a summary of predicted changes to journey times on routes through the proposed scheme area, based on our latest traffic modelling. The information for the East-West Cycle Superhighway is available [here](#). The information for the North-South Cycle Superhighway is available [here](#).

Please tell us your views on the proposed routes by Sunday 9 November by visiting:

- East-West Cycle Superhighway: www.tfl.gov.uk/cycle-east-west
- North-South Cycle Superhighway: www.tfl.gov.uk/cycle-north-south

About the proposed routes:

Our proposals have been designed to provide clear and convenient routes for cyclists, physically separated from other vehicles. We would create space for the new Superhighways by reallocating road space from other traffic and changing the operation of some junctions.

The **East-West Cycle Superhighway** would run between Tower Hill and Acton. It would start at Tower Hill, where it would connect to the existing Barclays Cycle Superhighway Route 3 (CS3), which runs east to Canary Wharf and Barking. From Tower Hill, the new route would run along Lower and Upper Thames Street, Victoria Embankment, across Parliament Square, through St James's Park, Green Park and Hyde Park, and over the Westway flyover from Westbourne Bridge to Wood Lane. From there, it would continue along the A40 Western Avenue as far as Horn Lane, Acton*. Please visit tfl.gov.uk/cycle-east-west for further details and to have your say.

**Consultation on Westway to Acton section to start at a later date*

The **North-South Cycle Superhighway** would run between Elephant & Castle and King's Cross. It would start at Elephant & Castle, where it would connect to the existing Barclays Cycle Superhighway Route 7 (CS7) at Princess Street. From Elephant & Castle the route would run along St. George's Road, through St. George's Circus, along Blackfriars Road and cross Blackfriars Bridge before connecting to the proposed East-West Cycle Superhighway on the north bank of the River Thames. It is planned to then continue to King's Cross using New Bridge Street, Farringdon Street, Farringdon Road and quieter backstreet roads. North of Farringdon station, the route is planned to connect to a new 'Quietway' back-street cycle route to King's Cross, which will be consulted on at a later date. Please visit tfl.gov.uk/cycle-north-south for further details and to have your say.

The consultations close on **Sunday 9 November 2014**.

Yours faithfully

Peter Bradley
Head of Consultation
Surface Transport
Transport for London

Transport for London



Email to Stakeholders

Dear stakeholder

I'm writing to remind you that you have until **Sunday 9 November** to give us your views on the proposed East-West and North-South Cycle Superhighways. Thank you if you have already submitted comments.

About the proposed routes:

Our proposals have been designed to provide clear and convenient routes for cyclists, physically separated from other vehicles. We would create space for the new Superhighways by reallocating road space from other traffic and changing the operation of some junctions.

The **East-West Cycle Superhighway** would run between Tower Hill and Acton. It would start at Tower Hill, where it would connect to the existing Barclays Cycle Superhighway Route 3 (CS3), which runs east to Canary Wharf and Barking. From Tower Hill, the new route would run along Lower and Upper Thames Street, Victoria Embankment, across Parliament Square, through St James's Park, Green Park and Hyde Park, and over the Westway flyover from Westbourne Bridge to Wood Lane. From there, it would continue along the A40 Western Avenue as far as Horn Lane, Acton*. Please visit tfl.gov.uk/cycle-east-west for further details and to have your say.

**Consultation on Westway to Acton section to start at a later date*

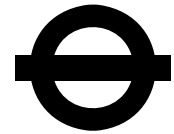
The **North-South Cycle Superhighway** would run between Elephant & Castle and King's Cross. It would start at Elephant & Castle, where it would connect to the existing Barclays Cycle Superhighway Route 7 (CS7) at Princess Street. From Elephant & Castle the route would run along St. George's Road, through St. George's Circus, along Blackfriars Road and cross Blackfriars Bridge before connecting to the proposed East-West Cycle Superhighway on the north bank of the River Thames. It is planned to then continue to King's Cross using New Bridge Street, Farringdon Street, Farringdon Road and quieter backstreet roads. North of Farringdon station, the route is planned to connect to a new 'Quietway' back-street cycle route to King's Cross, which will be consulted on at a later date. Please visit tfl.gov.uk/cycle-north-south for further details and to have your say.

Consultation on proposed upgrade to Barclays Cycle Superhighway Route 2 (closes 2 November)

We are also consulting on a proposed upgrade to Barclays Cycle Superhighway Route 2 between Bow and Aldgate. That consultation closes on Sunday 2 November 2014. Please visit www.tfl.gov.uk/cs2upgrade for further details and to have your say.

Yours faithfully

Peter Bradley
Head of Consultation
Surface Transport
Transport for London



Letter to Stakeholders

Transport for London
Consultation Delivery
11 G8, Palestra
197 Blackfriars Road
London
SE1 8NJ

Monday 1 September 2014

Dear Sir or Madam

0343 222 1234
consultations@tfl.gov.uk
tfl.gov.uk

Consultation on East-West Cycle Superhighway, including proposed changes on and near Parliament Square and Great George Street

Transport for London (TfL) is proposing a continuous, largely segregated cycle route between Tower Hill and Acton. The East-West Cycle Superhighway would provide a clear and convenient route for cyclists, physically separated from other vehicles. We would create space for the new cycle route by reallocating road space from other traffic and changing the operation of some junctions. You can view and comment on detailed proposals for the whole route at www.tfl.gov.uk/cycle-east-west.

Parliament Square is used by thousands of cyclists each day. However, there is currently very little dedicated provision for them, and some cyclists have to move across as many as five traffic lanes to pass through the junction. We are therefore proposing a segregated, direct and convenient route across the junction for cyclists on the East-West Cycle Superhighway. Our proposals are shown on the enclosed drawing and described in detail at tfl.gov.uk/cycle-east-west (Section 12). They include the below changes to the road layout and operation:

New segregated two-way cycle track means no loading on Great George Street at any time

- The existing traffic lanes would be narrowed in order to introduce a new segregated two-way cycle track.
- The reduction in traffic lane widths means loading would not be allowed at any time on Great George Street
- One eastbound traffic lane would be removed on the approach to Parliament Square
- The cycle track would be at carriageway level on the northern side of the road, and separated from other traffic by a 0.5 metres wide kerbed island. The track would be between 2.5 and 3 metres wide
- No coloured surfacing would be used

Other proposed changes in the Great George Street / Parliament Square area include:

Horse Guards Road closed at junction with Birdcage Walk except cycles and authorised vehicles

- The segregated two-way cycle track would pass through the junction with Horse Guards Road and continue on Birdcage Walk (proposals for Birdcage Walk subject to future consultation)
- The introduction of the segregated cycle track would require all turning movements to and from Horse Guards Road, Great George Street and Birdcage Walk to be banned for all vehicles (except cycles and official and other authorised vehicles), to prevent conflict between cyclists and turning motorists
- Owing to the space required to introduce the cycle track, it would not be possible to retain a right turn pocket for traffic. Vehicles waiting to turn would block westbound traffic, resulting in increased queuing and delay
- Introducing an additional traffic light stage to allow the turning movements at this junction would also create delay and would increase queuing on Birdcage Walk and Great George Street
- Cyclists would be able to travel to and from Storey's Gate and Horse Guards Road using dedicated cycle turning pockets

Transport for London



- Pedestrians and visitors to St James's Park would benefit from a significantly quieter low-traffic Horse Guards Road
- Our latest traffic counts show a maximum of 400 vehicles per hour turning right and 10 vehicles per hour turning left onto Horse Guards Road the morning and evening peaks (excluding cycles)
- Our latest traffic counts show a maximum of 17 vehicles per hour turning right and 244 vehicles per hour turning left out of Horse Guards Road the morning and evening peaks (excluding cycles)

No right turn from Storey's Gate onto Great George Street and no right turn from Birdcage Walk onto Storey's Gate

- The introduction of the cycle track would reduce the available carriageway space, meaning it would not be possible to provide a right-turn pocket for traffic on Birdcage Walk
- If the right turn onto Storey's Gate was not banned, vehicles wanting to turn would block eastbound traffic, resulting in increased queuing on Birdcage Walk and Great George Street
- Owing to the reduced carriageway space the turning circle of right turning vehicles from Storey's Gate onto Great George Street could no longer be accommodated
- Banning the right turn would also enable the introduction of a new cycle crossing between Storey's Gate and Horse Guards Road, which is a proposed Quietway route
- Our latest traffic counts show a maximum of 42 vehicles per hour turning right onto Great George Street and 27 vehicles per hour turning right onto Storey's Gate the morning and evening peaks (excluding cycles)

Segregated two-way cycle track replaces traffic lanes on Parliament Square

- A segregated two-way cycle track would run across the north side of Parliament Square, meaning cyclists on the East-West Cycle Superhighway would not need to go around the roundabout and could move directly between Bridge Street and Great George Street
- Dedicated traffic signals would allow cyclists on the track to cross the junction without coming into conflict with other traffic
- On the north side of Parliament Square, the 3 metre track would replace one of the five existing traffic lanes
- We would need to slightly narrow the footway by between 0.7 and 0.9 metres on Great George Street to make room for the cycle track. However, the footway here would still be at least 5.5 metres wide. We are also proposing to substantially widen the footway in various other locations nearby (see below)

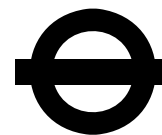
Segregated and separately-signalled one-way cycle track around the inside of the roundabout

- A segregated 'cycle gyratory' would offer a physically protected route around the southern and western sides of Parliament Square for cyclists who approach from St Margaret's Street and Victoria Street / Broad Sanctuary
- Dedicated traffic lights would allow cyclists to join and leave the track without coming into conflict with other traffic (including other cyclists)
- The cycle track would be at carriageway level on the southern and western sides of the Square, and would be between 2.4 and 2.6 metres wide
- The track would be separated from other traffic by a kerbed island at least 0.5 metres wide
- The new track would replace one of the four existing traffic lanes on these parts of the roundabout

New pedestrian crossings and wider footways

- TfL commissioned a report which identified significant pedestrian desire lines at two locations on Parliament Square. We are therefore proposing two new signalised pedestrian crossings which would allow pedestrians to cross:
 - from outside the Palace of Westminster to Parliament Square, where 3,269 pedestrians were seen crossing between 10:00-19:00 at the weekend and 1,654 pedestrians were seen crossing between 07:00 – 19:00 during the week
 - between Parliament Square and Great George Street where 1,098 pedestrians were seen crossing between 10:00-19:00 at the weekend and 1,152 pedestrians were seen crossing between 07:00 – 19:00 during the week

Transport for London



- We would widen the footways in various locations, including at the junctions with Parliament Street, Broad Sanctuary and St Margaret's Street. This would provide more space for the many pedestrians in this area, as well as creating shorter pedestrian crossings

Wider footway and reduction in traffic lanes on St Margaret Street

- We would widen the footway outside the Palace of Westminster to provide extra space for the large numbers of pedestrians here. An extra 2.3 metres would be provided, giving a total width of 8.5 metres
- The wider footway would replace one of the five existing traffic lanes on this part of the roundabout

Impact of these proposals on traffic capacity and pedestrian crossing times

Our latest analysis shows the proposals would mean longer journey times for motorists and bus, coach and taxi passengers along most of the route, both during construction and once complete. There would also be longer journey times for users of many of the roads approaching the proposed route and longer waits for pedestrians at some signalised crossings. Please visit tfl.gov.uk/cycle-east-west after 12 September for a summary of TfL's latest analysis of the traffic impacts of the proposed scheme.

TfL is developing wider traffic management plans for central London to help reduce the traffic impacts of this scheme and others, including those proposed by London local authorities and developers. This will include investing in advanced traffic signal technology to allow us to better manage traffic depending on differing conditions at any given time. There will also be customer information to enable road users to make informed journey choices and campaigns to encourage road users to check before they travel.

Working with City of Westminster

These proposals have been developed with the involvement of City of Westminster, who have assisted in evaluating options but have not formally agreed the proposals, and will be responding to this consultation.

Have your say

We'd like to know your views on our proposals. You can fill in our online survey at tfl.gov.uk/cycle-east-west, or contact us using the email or postal addresses above. The deadline for comments is **Sunday 12 October 2014**.

Public exhibitions

We are holding a series of public exhibitions where you can view the proposals and speak to members of the project team. These include the following in your area:

- Institution of Mechanical Engineers, 1 Birdcage Walk, SW1H 9JJ
Friday 19 September, 1600-2000
Monday 29 September, 1600-2000
- Victoria Embankment Gardens, Victoria Embankment, WC2N 6PB
Wednesday 24 September, 0800-1100
Thursday 9 October, 1200-1800

You can find full details of all of the public exhibitions at tfl.gov.uk/cycle-east-west.

Yours sincerely

Oliver Birtill
Transport for London Consultation Team