

Programme: Cycle Superhighways
Project: North-South Cycle Superhighway
Document reference: NS EQIA

Equality Impact Assessment (EqIA) Form

Signature

Date

Prepared by

Lucy Godfrey
Scheme Sponsor

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

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Equality Impact Assessment (EqIA) 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:

North-South Cycle Superhighway

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

Lucy Godfrey, Scheme Sponsor, 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.

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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.

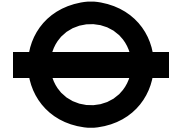
Address cycle safety

- 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 North-South Cycle Superhighway, Transport for London has had due regard to any

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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.

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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.

Transport for London (TfL), in close consultation with its partners the boroughs of Southwark, Camden, Islington and the City of London, is proposing a continuous, high quality, substantially segregated cycle route.

This 'North-South' Cycle Superhighway (CSNS) has been identified to run between Elephant & Castle and King's Cross via Blackfriars Bridge. This route will tie in with major highway schemes at both end points and should be delivered by 2016.

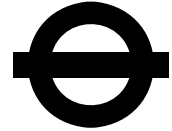
The CSNS scheme will link in with the 'Central London Grid' cycle network and will connect with the proposed East-West Cycle Superhighway at Blackfriars junction providing important connections to Elephant & Castle and King's Cross. The route alignment is shown in Appendix A and is as follows:

Elephant & Castle to King's Cross via: St George's Road, Lambeth Road, St. George's Circus, Blackfriars Road, Blackfriars Bridge, Blackfriars Junction, New Bridge Street, Farringdon Street and Farringdon Road to Farringdon station. North of Farringdon station, the route would continue on back streets to King's Cross. The alignment of this will be consulted on separately.

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 substantially segregated cycle tracks, priority for cyclists, separately signalled cycle phases, early starts, new advanced stop lines at traffic signals, junction realignments to provide more space for cyclists, 'floating bus stops', blind spot safety mirrors at traffic signals.
- Urban realm improvements: guard rail removal, improved lighting, signage de-cluttering, landscaping, tree planting, introduction of benches, more bins, integrated pedestrian improvements such as repaved footways, new cycle stands.
- Navigation and branding: bespoke cycle symbols and signage.
- Maintenance and operations: enhanced maintenance and enforcement, by agreement with the London Borough of Southwark and City of London.

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.

TfL has been working closely with London Borough of Southwark, Camden, Islington and City of London officers in the delivery of the North-South route and development of the design drawings. 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 the finalising the designs and delivering the scheme.

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 CSNS.

Engagement has also taken place with other key stakeholders, including amongst others:

Internal

- Outcomes Delivery Management
- Traffic Infrastructure
- Forward Planning
- Environment Team
- Walking, Accessibility & Urban Realm
- London Buses
- Taxis and Private Hire
- Development Planning
- Delivery Planning
- Borough Planning
- Construction Design Management Team
- Freight

External

- London Cycling Campaign
- Waterloo Quarter BID
- Better Bankside BID
- Blackfriars Steering Group
- Southbank Forum
- Blackfriars Landowners Forum
- Peabody Estate residents
- Southwark Living Streets
- City of London Access Group
- Camden Cyclists

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- Age UK
- Guide Dogs for the Blind
- Southwark Pensioners Action Group
- RNIB
- Metropolitan Police
- Freight Association
- Licensed Taxi Drivers Association
- Unite the Union
- London Cab Drivers Club
- London Travel Watch
- Living Streets
- Local businesses and residents along the route
- Local schools
- Developers on the route
- English Heritage
- Sustrans
- Brewery Logistics Group
- Express Networks Forum

Between 3 September and 9 November 2014, TfL consulted on proposals for the route between Elephant & Castle and Farringdon station. Detailed information on the proposals was published at tfl.gov.uk/cycle-north-south and a full response to the consultation published. Key elements of the consultation and response are summarised below.

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 1million people on the TfL database who are known to cycle, drive or use public transport in the area (see the email 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 more than 1600 stakeholders (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.

- **Letters** were sent to all frontages along the route directing them to the consultation website and that loading and parking provision outside their frontage may be impacted (See Appendix B).

- **Press and media:** TfL issued a press release on 3 September with follow-ups.

- **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 more than 20 events near the proposed route to provide an opportunity for people to give feedback at the following locations (on more than one occasion):
 - Southbank Forum at Coin Street neighbourhood centre
 - Peabody Estate
 - Waterloo Quarter BID
 - Better Bankside BID
 - Blackfriars Road Steering Group
 - At Southwark Living Streets
 - Blackfriars Underground station
 - City Of London Guildhall
 - Palestra, 197 Blackfriars Road
 - Walbrook Wharf
 - On Blackfriars Bridge
 - On Southwark Bridge
 - London Southbank University

TfL received a total of 6,309 direct responses to the North-South Cycle Superhighway consultation. The majority of respondents supported the overall proposals, with 86% (5,412) fully supporting and 3% (215) partially supporting the scheme. 10% of respondents (625) did

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not support the proposed scheme and 1% (57) either had no opinion or were not sure. We also received 6314 emails submitted using a template on the London Cycling Campaign website, supporting both these proposals and those for the East-West Cycle Superhighway. With these, the overall full support rate is 93% (11,998 responses).

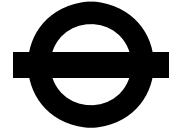
Further detail on responses can be found in the consultation response report. Common issues raised included:

- **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 below (further details can be found within the consultation response report):

- A change in the design of crossing points at bus stop bypasses and pedestrian crossings to provide a flush crossing point and a colour differentiation.
- Relocation of new pedestrian crossing on St George’s Rd further north towards the Lambeth Rd junction to better suit pedestrian desire lines and the needs of local school group.

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- Straight-across crossings at Ludgate Circus, rather than staggered crossings.
- Changes to the location of loading, motorcycle and taxi parking along the route as a response to engagement with frontages and a greater understanding of their loading and parking requirements.
- Removal of the proposed 7.5t weight restriction on Union Street due to a change in the placement of traffic signals making it possible for large vehicles to turn into and out of Union Street.

The public consultation was for the route from Elephant & Castle to Farringdon station. A further consultation will be undertaken for the northern section of the route continuing to King's Cross.



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
- Customer Research Surveys
- Cycle Census
- Demand analysis (Appendix D)
- 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.

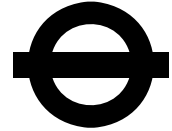
This review has been consolidated with additional research on bus stop bypasses at the Transport Research Laboratory, and through monitoring of existing sites on the extension to Cycle Superhighway Route 2 via video and user satisfaction surveys.

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.

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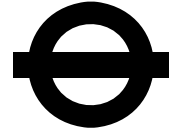


5. Have you explained your strategy/project/policy to people who might be affected by it directly or indirectly? Describe how the strategy, project, or policy will be communicated to staff and/or customers who are affected by the strategy, project, or policy.

As per section 3 above, a public consultation was undertaken from 3 September to 9 November 2014.

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

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?

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 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 cyclist 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 at Stamford Street, Blackfriars Junction and Ludgate Circus.



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/educational establishments</p> <p>Over 65 – the scheme is intending to broaden the demographic of cyclists but also includes a number of improvements to pedestrian facilities including enhanced crossing facilities, built out footways and new pedestrian crossings.</p>	
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 pedestrian crossings.</p> <p>Disabled parking bays are currently shared with loading bays along the route. During the consultation there was mixed response on this. Some people wanted the bays to remain as dual use, others wanted loading and disabled parking bays to be separate. After an assessment of alternative disabled parking locations in adjacent streets and usage surveys, it has been decided to retain the bays as dual use and provide additional bays. Blue badge holders who feel comfortable using the disabled bays adjacent to the cycle track can do so but there are alternatives in borough roads if they would prefer not to.</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</p> <ul style="list-style-type: none"> - Whilst the parking bays above are retained, they are relocated next to the segregation island. Disabled people will, therefore, need to cross the cycle track in order to access the footway. <p>Proposed mitigation – <i>In order to mitigate this potential negative impact, a flush crossing point will be provided so that wheelchair users will not be required to negotiate a kerb upstand.</i></p> <p>Disabled pedestrians</p>



	<ul style="list-style-type: none"> - Some footway cut-backs are required along the route, which may inconvenience disabled pedestrians. <p>Proposed mitigation – All footways on the route are a minimum width of 2m in accordance with TfL design guidelines.</p> <ul style="list-style-type: none"> - Disabled people will need to cross the cycle track in order to access the bus stops and stand alone pedestrian crossings. <p>Proposed mitigation – 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 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.</p> <p>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.</p> <p>The segregation island will be a minimum width of 2.5m which is recommended in accessibility guidance. In most cases along Blackfriars Road, it will be wider.</p> <p>There will be tactile paving at each crossing point, indicating to visually impaired pedestrians the location of the crossing point. Furthermore, the location of the street furniture on the bus island will be consistent across the route so that visually impaired users become familiar with where items are located in relation to each other.</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	✓	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		

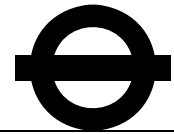
Protected Characteristic Marriage and Civil Partnership		
Demographics	London profile	
	Current not available	
		TfL's profile
		N/K
Impact rating please tick (√)		Provide the evidence justifying the impact rating
Positive Impact		
No Impact	√	Marriage and Civil partnership – no impact as per consultation findings
Negative Impact		

Protected Characteristic Pregnancy and Maternity		
Demographics	London profile	
	Figures not available	
		TfL's profile
		N/K
Impact rating please tick (√)		Provide the evidence justifying the impact rating
Positive Impact		



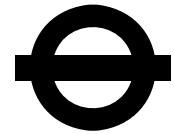
No Impact	√	Pregnancy and maternity – no impact as per consultation findings.
Negative Impact		

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.

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?

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. E.g. two stage right and left turns, low level cycle signals, hold the left turn junctions.

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?

Specific monitoring and data gathering activities will be undertaken to measure the success of the North-South route:

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)



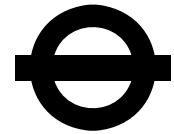
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- Behaviour change surveys along route of both users and non users to ask about what trips are being made, what change has taken place in trips, why this change has taken place and what aspects of the scheme were most successful or unsuccessful.
- Customer satisfaction surveys

The success of the Cycle Superhighway will be reflected first and foremost by an increase in 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.

The measurable benefits are:

- Increased demand
- Reduction of casualties
- Journey time reductions
- 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:"

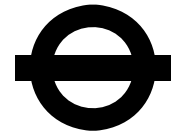
Lucy Godfrey

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

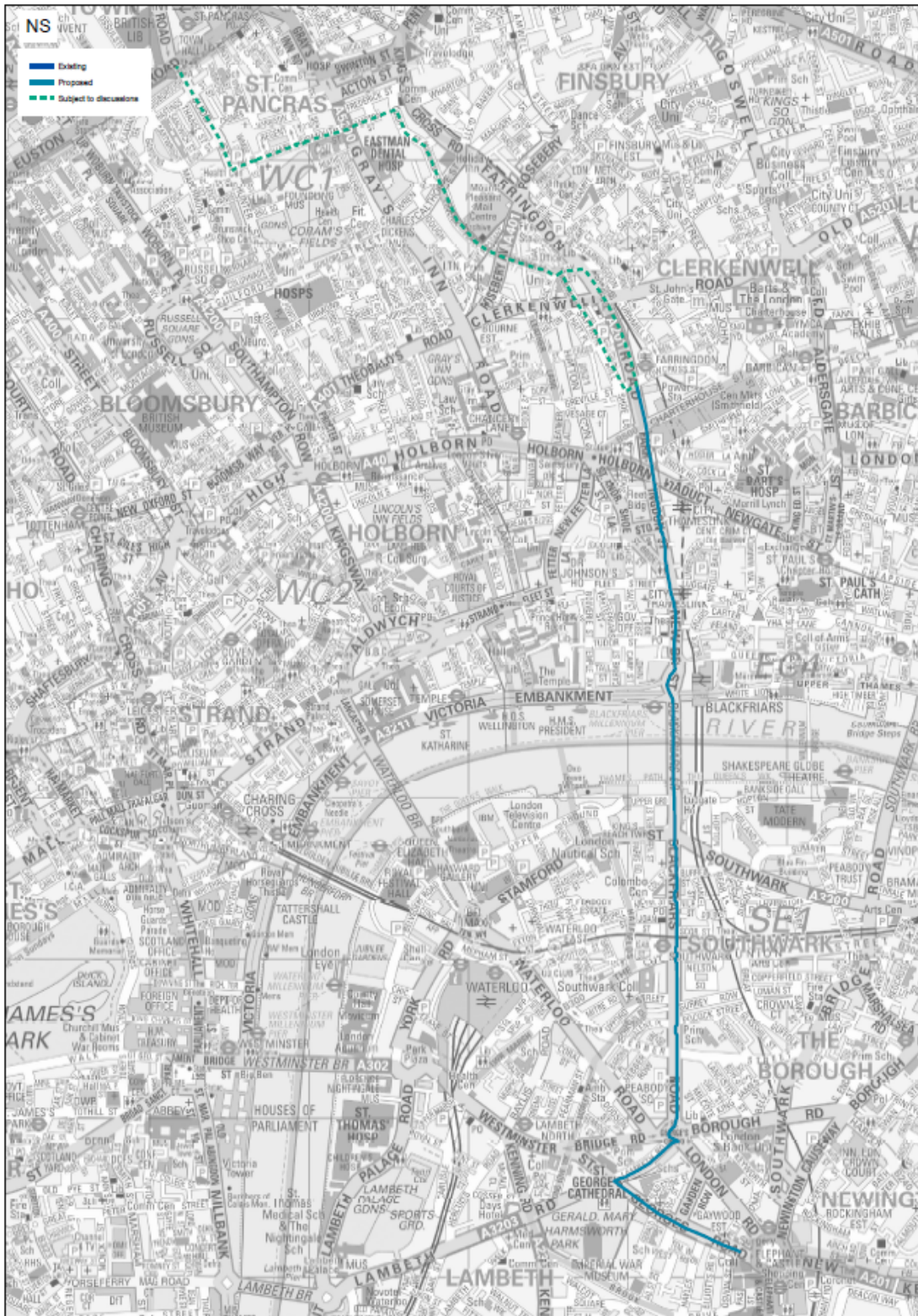
Counter signed by Line Manager - The Sponsor of the strategy/project/policy

Date

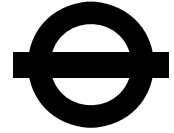
Transport for London



APPENDIX A: North-South Cycle Superhighway route alignment



Transport for London



APPENDIX B - Consultation Materials



Have your say

on a new segregated North-South
Cycle Superhighway between
Elephant & Castle and King's Cross

Consultation closes 9 November 2014

MAYOR OF LONDON





What are we proposing?

Transport for London (TfL), in close consultation with its partners the boroughs of Southwark, Camden, Islington and the City of London, is proposing a continuous, high quality, substantially segregated cycle route between Elephant & Castle and King's Cross.

The southern section between Elephant & Castle and Farringdon station would be a continuous substantially segregated two-way cycle track which 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.

North of Farringdon station the route is planned to connect to a new 'Quietway' back-street cycle route. This would provide cyclists with a route through central London on low-traffic streets and will be consulted on separately.

Depending upon the timescales for delivering the section north of Farringdon station, an interim design may be required. This would include changing from the segregated two-way cycle track to facilities either side of the road between Stonecutter Street and Farringdon station. Further details are available at tfl.gov.uk/cycle-north-south

Why are we proposing this?

Cycling in London has more than doubled in the last decade. Bikes now make up around a quarter of rush hour traffic in central London* - but there are few special routes or facilities for them. The proposed Superhighway would create a separated cycle corridor to improve safety and reduce conflict between motor vehicles and cyclists. It has been designed to encourage the large numbers of people who would like to cycle, but currently feel unable to. Data from existing Barclays Cycle Superhighways suggests the new route would also draw cyclists away from other routes in central London which are less suitable for them.

*Source: TfL Cycle Census 2013

Where would the North-South Cycle Superhighway go?

The new route 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 North-South Cycle Superhighway 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. See maps in this leaflet for further details. Future extension of the route north of King's Cross will be investigated in conjunction with the King's Cross Improvement scheme.

Proposed road layout changes

The new route would mean major changes to the road layout including:

- A wide, two-way, kerb-segregated cycle track in the road, replacing some traffic lanes along most of the proposed route between Elephant & Castle and Farringdon station. The segregation would be removable in certain areas for the Lord Mayor's Show and other events
- A planned 'Quietway' back-street cycle route north of Farringdon station to King's Cross
- Redesigned junctions
- Banned turns for motorists (see the maps for locations)
- New pedestrian crossings for example on St. George's Road and New Bridge Street
- Changes to parking and loading
- Changes to bus stops, including new bypasses for cyclists
- Changes to footways and pedestrian crossings. There would be footway extensions in some areas, including St. George's Circus and Ludgate Circus. However, there are also areas where we would need to reduce the footway width to make room for the cycle track

For more information please see the maps overleaf and detailed designs at tfl.gov.uk/cycle-north-south.



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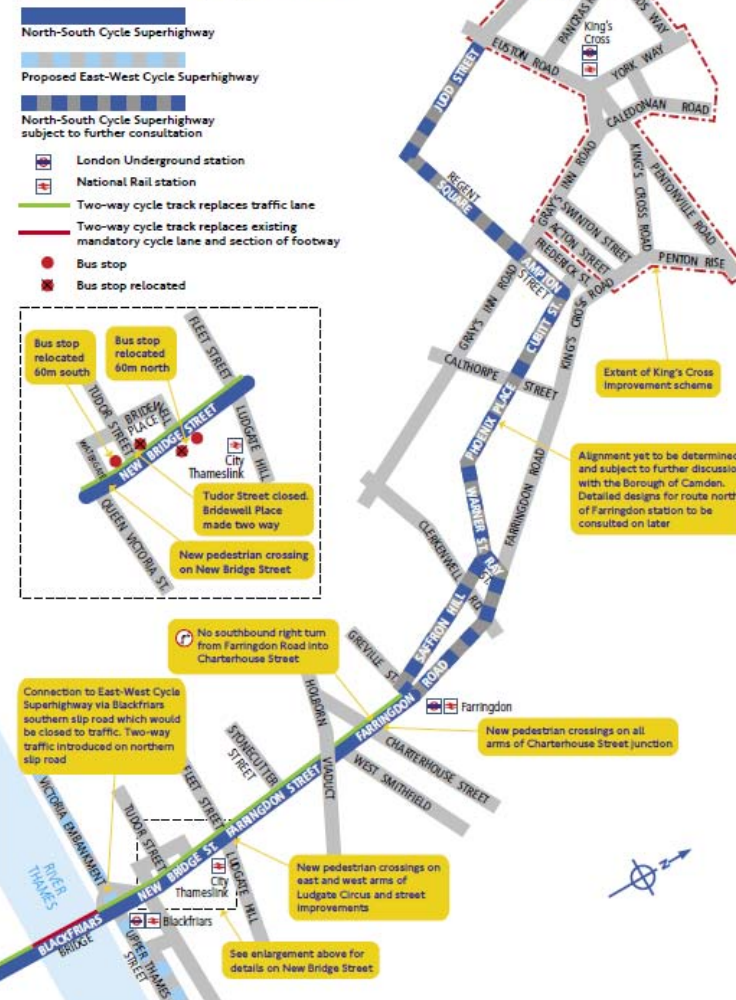


What other benefits would the new route bring?

- A wide segregating island between the cycle track and traffic lanes along Blackfriars Road which could be used for deliveries and for setting-down bus, coach and taxi passengers
- On Blackfriars Road there would be an increased distance between the western footway and the road and a narrowing of the overall road width, creating a more pleasant pedestrian environment
- Improvements including new street furniture and planting
- Links to other existing and proposed cycle routes including the proposed East-West Cycle Superhighway (please see separate consultation at tfl.gov.uk/cycle-east-west)
- The proposed route along Blackfriars Road would help in the significant regeneration of this road. This is a shared aspiration with Southwark Council and has already started with many new developments underway
- Redesigned junctions at the Stamford Street junction with Blackfriars Road and at Ludgate Circus
- A refurbished St. George's Circus with improvements to the footway and new pedestrian crossings
- Improving Blackfriars Road as a key walking and cycling route linking Elephant & Castle, the River Thames and the City of London
- New and upgraded pedestrian crossings, for example at Stamford Street and Ludgate Circus
- New cycle parking

Blackfriars - King's Cross

This map shows some of the main changes proposed along the route. For detailed proposals visit tfl.gov.uk/cycle-north-south

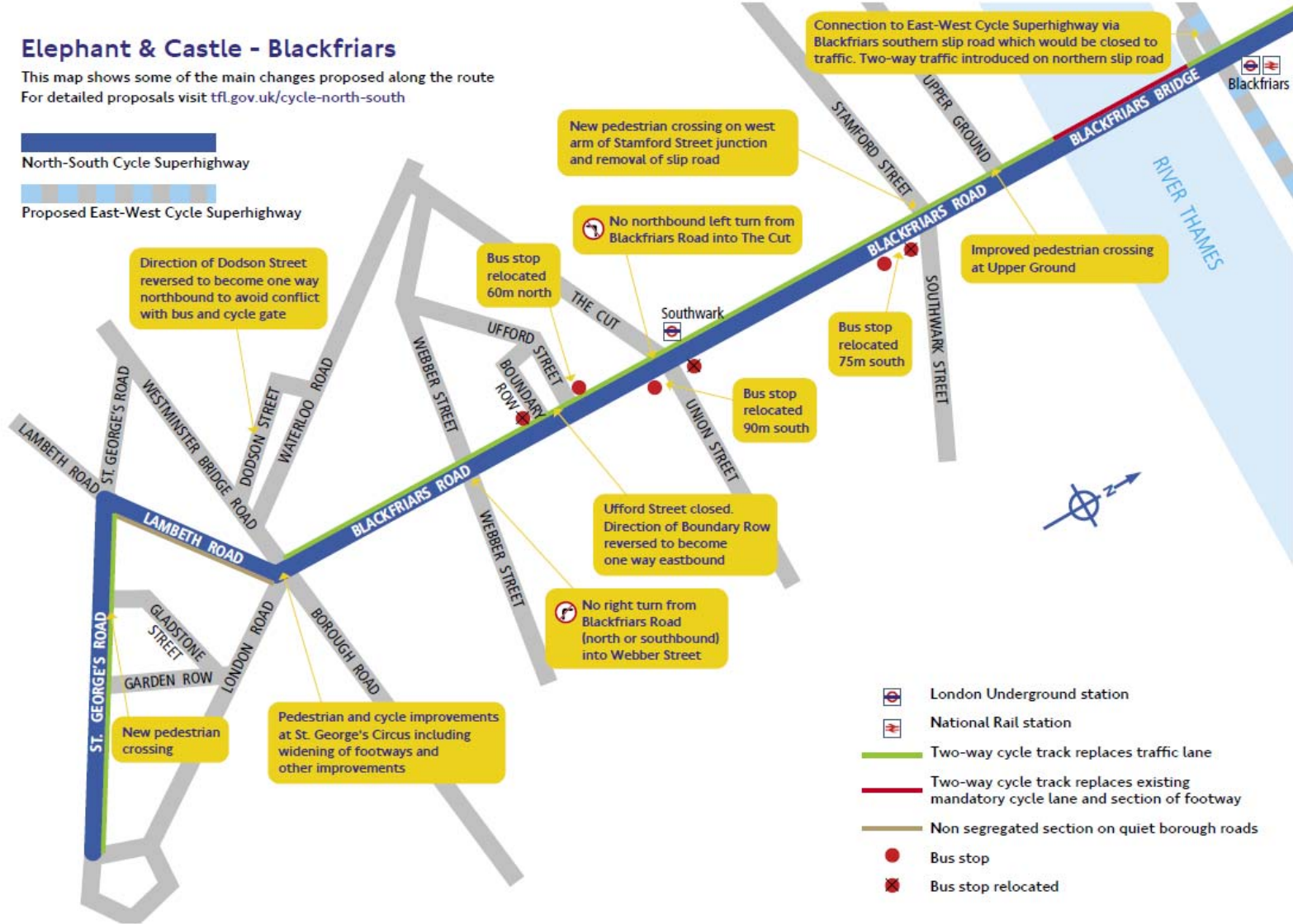




Elephant & Castle - Blackfriars

This map shows some of the main changes proposed along the route. For detailed proposals visit tfl.gov.uk/cycle-north-south

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





What impacts would this scheme have on other road users?

Our 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 see tfl.gov.uk/cycle-north-south for more information.

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.

How else would the proposals affect other road users?

Parking and loading: We would need to relocate or remove some existing kerbside parking and loading to make space for the cycle track. Details are available at tfl.gov.uk/cycle-north-south.

Businesses, servicing and deliveries: We continue to work with businesses and freight operators to minimise the impact of these proposals on their operations. If your home or workplace is on or near the proposed route please let us know if the proposals could affect your deliveries, collections and servicing. We encourage you to discuss these proposals with the companies undertaking these operations.





How do I view the detailed proposals and have my say?

View and comment on the detailed proposals and other supporting information at tfl.gov.uk/cycle-north-south. You can also visit our public exhibitions or request paper copies of the proposals and a postal response form. See the back of this leaflet for further details.

Construction work

Subject to the outcome of this consultation we plan to start work in early 2015 and complete by spring 2016. It is likely that work would involve some significant disruption, although we would try to minimise this as much as possible. We would write to local residents, businesses and road users before starting work.





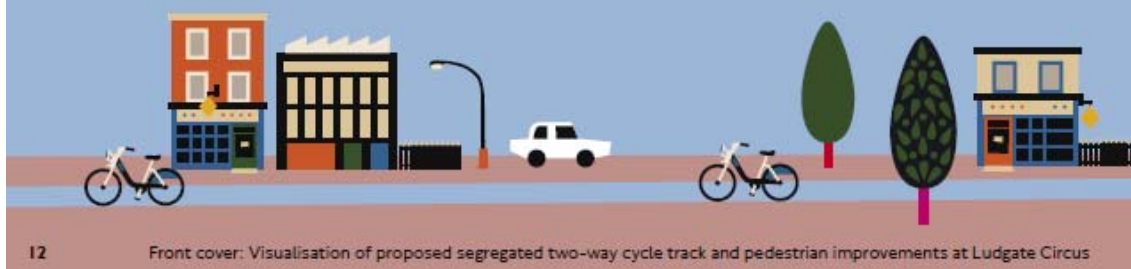
North-South Cycle Superhighway between Elephant & Castle and King's Cross

Consultation closes Sunday 9 November 2014.

Go online to have your say:

- tfl.gov.uk/cycle-north-south
- Public exhibitions at 197 Blackfriars Road (opposite Southwark Underground station) on 22 September and 10 October and at Blackfriars Underground station northern ticket hall on 10 and 18 September and 2 October all from 16.00 to 20.00. More dates and details at tfl.gov.uk/cycle-north-south

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)





Email 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**.

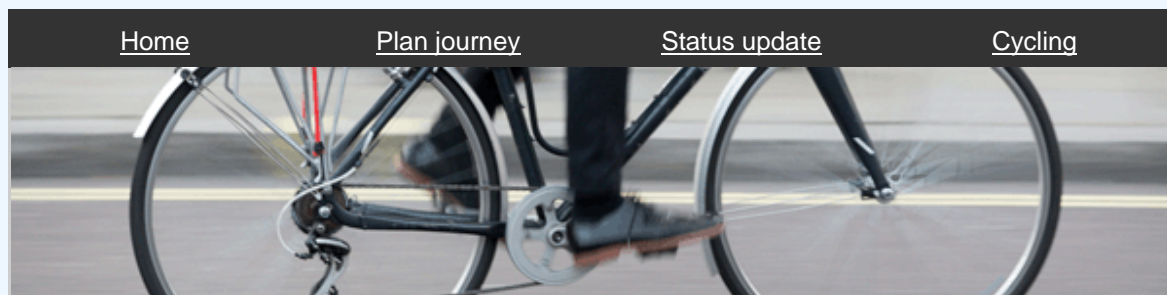
Yours sincerely

Peter Bradley
Head of Consultation
Surface Transport
Transport for London



Email to individuals registered on TfL database

Are our new emails displaying well on your device? If not, allow images or [view online](#)



CYCLING



Dear test email recipient,

I am writing to let you know that Transport for London would like your views on proposals for two new Cycle Superhighways through central London.

The proposed routes are as follows:

- East-West Cycle Superhighway between Tower Hill and Acton
- North-South Cycle Superhighway between Farringdon station and Elephant & Castle. North of Farringdon station, the route is planned to connect to a new 'Quietway' back-street cycle route to King's Cross. This will be consulted on at a later date

Both routes would mean changes to the road layout to create a largely segregated two-way cycle track, designed to improve safety for cyclists. We would create space for the new Superhighway by reallocating road space from other traffic and changing the operation of some junctions, including banning some turns for motorists.

For further details and to have your say, please visit tfl.gov.uk/cycle-consultations

The consultations close on Sunday 19 October 2014.

Yours sincerely,

Nigel Hardy
Road Space Management Sponsorship

These are our customer service updates about cycling in London. To unsubscribe, please [click here](#)

Transport for London



MAYOR OF LONDON



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Letter to frontages along the route

Dear Sir or Madam,

Consultation on North-South Cycle Superhighway, including removal of parking on St. George's Road and Blackfriars Road

Transport for London (TfL), in close consultation with its partner Southwark Council, is proposing a continuous, largely segregated cycle route between Elephant & Castle and Farringdon station. The North-South 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-north-south.

In addition to new cycle facilities, this project will improve the pedestrian environment and deliver significant investment in a series of urban realm improvements. Proposed improvements include new and improved pedestrian crossings, with high quality paving, street furniture and street lighting. The proposals build upon initial consultation with the local community and the establishment of a set of ten principals for the road carried out by Southwark Council in early 2013.

Our proposals for St. George's Road and Blackfriars Road are shown on the enclosed drawing and described in detail at www.tfl.gov.uk/cycle-north-south. I would like to bring your particular attention to two aspects of the proposals which would involve the removal of all single red lines and replacing them with double red lines (no stopping at any time) and banning turns which would mean taking another route for access. These are detailed on the attached drawings.

Proposed changes to parking and loading on the attached drawings are:

- Keeping the loading bays within the bus lane on St. George's Road
- Providing tour bus parking in the widened bus lane on Westminster Bridge Road to facilitate tour buses visiting the local area
- The loading/ disabled/coach parking on Blackfriars Road increased and relocated to the segregated island
- The loading/disabled bay maintained south of Pocock Street
- A new loading/disabled bay between Valentine Place and Boundary Row on the segregated island
- The loading/parking bay north of Surrey Row relocated to south of Union Street
- The parking bay outside the Post Office on Blackfriars Road removed because of lack of space for suitable relocation
- The loading/disabled bay south of Stamford Street removed because of lack of space for suitable relocation.



Other changes include:

- The direction of the one-way on Boundary Row would be reversed to eastbound only
- A weight restriction would be introduced on Union Street
- Ufford Street would be closed to motor vehicles
- A banned left turn for motor vehicles would be introduced on Blackfriars Road into The Cut
- The direction of the one-way on Dodson Street would be reversed to northbound only.

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 www.tfl.gov.uk/cycle-north-south 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 proposed 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.

Have your say

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

Public exhibitions

We will hold a series of public exhibitions in September and October, where you can view the proposals and speak to members of the project team. These include in your local area 22 September and 10 October at 197 Blackfriars Road (opposite Southwark Underground station) from 16.00 to 20.00. You can find full details of all of the public exhibitions at www.tfl.gov.uk/cycle-north-south.

Yours sincerely,

Simon Mouncey
Consultation Team
Transport for London

See drawings overleaf



Dear Sir or Madam,

Consultation on North-South Cycle Superhighway, including removal of parking between Blackfriars Junction and Farringdon station

Transport for London (TfL), in close consultation with its partners the boroughs of Camden, Islington and the City of London, is proposing a continuous, largely segregated cycle route between Elephant & Castle and Farringdon station. The North-South 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-north-south.

Our proposals for Blackfriars Junction to Farringdon station are shown on the enclosed drawing and described in detail at www.tfl.gov.uk/cycle-north-south. I would like to bring your particular attention to two aspects of the proposals which would involve the removal of most single red lines and replacing them with double red lines (no stopping at any time) and banning turns which would mean taking another route for access. These are detailed on the attached drawings.

Proposed changes to parking and loading on the attached drawings are:

- Keeping the single red lines on New Bridge Street north of the junction with Tudor Street
- Relocating loading/disabled bays from next to the eastern footway to next to the segregated island
- Removing the existing loading/disabled bay north of Ludgate Circus to provide an additional traffic lane to improve junction capacity
- Relocating and shortening the loading bay south of Pilgrim Street to accommodate the bus stop
- Keeping motorcycle parking by relocating to the segregated island or eastern side of the road
- Relocating the diplomat parking bay next to the segregated island
- Relocating the taxi and disabled parking bays on the western side of the road to the eastern side
- Providing new loading/disabled/motorcycle parking bays on the eastern side of the road
- Removing parking bays on both sides of the road because of lack of space for suitable relocation.

Other changes include:

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- The southern slip road from Blackfriars Bridge would be closed to traffic and converted to pedestrian and cycle use with the Northern slip road onto Blackfriars Bridge converted to two-way operation for general traffic
- There would be no access to Tudor Street from New Bridge Street except cycles. Bridewell Place would be converted to two-way (currently one-way eastbound only) to improve access following the proposed closure of Tudor Street to general traffic.

North of Farringdon station we are asking for comments on two options. Proposed changes to parking and loading in relation to these options on the attached drawings add:

- Relocating the taxi, loading and disabled bays on the western side and centre of the road next to the segregated island or eastern side of the road
- Keeping the loading bay south of Charterhouse Street
- Relocating motorcycle parking to the other side of the road.

Other changes include:

- There would be no right turn onto Charterhouse Street west.

There are proposed improvements for pedestrians including additional crossing points, shorter crossing distances, greater connectivity for pedestrians and widened footways.

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 www.tfl.gov.uk/cycle-north-south after 12 September for a summary of TfL's latest analysis of the traffic impacts of the proposed scheme.

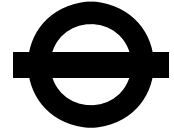
TfL is developing wider traffic management plans for central London to help reduce the traffic impacts of this proposed scheme and others, including those proposed by London local authorities and developers. This will include investing in advanced traffic signal technology to allow us to better manage 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.

Have your say

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

Public exhibitions

Transport for London



We will hold a series of public exhibitions in September and October, where you can view the proposals and speak to members of the project team. These include in your local area 10 and 18 September and 2 October at Blackfriars Underground station northern ticket hall from 16.00 to 20.00. You can find full details of all of the public exhibitions at www.tfl.gov.uk/cycle-north-south.

Yours sincerely,

Simon Mouncey
Consultation Team
Transport for London

See drawings overleaf