

Programme: Cycle Superhighways
Project: CS5 Inner
Document reference: CS5 Inner EQIA

Equality Impact Assessment (EqIA) Form

		Signature	Date
Prepared by	Andrew Meeson Scheme Sponsor	_____	_____
Reviewed by	Endorsement statement 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	
	Aaron Rosser	Portfolio Sponsor	
	Penny Rees	Programme Sponsor	
	Stephen McIlwaine	Programme Sponsor	



**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:

Cycle Superhighway 5 Inner Section (Oval to Pimlico)

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

Andrew Meeson, Scheme Sponsor, Road Space Management Sponsorship

Telephone number:

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



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.

Transport for London



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.

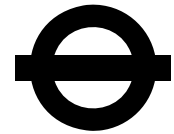
Address cycle safety

- 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 Cycle Superhighway Route 5 Inner, 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.

Transport for London



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 London Borough of Lambeth and City of Westminster, is proposing a continuous, high quality, substantially segregated cycle route called “Cycle Superhighway 5 Inner” (CS5 Inner).

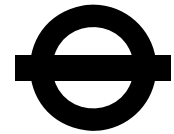
CS5 Inner runs along the A202 corridor from Kennington Oval to Drummond Gate and is proposed to pass through the City of Westminster and London Borough of Lambeth connecting with existing Cycle Superhighways 7 & 8. Through providing a segregated cycle route, CS5 Inner is seeking to help overcome the significant barrier that Vauxhall Gyratory currently poses for many cyclists. The route alignment is shown in Appendix A.

The route has been designed to compliment other programmes such as the “Central London Cycle Grid” and “Quietways” and will play a key role in connecting other routes. The route is also supported by and contributes to delivery of the borough Cycling Strategies.

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, bus stops bypasses, 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 City of Westminster and London Borough of Lambeth.

Transport for London



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 Lambeth and City of Westminster throughout the design development of CS5 Inner. 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 CS5i.

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
- London Underground – Vauxhall Station
- Taxis and Private Hire
- Freight
- Cycle Hire
- Development Planning
- Delivery Planning
- Borough Planning
- Construction Design Management Team

External

- London Travel Watch
- Living Streets
- Sustrans
- English Heritage
- Age UK
- Guide Dogs for the Blind
- RNIB
- Metropolitan Police
- London Cycling Campaign, including Lambeth Cyclists and Westminster Cyclists

Transport for London



- Freight Association
- Licensed Taxi Drivers Association
- Unite the Union
- London Cab Drivers Club
- Express Networks Forum
- LoTAG (London Technical Advisors Group)
- Belgravia Residents Association
- FREDAs Residents Association
- Harleyford Roads Residents Association
- Friends of Vauxhall Pleasure Gardens
- Oval Cricket Ground
- Brewery Logistics Group
- Vauxhall ONE BID
- Local businesses along the route
- Local schools
- Developers on the route

Public Consultation

Between 9 July and 14 September 2014, TfL consulted on proposals for the route between Oval and Belgravia. Detailed information on the proposals was published at tfl.gov.uk/cs5, and a full response to the consultation produced. Key elements of the consultation and response are summarised below.

Consultation information included a leaflet, with an overview route map, detailed 2D design drawings for Sections 2 to 7, 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 all addresses in postcode sectors within a 0.25 mile radius
- Emails to around 70,000 people on the TfL database (see the email in Appendix B)
- Emails to approximately 300 stakeholders (see Appendix B)
- Press release on 9 July 2014
- A range of marketing activities
- Five public drop-in events near the proposed route



There were 912 responses to the public consultation with 72% supporting or partially supporting the proposals. 27 responses were from stakeholders and 885 were from members of the public.

Comments on the overall scheme

Of the 912 respondents who replied to the consultation, 665 (73% of the total) provided further comments in the open text box. Further detail on responses can be found in the consultation response report, common issues raised included:

- General support or praise
- Cycle track design
- Impact on buses
- Impact on congestion
- Impact on air pollution
- Route alignment
- Cyclist behaviour

Having considered the issues raised in 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):

- Proposed changes to scheme on Harleyford Road and Kennington Oval

We are proposing to move the two-way cycle track from the northern side of Harleyford Road and Kennington Oval to the southern side.

The changes would mean a new bus stop bypass for cyclists on Harleyford Road, as well as other substantial changes to the road layout. A smaller consultation on these revised proposals is live from 10 November until 14 December 2014 with details available at www.tfl.gov.uk/cs5-harleyford-road.

- Proposals to help mitigate impacts of the banned left turn from Bessborough Gardens on to Millbank, including possible changes to the route of northbound bus route 88
- Proposals to remove the shared pedestrian/cyclist space between Millbank and Vauxhall Bridge
- Relocation of Bus stop D on Vauxhall Bridge Road to north of Rampayne Street
- Provision of Zebra crossing over cycle track at Bridgefoot (subject to Department for Transport approval)
- Bus lane improvements on Vauxhall Bridge
- Relocating the Cycle track to footway level on Harleyford Road



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
- 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.

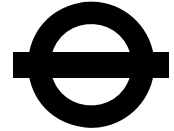
This review has been consolidated with additional research on bus stop bypasses at the Transport Research Laboratory, and through monitoring of existing sites on the extension to Cycle Superhighway Route 2 via video and user satisfaction surveys.

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.

Transport for London



Finally, as part of the scheme we also propose to undertake before and after attitudinal surveys of pedestrians and cyclists using the northern pedestrian tunnel at Vauxhall. This tunnel is currently split between pedestrians and cyclists and we are proposing one-way cycling and widening of an archway at the eastern end of the tunnel. This monitoring research will be used to assess before and after perceptions of the scheme designs in the tunnel to assess the schemes impact and determine if any changes are required.

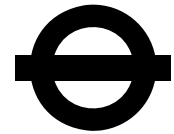


5. Have you explained your strategy/project/policy to people who might be affected by it directly or indirectly? Describe how the strategy, project, or policy will be communicated to staff and/or customers who are affected by the strategy, project, or policy.

As per section 3 above, a public consultation was undertaken from 9th July to 14th September 2014 with a second consultation on revised designs on Harleyford Road currently underway and due to close on 14th December 2014.

As part of these consultations, leaflets have been sent to all properties within a 0.25 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, a total of eight consultation events have taken place in LB Lambeth and City of Westminster in order to give people the opportunity to ask questions about the proposals and discuss scheme impacts.

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 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 (for example controlling pedestrian crossings over Vauxhall Bridge Road), built out footways (for example at Vauxhall) and new pedestrian crossings (for example on Durham Street).



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 stop on Harleyford Road and stand alone pedestrian crossings</p> <p>Proposed mitigation: <i>in order to mitigate this potential negative impact, crossing points will be flush or will have dropped kerbs so that elderly pedestrians will not be required to negotiate a kerb upstand to access bus stops and pedestrian crossings.</i></p> <p><i>Following stakeholder feedback, the proposals were reviewed with the cycle track relocated to footway level on Harleyford Road to avoid having an additional kerb upstand.</i></p>	



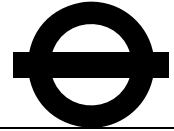
Protected Characteristic Disabled People		
Demographics	London profile	TfL's profile* number of employees who have declared
	17%	531*
Impact rating please tick(√)	Provide the evidence justifying the impact rating	
Positive Impact	√	<p>Disabled pedestrians - the scheme includes a number of improvements to pedestrian facilities including enhanced crossing facilities, built out footways and new pedestrian crossings.</p> <p>Disabled 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	√	<p>Disabled parking bays – the scheme includes moving a loading/disabled bay approximately 50m from Harleyford Road to Durham Street. No comments were received about the disabled parking during the public consultation. Comments were received from the Beehive Pub about location for loading with amendments made to cater for their requirements.</p>
Negative Impact		<p>Disabled pedestrians/bus passengers will need to cross the cycle track in order to access the bus stop on Harleyford Road and pedestrian crossings.</p> <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</p>



	√	<p><i>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> <p><i>In response to negative feedback received to proposed shared areas, the designs have been reviewed with the largest shared areas at Vauxhall and Millbank removed from the proposals and replaced with separated facilities. Some smaller shared areas are still provided where this is considered the best solution, for example at Toucan crossings for accessing the route, and have been justified by the scheme designers.</i></p>
--	---	--

Protected Characteristic		
Gender Reassignment		
	London profile	TfL's profile
Demographics	Equality and Human Rights Commission estimate London's population at 1,900 using numbers supplied by the NHS (Nov 2011).	N/K
Impact rating please tick (√)	Provide the evidence justifying the impact rating	
Positive Impact		

Transport for London



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)
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact	✓	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. 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.
No Impact		
Negative Impact		

Protected Characteristic		
Religion and Belief		
Demographics	London's profile	TfL's profile
		69.8%
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 – the scheme runs through an area with a known diverse sexual orientation. However, consultation responses determined no impact on this characteristic.
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.

We also propose to undertake before and after attitudinal surveys of pedestrians and cyclists using the northern pedestrian tunnel at Vauxhall. This tunnel is currently split between pedestrians and cyclists and we are proposing one-way cycling and widening of an archway at the eastern end of the tunnel. This monitoring research will be used to assess before and after perceptions of the scheme designs in the tunnel to assess the schemes impact and determine if any changes are required.



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. 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? 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 CS5 Inner:

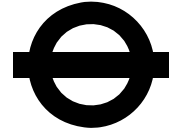
Quantitative data gathering:

- 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

Transport for London



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
- 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:"

Andrew Meeson

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

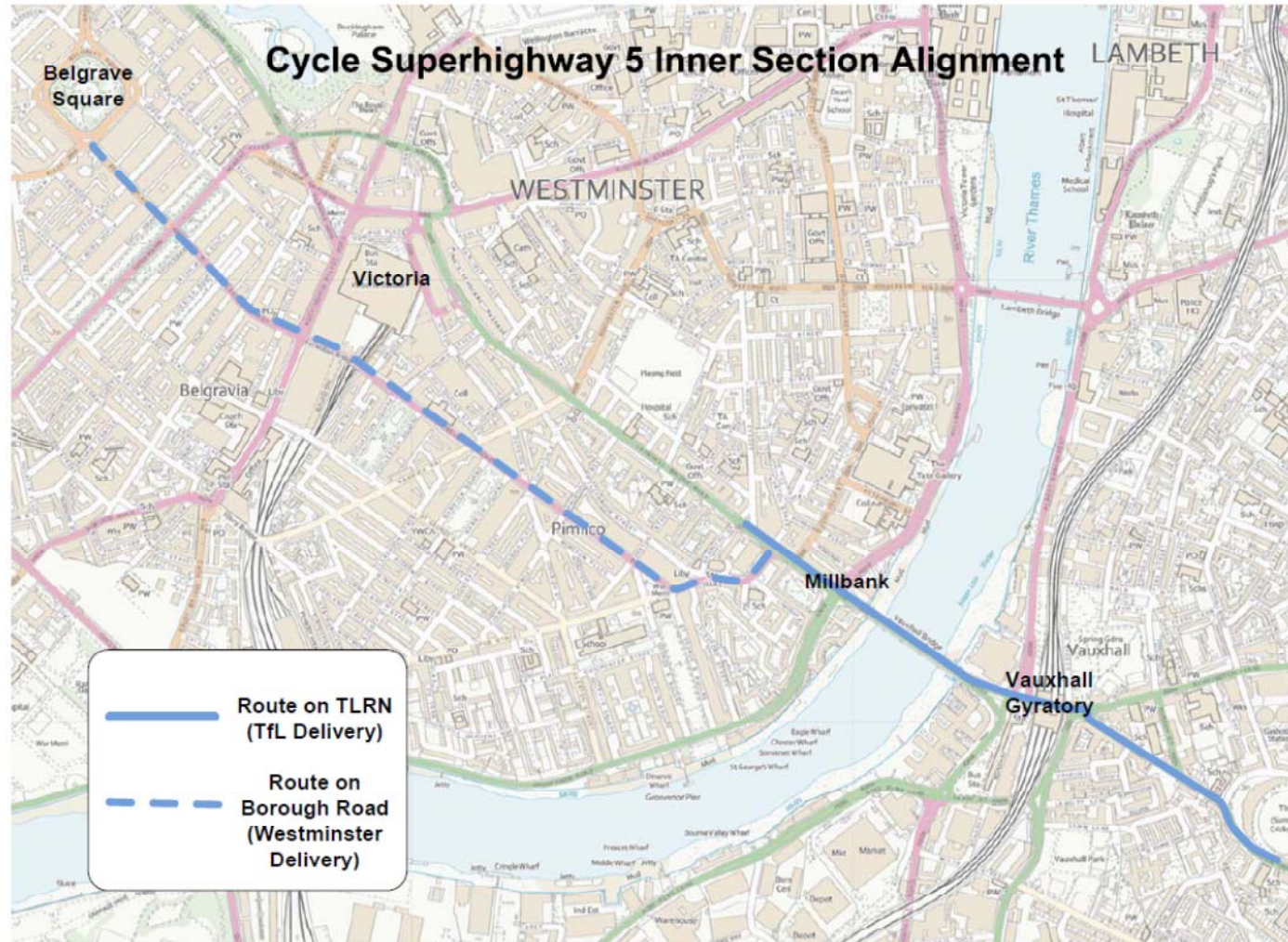
Counter signed by Line Manager - The Sponsor of the strategy/project/policy

Date

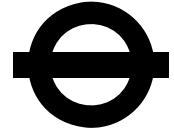
Transport for London



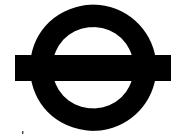
APPENDIX A: Route Alignment



Transport for London



APPENDIX B: Consultation Materials



Barclays Cycle Superhighway Route 5 between Oval and Belgravia

Consultation closes 14 September 2014.

Have your say at:

- tfl.gov.uk/cs5

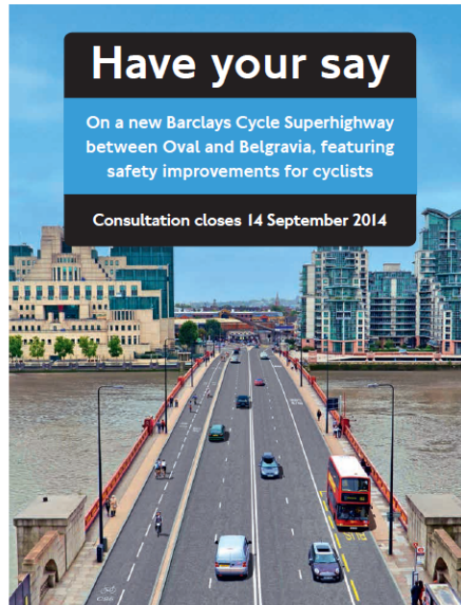
View and comment on detailed proposals for Oval Triangle:

- tfl.gov.uk/oval-triangle

Public exhibitions at:

- Pimlico Library
Lupus Street, SW1V 3EY
Thursday 10 July 1500-1900
Saturday 12 July 1100-1500
- Montgomery Hall (joint exhibition with the Oval Triangle consultation)
58 Kennington Oval, SE11 5SW
Thursday 17 July, 1500-1900
- Church Hall, St Anne and All Saints Church
Miles Street, SW8 1RL
Thursday 24 July, 1500-1900

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



Have your say

On a new Barclays Cycle Superhighway between Oval and Belgravia, featuring safety improvements for cyclists

Consultation closes 14 September 2014



MAYOR OF LONDON

City of Westminster



TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

What are we proposing?

Between Oval and Pimlico, TfL is proposing a continuous, largely segregated two-way cycle track, allowing cyclists and drivers to avoid each other, and offering major improvements in safety and comfort for cyclists.

The segregated track will also connect at both ends to new "Quietway" back-street cycle routes. These will allow cyclists from an even wider area of south London to reach much of Westminster and central London on entirely traffic-free or low-traffic routes.

There are three options for the area between Pimlico and Belgravia (see map). Please tell us which you prefer and if you have any suggestions on ways to improve them. Westminster City Council will be developing more detailed proposals on the selected route(s) chosen to be taken forward from views expressed during this consultation. These proposals will be the subject of future consultation.

- Option One: cyclists in both directions travel on Belgrave Road, Eccleston Street and Belgrave Place (Route 1). This would require a contraflow cycle lane for southbound cyclists on Eccleston Bridge, Eccleston Street and Belgrave Place
- Option Two: northbound cyclists travel on Belgrave Road, Eccleston Street and Belgrave Place (Route 1). Southbound cyclists would travel on Lyall Street, Elizabeth Street and St George's Drive (Route 2). There would be segregated tracks and new traffic signals to separate southbound cyclists from coaches in the vicinity of the Victoria and Bulleid Way coach stations. This option needs detailed design
- Option Three: as Option Two, but southbound cyclists turn right from Lyall Street into Ebury Street, then use Cundy Street, Ebury Square, Ebury Bridge, Sutherland Street and Lupus Street (Route 3)

Why are we proposing this?

Vauxhall is difficult to avoid for many cycle journeys between south-west and central London. Around 3,000 cyclists use the bridge in the rush hours alone. But Vauxhall can also be a very intimidating location for cyclists, requiring multiple manoeuvres in the middle of often fast-moving traffic. Creating cycle-friendly routes to, from and through Vauxhall is key to opening up south London to cycling.

TfL undertook traffic surveys in April and May 2014 to identify the number of vehicles turning left from Drummond Gate into Vauxhall Bridge Road and turning left from Vauxhall Bridge Road into Millbank. The relatively low numbers of vehicles making these turns suggest that it may be appropriate to ban these turning movements to allow better facilities for cyclists and pedestrians. We would therefore like your views on banning these two turning movements.

TfL is working with Westminster City Council on new proposals for the Pimlico – Belgravia section of the route. Cyclists using CS5 would be able to avoid passing through Victoria gyratory, and have easy access to Buckingham Palace Road and the Ebury Street cycle track.

Westminster City Council is keen to help encourage cycling in the City of Westminster and has recently drafted a Cycling Strategy, which supports the principle of encouraging less experienced cyclists by providing them with facilities that are sometimes segregated to give them confidence to cycle within central London.

Proposed road layout changes

The new route would mean some substantial changes to the road layout, including:

- A 1.4km two-way segregated cycle track running from the Oval, through Vauxhall, and over Vauxhall Bridge to Pimlico. Road space would be reallocated from general traffic and buses to create improved conditions for cyclists and pedestrians, with connections to other local cycle routes



Transport for London



- Redesigned junction layouts across the route to make them safer and more convenient for cyclists and pedestrians
- Banned turns for motorists at Drummond Gate, Vauxhall Bridge Road and Harleyford Road (see map overleaf)
- Changes to footways and pedestrian crossings. Some areas of footway would be enlarged (particularly at Vauxhall), but we would also need to reduce footway space in some locations to make room for the cycle track. There would be an overall increase in footway area across the route as a whole
- Eastbound bus stop moved from Harleyford Street to Durham Street (about 120 metres), with another on Kennington Oval moved about 30 metres
- Bus stop D on Vauxhall Bridge Road moved to the other side of the junction with Regency Street (approximately 50 metres west)

For more information, please see the map overleaf, and detailed designs and traffic survey data at tfl.gov.uk/cs5

Other effects of the proposed changes

- We are investigating widening the existing pedestrian and cycle subway under the railway on the north side of Kennington Lane
- We would modify the footbridge next to the railway bridge at Vauxhall to create space for the cycle track
- TfL's traffic network impact analysis shows that the completed scheme would mean longer journeys at busy times for most motorists and bus passengers in the Vauxhall area, as well as at some other points along the route. We would work to mitigate the impact as much as possible, including continuing to invest in our already-sophisticated traffic management systems, and looking to reduce delays to buses by improving journey times at other locations on the same routes

Is this linked to wider redevelopment plans for Vauxhall?

This scheme is completely separate from the longer-term aspirations for the Vauxhall, Nine Elms and Battersea area. Options for wider changes (including to the road layout and bus stopping arrangements) are still being developed in conjunction with the London Borough of Lambeth and the local community. Consultation on these wider plans is scheduled for autumn 2014. CS5 would be built ahead of any wider Vauxhall scheme and would be incorporated into those proposals.

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

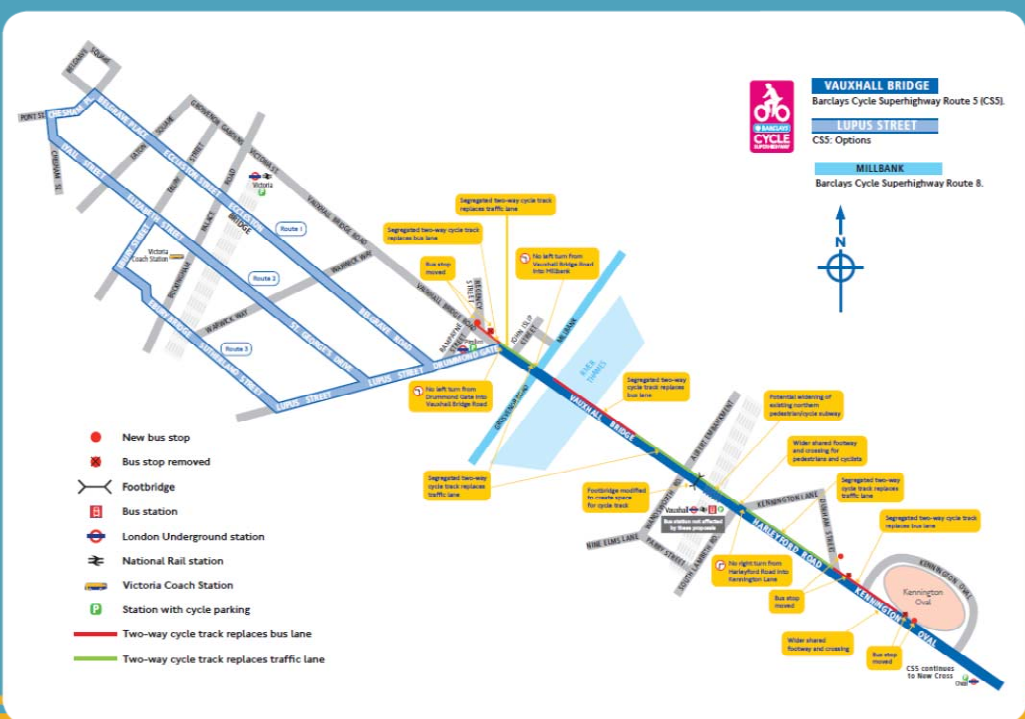
View and comment on detailed proposals at tfl.gov.uk/cs5 by 14 September 2014. You can also visit our public exhibitions or request paper copies of the proposals and a postal response form (see the back of this leaflet for full details).

Construction work

We plan to start construction work this winter. Construction would cause some local disruption, although we would work to minimise the impact as much as possible. We would write to local residents before undertaking work in their area.

Junction improvements around Oval station

TfL is also consulting on proposals to substantially redesign four junctions around Oval station. The proposals have been designed to provide more space and time for cyclists, substantially reduce the risk of conflict with turning vehicles, and be fully integrated with CS5, CS7 and other local cycle routes. For more information on this consultation, including joint public exhibitions on CS5 and Oval, please visit tfl.gov.uk/oval-triangle, or see the back of this leaflet. The deadline for comments on the Oval junction improvements is 17 August 2014.





Email to stakeholders

An email was sent to 310 stakeholders potentially affected by the route. The email text is reproduced below, with the names of the stakeholders listed on p48:

Dear stakeholder,

Transport for London and Westminster City Council would like your views on proposals for a new cycle route between Oval and Belgravia.

View the proposals and have your say:

Please visit tfl.gov.uk/cs5 to see details of the proposals and have your say. The final deadline for your comments is **14 September 2014**.

About the proposed new route:

The new proposals for Barclays Cycle Superhighway Route 5 (CS5) would mean some substantial changes to the road layout between Oval and Pimlico, including:

- A 1.4km two-way segregated cycle track running from Oval, Vauxhall, over Vauxhall Bridge to Pimlico. Road space would be reallocated from general traffic and buses to create improved conditions for cyclists and pedestrians, with connections to other local cycle routes
- Redesigned junction layouts to make them safer and more convenient for cyclists and pedestrians
- Banned turns for motorists at Drummond Gate, Vauxhall Bridge Road and Harleyford Road
- Changes to footways and pedestrian crossings. Some areas of footway would be enlarged (particularly at Vauxhall), but we would also need to reduce footway space in some locations to make room for the cycle track. There would be an overall increase in footway area across the route as a whole

TfL is working with Westminster City Council on three options for the route between Pimlico and Belgravia. On-street cycle routes would be provided on quieter but direct roads, with a range of measures proposed to improve conditions for pedestrians and cyclists, while reflecting the local surroundings and road conditions.

Public exhibitions:

We invite you to one of our four public exhibitions, where you can view the proposals and speak to the project team:

- The Constitution, 42 Churton Street, SW1V 2LP
Thursday 10 July 15:00-19:00
- Pimlico Library, Lupus Street, SW1V 3EY
Saturday 12 July 11:00-15:00
- Montgomery Hall, 58 Kennington Oval, SE11 5SW
Thursday 17 July 15:00-19:00
- Church Hall, St Anne and All Saints Church, Miles Street, SW8 1RL
Thursday 24 July 15:00-19:00

Yours faithfully,

<SIGNATURE>

Alex Morrison

Consultation Delivery Team

Transport for London

Transport for London



72 Grove Lane Tenants and Residents' Association	City West Homes
A Picture of Health for SE London	Community Action Southwark
Addey and Stanhope School	Confederation of Passenger Transport UK
AE Wilson Cycles	Cornmill Gardens
Age Concern Westminster	Cossali Park
Age UK London	Crawford Primary School
All Party Parliamentary Cycling Group	Crown Estate
All Party Parliamentary Cycling Group Secretariat	CTC
All Saints Church	Cycle Surgery (Victoria)
Apostolic Church (Lambeth)	Cycling Embassy of Great Britain
Apostolic Faith Mission	Debre Sahl Eritrean Orthodox Christian Saint Michael's Church
Archbishop Tenisons School	Department for Communities and Local Government
Ashmole Primary School	Department for Transport
Association of British Drivers	Design for London
Association of Guide Dogs for the Blind	Eaton Square School
Avery Associates	Eaves Housing
Bellenden Residents' Group	Edmund Waller Primary School
Bellingham Local Assembly	Elmington Regeneration Steering Group
Bessborough Nursery School	Embassy of Lithuania
Big Yellow Self Storage - Kennington	Evolution Quarter Residents Association
Blue Elephant Theatre	Fordham Park
Borough Cycling Officers Group (BCOG)	Freight Transport Association
Brandon Baptist Church	Friends of Kennington Park
Breakspears Road Project	Friends of the Earth
Brewery Logistics Group	Friends of Vauxhall Pleasure Gardens
British Cycling	Future Inclusion
British Motorcycle Federation	Gas Works Art
Brockley Baptist Church	Girls Day School Trust
Brooke Hall - University of the Arts	GLA
Burdett Coutts and Townsend CE Primary	Goldsmiths College, University of London
Cab Shelter Fund	Good Neighbours House
Calais Gate & Coligny Court Tenants & Residents' Assoc.	Gordon Hospital
Calvary Temple	Green Alliance Trust
Camberwell Campus - University of the Arts	Grosvenor Britain & Ireland
Camberwell Choir School	Grove Chapel Evangelical Church
Camberwell College of Arts	Guide Dogs
Camberwell Magistrates	Guide Dogs Association
Camberwell Probation Service	Guide Dogs for the Blind, Inner London District team
Campaign for Better Transport	Haberdashers Askes Girls School
Campaign for Learning	Harris Academy at Peckham
Carey Court Sheltered Housing	Hatchem Gardens
Castlemead Tenants and Residents' Association	Hatchem Mews Business Centre

Transport for London



Cathedral Area Residents' Group	Head Start Day Nursery and PreSchool
Catherine House Day Nursery	Health Poverty Action
Catholic Truth Society	Health Professionals Council
Central London Cab Trade Section	Henry Fawcett Primary School
Central London CTC	Hermes London Dental Clinic
Central London Fencing Club	Hollington Club for Young People
Central London NHS Trust	Inclusion London
Central Venture Park	Independent Theatre Council
Charles Edward Brooke CE Secondary Girls School	Institute of Advanced Motorists
Charlie Chaplin Adventure Playground	Institute of Psychiatry Kings College London
Children's Society	Institution of Civil Engineers
Christ Faith Tabernacle	International Theatre Institute
Christ the King Sixth Form College	John Donne Primary School
Christchurch (Brixton) CE Primary School	Ju Dachi Martial Arts Association
Church of Christ at New Cross	KCA International
City Bikes (Vauxhall Walk)	Kennington, Oval and Vauxhall Forum
City of London	Kings College Hospital
City Property Association & Westminster Property Association	Lambeth Cyclists
Lambeth Primary Care Trust	Peabody
Land Securities	Peckham Fire Station
Lewisham Association of People with Disabilities	Peckham Library
Lewisham Central Local Assembly	Peckham Power
Lewisham Cyclists	Peckham Society
Lewisham Homes	Peckham Space
Liberty Living	Peckham Vision
Licensed Taxi Drivers' Association	Peckhamresidentsnetwork.wordpress.com
Lillian Baylis Technology School	People's Republic of Southwark
Little Gems Day Nursery	Pimlico Dental Care
Living Streets	Pimlico F.R.E.D.A.
Living Streets Southwark	Poets Corner Tenants and Residents' Association
London Amateur Boxing Association	Portuguese Catholic Mission
London Ambulance Service	Private Hire Board
London Borough of Lambeth	Queens Road Surgery
London Borough of Lewisham	RAC Foundation for Motoring
London Borough of Southwark	RADAR London Access Forum
London Cab Drivers' Club Ltd	Rambers
London Chamber of Commerce	Rethink
London Chamber of Commerce and Industry (LCCI)	RMT London Branch
London Councils	RMT London Taxi branch
London Cycling Campaign	RNIB
London Fire Brigade	RNID (Royal National Institute for Deaf People)
London First	Road Haulage Association
London Groundwork	Roadpeace

Transport for London



London Private Hire Board	Royal Horticultural Halls and Conference Centre
London Strategic Health Authority	Sacred Heart Roman Catholic School
London Suburban Taxi Drivers' Coalition	Salvation Army -Camberwell
London Taxi Drivers' Club	Sceux Gardens
London Transport Users' Committee	SE1 website: http://www.london-se1.co.uk
London TravelWatch	se5 Forum for Camberwell
Long and Ryle Ltd (Art College)	Soho Fire Station
Look Ahead Housing and Care	Somerville Adventure Playground
LoTAG	South East London PCT
LPHCA	South Eastern Trains
Lucas Vale Primary School	South London Business Forum
Luxmore Gardens	South London Gallery
Lyndhurst Primary School	South London Guide
Marlowe Business Centre	Southeastern Railway
Metropolitan Police Service	Southern
Millbank Estate Management Organisation Ltd	Southwark Civic Association
Millbank Primary School	Southwark Cyclists
Mission Care Home	Southwark Group of Tenants Organisation
Motorcycle Action Group (MAG)	Southwark Pensioners Action Group
Myatts Fields Park	Southwark Pensioners Centre
National Literacy Trust	Southwark Primary Care Trust
National Motorcycle Council	Southwark Rail Users Group
National School of Government	Southwark Town Hall
Network Rail	St Anne's Catholic Primary School
New Cross Fire Station	St George's Nursing Home
New Cross Gate Trust	St Giles's Church - Camberwell
New Cross Local Assembly	St Giles's Trust
New Cross Natural Therapy Centre	St Gregorios Indian Orthodox Church
New Testament Church of God	St James Hatcham CE School
NHS London	St James RC Church
NOKIA	St James the Great Catholic Primary School
Office of National Statistics	St James the Less Church
Oliver Goldsmith Primary School	St John with St Andrew Church
Oval House Theatre	St John's Medical Centre
Owner Drivers' Society	St Johns Holy Trinity Church
Parliamentary Advisory Council for Transport Safety (PACTS)	St Johns the Divine CE Church
St Joseph's Catholic Infants School	The Well Community Church
St Margaret's Church	The Westminster Society
St Margaret's Drop in Centre	Theatre Peckham
St Marks CE Primary School	Transcendental Mediation Centre
St Mark's Church (Kennington)	Transport for All
St Marylebone with Bloomsbury Division	Trinity College London Examinations Board
St Matthew Academy	Tuke School

Transport for London



St Michaels and All Angels CE Academy	University College London
St Peter's Church	University of the Arts - Chelsea College of Art and Design
St Peters Eaton Square CE Primary School	Vassall Road Pre School
St Saviours Church	Vauxhall Christian Centre
St Stephens CE School	Vauxhall City Farm
St Stephen's Vicarage	Vauxhall Gardens Estate Residents and Tenants' Association
St Thomas the Apostle College	Victim Support
St Vincent De Paul RC Primary School	Victoria BID
Stroke Care	Victoria Palace Theatre
Studio Crown Reach	Vincent Square Residents' Association
Surrey County Cricket Club	Walk London
Sustrans	Waterloo Ambulance Station
Tate Britain	Westminster Archdiocese
TBG learning	Westminster Cathedral
Tea House Theatre	Westminster Cathedral Choir School
Telegraph Hill Local Assembly	Westminster Cathedral RC Primary School
Thamesmead Business Services	Westminster City Council
The AA	Westminster City Hall
The Big Issue	Westminster City School
The Gasworks at Oval	Westminster Cyclists
The Grey Coat Hospital: CE Comprehensive School	Westminster Kingsway College
The Highshore School	Westminster Property Owners Association
The Royal Horticultural Society	Westminster Under School
The Synergy Centre	Wilson's Cycles
The Thorney Island Society	World Development Movement
The Vauxhall Society	Wyndham and Comber Tenants and Residents' Association
The Villa School and Nursery	Young Lewisham and Greenwich Cyclists

Email to individuals registered on TfL database

The following email was sent to 60,000 recipients on the TfL database:

Dear <NAME>,

I am writing to let you know that Transport for London and Westminster City Council would like your views on proposals for a new Barclays Cycle Superhighway between Oval and Belgravia.

The new route would mean substantial changes to the road layout to create a largely segregated two-way cycle track between Oval and Pimlico and on street cycle routes between Pimlico and Belgravia. This will improve safety for cyclists.

For full details and to have your say, please visit tfl.gov.uk/cs5

The consultation closes on Sunday 14 September 2014.

Yours sincerely,

<SIGNATURE>

Nigel Hardy
Road Space Management Sponsorship
Transport for London