

# Camden Council Equality Impact Assessment Form

## APPENDIX B – EQUALITY IMPACT ASSESSMENT (EqIA) TO THE FITZJOHN’S AVENUE AREA SAFE AND HEALTHY STREETS CONSULTATION

Title of the activity	
Fitzjohn’s Avenue Area Safe and Healthy Streets	
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Version number and date of update	
V1 December 2025	

### Step 1: Clarifying aims

**1.a Is it a new activity or one that is under review or being changed?**

- New
- Under review
- Being changed

**1.b. Which groups are affected by this activity?**

- Residents and businesses
- Staff
- Contractors
- Other (please detail):

**1.c Which Directorate does the activity fall under:**

- Supporting People
- Supporting Communities
- Corporate Services
- More than one Directorate. Please specify:

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## 1.d Outline the aims/objectives/scope of the activity

Proposals have been developed as part of the Fitzjohn's Avenue Area Safe and Healthy Streets scheme to provide walking, cycling, bus priority and public realm improvements on Fitzjohn's Avenue, Heath Street, College Crescent and adjacent roads. The scheme forms part of Camden's wider Healthy Streets Programme and contributes to the development of the borough's strategic cycling network by providing a key north-south link between Hampstead and Swiss Cottage.

The scheme also includes the introduction of a trial Healthy School Street on College Crescent, outside University College School Pre-Prep, restricting motor vehicle access during school start and finish times. The trial aims to reduce traffic volumes and improve road safety and air quality around the school, creating a healthier environment for pupils, parents and staff, and supporting active travel choices such as walking, cycling and scooting.

An Accessibility Audit was carried out in the scheme area by a National Register of Access Consultant from a leading consultancy in July 2025. The audit assessed the existing condition and identified opportunities to improve accessibility for pedestrians and cyclists, particularly disabled people. The findings have informed the Council's review of the scheme following consultation and have contributed to the proposed amendments and recommendations.

The scheme has been developed to improve safety and amenity for cyclists and pedestrians, to protect bus journey times and reliability, and to enhance public realm spaces in the area. Details of the proposals and reasons for them are provided below.

### Fitzjohn's Avenue Corridor Planting and Greening, Walking, Cycling and Bus Priority Improvements

#### *Planting and greening proposals*

- Creating rain gardens on sections along Fitzjohn's Avenue (subject to ground condition surveys). Adding new plants would create more areas which could soak up water during heavy rainfall, improve local biodiversity by adding new habitats for nature and improve how the area looks and feels. Rain gardens also help to soften hard landscapes and help to make walking more enjoyable. This would also support key objectives and measures set out in the Council's Flood Risk Management Strategy 2022-2027 and Climate Adaptation and Resilience Plan (and emerging Climate Action Plan 2025-2030), helping to tackle the climate crisis.

#### *Walking and wheeling proposals*

- Adding new continuous pavements/crossings across the junctions of Fitzjohn's Avenue with College Crescent, Belsize Lane, Maresfield Gardens, Nutley Terrace, Akenside Road and Netherhall Gardens, and the junction of Akenside Road and Lyndhurst Road to reduce vehicle speeds and provide pedestrian priority.
- Adding a new raised table across Buckland Crescent at the junction with Fitzjohn's Avenue to reduce vehicle speeds and make it safer and easier for pedestrians to cross.

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- Installing new raised zebra crossings on Fitzjohn's Avenue outside St Mary's School (no. 47) and south of Nutley Terrace outside no. 33 to make it safer and easier for pedestrians to cross.
- Installing a new raised zebra crossing on Lyndhurst Road east of the junction with Akenside Road, to reduce vehicle speeds and make it safer and easier for pedestrians to cross.
- Converting the existing zebra crossings on Fitzjohn's Avenue, south of Belsize Park, south of Maresfield Gardens, and north of Nutley Terrace into raised parallel pedestrian and cycle crossings, and creating a pedestrian and cycle shared use area on either side, to provide improved crossings for pedestrians and cyclists.
- Relocating the zebra crossing north of Akenside Road on Fitzjohn's Avenue approximately 27 metres north and upgrading to a raised parallel pedestrian and cycle crossing, to provide improved crossings for pedestrians and cyclists.

## *Cycling proposals*

- Introducing segregated cycle lanes (1.5 to 2 metres wide) on the west side of Fitzjohn's Avenue (northbound, uphill) between Belsize Park and Arkwright Road. The cycle lane is proposed to be segregated from moving traffic by a mix of floating parking bays, kerbs and raised cycle tracks. This is to create a safer environment by physically separating cyclists from motor vehicles.
- Installing new dockless bike hire bays on Fitzjohn's Avenue near Bus Stop T (north of Belsize Lane) and Akenside Road. This is to create a designated parking area to accommodate the growing demand for dockless bike usage.
- Installing a total of 10 new cycle hangars (60 spaces) on Belsize Park, Nutley Terrace, Netherhall Gardens, and Akenside Road. This is to provide local residents with safe and secure cycle storage.

*Bus priority proposals (note that the bus stop proposals outlined below are proposed to be amended following consultation; see 'proposed changes to the designs following consultation' section below for details)*

- Consolidating the existing northbound Bus Stops J (St Mary's School) and K (Lyndhurst Road / Akenside Road) outside no.65 on Fitzjohn's Avenue, into a single northbound Bus Stop K (outside no.65) and upgrading it to a bus stop bypass. This would protect bus journey times and provide safe and continuous cycling.
- Relocating the existing northbound Bus Stop R (Belsize Lane) from outside no.11 Fitzjohn's Avenue to no.27 Fitzjohn's Avenue and upgrading it to a bus stop bypass. This would protect bus journey times as buses would stop within the traffic lane, and avoid delays associated with merging back into traffic. The proposals would also ensure that the bus stops are equally spaced apart, as well as providing a safe, continuous cycling route past the bus stop.

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- Consolidating the existing southbound Bus Stops H (St Mary's School) outside no.66 and S (Nutley Terrace) outside no.32 Fitzjohn's Avenue, into a single southbound Bus Stop H. This consolidated Bus Stop H would be relocated to outside no.50 Fitzjohn's Avenue and constructed with a bus boarder build-out. Bus boarders are areas of widened pavement which provide an accessible platform for passengers, and also allow buses to stop within the traffic lane, protecting bus journey times by eliminating delays caused by pulling in and out of a stop and merging back into traffic.
- Relocating the existing southbound Bus Stop G (Lyndhurst Road / Akenside Road) south of Spring Walk on Fitzjohn's Avenue approximately 10 metres south. This would enable buses to align better with the kerb, thereby enhancing accessibility for passengers.

## *Parking and loading changes to facilitate the above proposals*

- Converting some of the parking bays on the west side (northbound) of Fitzjohn's Avenue into 'floating' bays. 'Floating' bays are parking bays located between the cycle lane and the vehicle traffic lane. This is to provide safe, continuous cycling.
- To enable the above changes, several adjustments to parking, waiting and loading on Fitzjohn's Avenue and side streets are proposed. Details of parking and loading changes can be found in **Appendix D**.

## Heath Street Walking and Bus Priority Improvement

### *Walking proposals*

- Adding new continuous pavements/crossings across Prince Arthur Road, Ellerdale Road, Perrins Walk, Church Row, and Holly Bush Vale to reduce vehicle speeds and provide pedestrian priority.

### *Bus priority and associated parking and loading proposals*

- Heath Street outside of Tesco currently suffers from a significant traffic pinch point, particularly impacting buses. When large vehicles occupy the loading bay outside Tesco (west side) while vehicles are parked or stopped on the opposite side, the remaining road width restricts traffic flow, often preventing vehicles, including buses, from passing. To alleviate this issue, we are proposing to relocate the existing loading bay outside 28 Heath Street (east side) approximately 13 metres north. Additionally, the loading bay outside Tesco (west side) would be extended to 10 metres in length and 2.5 metres in width. This would protect bus journey times as there would be sufficient space for buses to pass by the loading bay safely, even when it is occupied.

## College Crescent Healthy School Street

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- Proposing a trial timed HSS with motor vehicle restrictions on the one-way section of College Crescent, between Finchley Road and Fitzjohn's Avenue, which would operate between 7:45am to 8:45am and 2:45pm to 4:15pm, Monday to Friday during school term times only.
- To enable the proposed HSS, it is proposed to reverse the direction of traffic flow on the one-way section of College Crescent, so that vehicles enter from Fitzjohn's Avenue and exit onto Finchley Road. It is envisaged that reversing the direction of traffic flow on the one-way section of College Crescent would reduce traffic volumes at all times with benefits for air quality and road safety throughout the day.
- Two-way cycling on the one-way section of College Crescent is proposed to improve cycle connectivity.
- All measures proposed on College Crescent would be introduced as a trial.

The trial HSS restrictions would be enforced by Automatic Number Plate Recognition (ANPR) cameras and relevant signage. The signage would state the restriction times and the HSS signs would be closed during the school holidays when the scheme would not be operating. The following vehicles would be exempt from the timed trial HSS restrictions by applying for an exemption.

Vehicles registered to properties and businesses on the sections of the streets within the timed restriction area (exemptions would need to be applied for and agreed with the Council).

Vehicles belonging to parents with a Blue Badge who have a pupil attending University College Pre Prep School or parents/carers of pupils who have a disability that prevents them from walking, cycling, or scooting (exemptions would need to be agreed with the Council).

Emergency services such as ambulance, fire brigade or police, door to door services such as Plus Bus and Dial A Ride, home to school transport, and refuse collection vehicles and other statutory services will automatically be exempt.

School staff and visitors to University College Pre-Prep School would not be exempt. General taxis and delivery vehicles would not be exempt, and such trips would need to be scheduled outside of the restricted times or the vehicles would need to be parked outside of the restricted area. However, exemptions can be applied for in exceptional circumstances, such as when elderly or disabled people may need essential taxi journeys (for example, for hospital appointments) during the restricted hours. All the requests for exemptions can be applied for by contacting the Healthy School Streets team over the phone or via email. If the scheme goes ahead, details of how to apply for an exemption would be posted to residents and businesses in the consultation area. Details of the Healthy School Street exemption policy can be viewed [here](#).

[Proposed changes to the designs following consultation](#)

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In response to the public consultation, Officers have explored the feasibility of making changes to the consulted design. A summary of the proposals that were consulted on and the updated/amended proposals following consultation are presented in the table below.

Location	Consulted proposal	Proposed changes after consultation and rationale
<p>Outside 88 Fitzjohn's Avenue (northeast side)</p>	<p>1.9 metres of footway width at the narrowest point to accommodate the new cycle lane.</p>	<p>Increase the footway width to 2 metres at the narrowest point (widening to around 2.3 metres towards Arkwright Road) to improve pedestrian comfort and accessibility. The cycle lane width would remain as proposed, and this amendment maintains appropriate lane widths for buses and general traffic.</p>
<p>Outside Tesco, 23 Heath Street (west side)</p>	<p>Extend the loading bay to 10 metres in length and 2.5 metres in width.</p>	<p>Reduce the loading bay to 9 metres in length and 2.0 metres in width. This would improve bus tracking and lane alignment while maintaining sufficient space for loading activities.</p>
<p>Outside St Mary's School, 47 Fitzjohn's Avenue (west side)</p>	<p>Consolidate the existing northbound Bus Stops J (St Mary's School) and K (Lyndhurst Road / Akenside Road) outside no.65 on Fitzjohn's Avenue, into a single northbound Bus Stop K (outside no.65) and upgrade it to a bus stop bypass.</p>	<p>Retain both Bus Stops J (St Mary's School) and K (Lyndhurst Road / Akenside Road) outside no.65 on Fitzjohn's Avenue, and upgrade them into bus stop bypasses. This change responds to feedback from the public consultation, where respondents raised concerns about the additional distance pupils and other passengers would need to walk if bus stops were consolidated. In the revised arrangement, the distances between the two northbound bus stops would be approximately 230 metres, which remains within TfL's guidance. This arrangement would still improve bus journey times as buses would stop within the traffic lane, avoiding delays associated with merging back into traffic.</p> <p>3 residents' parking bays (CPZ CA-B) would be removed to accommodate this change.</p> <p>The consultation also included a proposal to remove one southbound bus stop on Fitzjohn's Avenue.</p>

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		<p>Following review of consultation feedback and operational considerations, no change is proposed to this element, and the removal would proceed as consulted upon. The resulting distance between the remaining southbound bus stops would remain within TfL's guidance of 400 metres.</p>
<p>Fitzjohn's Avenue, Maresfield Gardens, Nutley Terrace (CPZ CA-B)</p>	<p>Remove 20 residents' permit parking bays in CPZ CA-B to accommodate the proposed changes.</p>	<p>In addition to the proposal to remove 20 residents' permit parking bays in CPZ CA-B as consulted upon, and the removal of 3 further residents' permit parking bays required to retain both northbound Bus Stop J and K as set out above, Officers are proposing to convert 20 paid for bays in the nearby area into shared use bays, which permit both residents parking and paid for parking.</p> <p>This would help address concerns raised by some residents during the consultation regarding the loss of residents' permit parking spaces.</p> <p>The 20 paid for bays proposed to be converted to shared use bays are located at:</p> <ul style="list-style-type: none"> <li>• 3 spaces on Maresfield Gardens at the side of 3-7 Fitzjohn's Avenue (north side)</li> <li>• 3 spaces on Maresfield Gardens outside South Hampstead High School (south side)</li> <li>• 6 spaces on Nutley Terrace at the side of 37c Fitzjohn's Avenue (south side)</li> <li>• 6 spaces on Maresfield Gardens opposite Netherhall House (east side)</li> <li>• 2 spaces outside 46 Maresfield Gardens (east side)</li> </ul>

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<p>Fitzjohn's Avenue (CPZ CA-H(b))</p>	<p>Remove 15 residents' permit parking bays in CPZ CA-H(b) to accommodate the proposed changes.</p>	<p>In addition to the proposal to remove 15 residents' permit parking bays in CPZ CA-H(b) as consulted upon, Officers are proposing to convert 9 paid for bays on Fitzjohn's Avenue (east side) south of Spring Walk into shared residents'/paid for parking bays. This would help address concerns raised by residents regarding the loss of residents' permit parking spaces.</p>
<p>Fitzjohn's Avenue north of Bus Stop T (east side)</p>	<p>Install a 10 metre dockless bike hire bay</p>	<p>Relocate the proposed 10 metre dockless bike hire bay to Maresfield Gardens outside St Thomas More Church (north side). Following further design review, this location is considered more suitable as it is on a flatter surface, reducing the likelihood of bikes tipping over, making it safer and easier for users to park.</p> <p>No changes are proposed at the original location on Fitzjohn's Avenue north of Bus Stop T. The existing paid for parking bays would remain.</p>
<p>33 and 47 Fitzjohn's Avenue</p>	<p>Install a raised parallel pedestrian and cycle crossing outside no. 33 and 47 Fitzjohn's Avenue</p>	<p>Amend these two proposed parallel crossings to zebra crossings (pedestrians only) as they are not located near side roads or cycle routes. For the remaining proposed parallel crossings on Fitzjohn's Avenue, the shared use areas would be extended to provide clearer and more direct connections to adjoining side roads and cycle routes. These changes would improve usability and legibility for all users, while maintaining safe and efficient movement along the corridor.</p>

## **Project Objectives**

- Meet Camden Transport Strategy (CTS) and wider policy objectives to prioritise active, healthy, and sustainable modes of travel.
- Contribute towards meeting the objectives of We Make Camden.
- Contribute to meeting Camden's Climate Action Plan, Clean Air Action Plan and Mayor's Transport Strategy.
- Help deliver the Cabinet-approved Healthy Streets Delivery Plans for 2025/26 to

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2027/28, which aim to establish the primary cycle network in the Borough and implement public realm/greening measures, as endorsed by the Cabinet in those strategic plans.

- Help reduce the dominance of motor vehicles and contribute towards improved road safety.
- Deliver improvements to the look and feel of the area, increasing greenery and planting and making the area a more attractive place to visit, stop and rest, or pass through.
- Respond to the consultation responses on the scheme proposals as outlined in this report.
- Align with the strategic and policy alignment document in Appendix G.

## **Purpose of the Equality Impact Assessment (EqIA)**

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

The identification of both positive and negative impacts on people with protected or additional characteristics will inform the decision of the Cabinet Member for Planning and a Sustainable Camden on whether or not to approve the proposed changes.

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

## **Step 2: Data and evidence**

What data do you have about the people affected by the activity, for example those who use a service? Where did you get that data from (existing data gathered generally) or have you gone out and got it and what does it say about the protected characteristics and the other characteristics about which the council is interested?

Is there currently any evidence of discrimination or disadvantage to the groups? What will the impact of the changes be?

You should try to identify any data and/or evidence about people who have a **combination, or intersection, of two or more characteristics**. For example, homeless women, older disabled people, or young Black men.

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

- Age
- Disability, including family carers<sup>2</sup>
- Gender reassignment<sup>3</sup>
- Marriage and civil partnership
- Pregnancy and maternity
- Race

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- Religion or belief
- Sex
- Sexual orientation

2 This is the legal term in the Equality Act. In practice there are specific legal protections for a diverse range of people who have physical, mental, and sensory impairments, long-term health conditions and/or neurodivergence, as well as carers who provide unpaid care for a friend or family member who cannot function without their support. Census and local datasets use the Equality Act definition and will include people who may not use the language of disability to describe themselves.

3 This is the legal term in the Equality Act. In practice there are specific legal protections for anyone whose gender identity does not match the sex they were assigned at birth. This means, for example, that people who are trans and people who are non-binary or gender fluid are considered a specific protected group under the Equality Act.

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## Equalities Context

This section of the EqIA seeks to establish the equalities context in which the Fitzjohn's Avenue Area Safe and Healthy Streets proposals would be situated at the wards, borough, and London level. Data for the 2010 Equality Act's nine protected characteristics is set out, along with evidence on transport specific issues faced by each group. Data and evidence have been drawn from:

- **National Census Data, 2021**, which focuses on London-wide data, Camden data and data for the Belsize, Frognal and Hampstead Town Ward, in which Fitzjohn's Avenue Area Safe and Healthy Streets project is located – as set out in **Error! Reference source not found.**, below.
- Data on trips made in Camden by protected groups, from Transport for London's annual **Travel Demand Survey, 2020**
- A public consultation which was carried out between 19th June 2025 and 13th July 2025.
- London Borough of Camden records
- Regional and national guidance
- Academic research

Table 1 below contains Census 2021 data on the 9 protected characteristics. Data from the three Wards have been compared against data for London Borough of Camden and Greater London.

Protected Characteristics		Belsize Ward	Frogna l Ward	Hampstead Town Ward	LB Camden	Greater London	
<b>Population</b>	All residents	12,299	7,725	8,006	210,136	8,173,941	
<b>Sex/Gender</b>	Male	47.4%	47.3%	47.7%	47.3%	48.5%	
	Female	52.6%	52.7%	52.3%	52.7%	51.5%	
<b>Age</b>	0-3	4.8%	4.9%	3.9%	3.8%	4.8%	
	4-10	7.9%	7.9%	8.2%	6.6%	8.5%	
	11-15	4.4%	6.1%	5.0%	4.9%	6.0%	
	16-18	2.1%	3.4%	2.8%	3.6%	3.4%	
	19-24	5.3%	5.3%	4.6%	11.6%	7.7%	
	25-49	46.7%	40.1%	38.2%	41.4%	40.8%	
	50-65	16.9%	18.0%	19.9%	17.0%	17.7%	
	66-74	5.6%	6.4%	8.1%	5.8%	5.8%	
	75-84	4.5%	5.9%	6.7%	3.9%	3.8%	
	85+	1.9%	2.1%	2.5%	1.5%	1.6%	
<b>Ethnicity</b>	White groups	White British	36.4%	35.9%	46.5%	35.4%	36.8%
		White Irish	2.0%	1.6%	2.5%	2.5%	1.8%
		Gypsy / Irish Traveller	0.0%	0.0%	0.0%	0.1%	0.1%
		Roma	0.4%	0.6%	0.5%	0.5%	0.4%
		White Other	33.2%	29.2%	28.6%	21.1%	14.7%
	Mixed / multiple	White and Asian	2.6%	2.7%	2.7%	2.0%	1.4%
		White and Black African	0.7%	0.7%	0.4%	1.0%	0.9%
		White and Black Caribbean	0.7%	0.6%	0.6%	1.2%	1.5%

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		Other Mixed or Multiple ethnic groups	2.6%	2.0%	2.2%	2.4%	1.9%
	Asian groups	Bangladeshi	0.5%	1.7%	0.7%	6.8%	3.7%
		Chinese	2.9%	3.2%	1.7%	3.2%	1.7%
		Indian	4.6%	5.9%	3.4%	3.3%	7.5%
		Pakistani	0.9%	1.2%	0.2%	0.8%	3.3%
		Other Asian	4.1%	4.2%	2.8%	4.0%	4.6%
	Black groups	African	1.5%	2.4%	1.5%	6.8%	7.9%
		Caribbean	0.4%	0.5%	0.3%	1.3%	3.9%
		Other Black	0.3%	0.5%	0.2%	1.0%	1.7%
	Other Ethnic Groups	Arab	1.2%	1.3%	0.8%	2.1%	1.6%
Any Other Ethnic Group		5.0%	5.8%	4.3%	4.7%	4.7%	
<b>Religion</b>		Christian	31.6%	31.6%	33.0%	31.4%	40.7%
		Buddhist	1.5%	0.7%	1.2%	1.1%	0.9%
		Hindu	3.1%	3.7%	1.9%	1.9%	5.1%
		Jewish	12.2%	14.6%	11.5%	4.8%	1.7%
		Muslim	4.4%	7.5%	3.2%	16.1%	15.0%
		Sikh	0.2%	0.3%	0.2%	0.2%	1.6%
		Other religions	0.9%	1.1%	1.2%	0.9%	1.0%
		No religion	36.3%	30.7%	37.5%	34.6%	27.1%
	Not Stated	9.9%	9.9%	10.3%	8.9%	7.0%	
<b>Disability</b>		Disabled Under the Equality Act	9.7%	10.0%	10.7%	15.2%	13.2%
<b>Pregnancy/ Maternity</b>		Households with dependent children	23.5%	29.9%	24.9%	22.7%	30.9%
<b>Marriage/ Civil Partnership</b>		Married or Civil Partnership	44.1%	50.8%	50.1%	33.7%	42.4%
<b>Sexual Orientation</b>		LGBTQ+	5.6%	3.6%	5.4%	6.9%	4.2%
<b>Gender Reassignment</b>		Gender reassignment	0.6%	0.5%	0.6%	0.7%	1.0%

Table 1 - ONS 2021 Census Data

## Age

According to data from Census 2021<sup>1</sup>, 17.1%, 18.9% and 17.1% of the population of Belsize, Frognal and Hampstead Town Wards respectively is under 15 years old. This is higher than the Camden average of 14.43%. 12%, 14.4% and 17.3% of the population of Belsize, Frognal and Hampstead Town Ward respectively are over 65, which is higher than the borough average of 11%.

Belsize, Frognal and Hampstead Town Wards have a lower proportion of young people (16-24) with 7.4%, 8.7% and 7.4% respectively. This is significantly lower than the Camden average of 15.2% and the London average of 11.1%.

*Transport data relevant to the 'age' characteristic*

<sup>1</sup> [Build a custom area profile - Census 2021, ONS](#)

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TfL's 'Travel in London: Understanding our diverse communities 2019, A summary of existing research'<sup>2</sup> identifies walking as the most frequently used type of transport by older Londoners aged 65 and over (87% walk at least once a week). 43% drive a car at least once a week and 41% travel by car as a passenger at least once a week.

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

Inactivity is another area requiring urgent attention, with both younger and older people being the groups who are least active in Camden. An inactive lifestyle is a leading cause of a range of different diseases and disabilities<sup>3</sup> and is linked to an increased likelihood of obesity which brings further health risks. The UK Government's Chief Medical Officer's recommendation for minimum physical activity levels is 150 minutes of moderate intensity activity a week for adults and an average of one hour a day for children and young adults<sup>4</sup>.

Active travel is likely to be the main way that Londoners meet their physical activity needs, and, according to the UK Faculty of Public Health, active travel is one of the best options for significantly increasing physical activity levels across London's whole population. Active travel is also much more accessible than car travel in Camden, with only 35% of households in the borough having access to a car. Being active through active travel will also help to ensure health and mobility into older age, particularly in the context of an aging population, and reduce isolation. However, we also need to consider the barriers to making the switch: higher levels of car ownership are linked to decreasing levels of physical activity, while road danger and perceived lack of high-quality alternatives is a major barrier to more active travel.

Fear of road danger is the biggest barrier to more people walking and cycling, particularly among older and younger people – the groups that have the most to gain from being more active. Older people can suffer from isolation and loneliness as a result of reduced activity and travel. High traffic volumes have a wide range of effects including restricting independence, which disproportionately affects children and young people and those with a disability. Heavy traffic can hinder active travel with 'heavy traffic' and 'pollution' often cited as two of the biggest barriers to people not walking more. This can lead to an increase in social isolation among members of vulnerable groups who may fear going out.

Road-based transport emissions make up 14% of Camden's total carbon emissions. Carbon emissions and their contribution to climate change can result in more frequent and severe meteorological events, including heatwaves, drought, and flooding. Older people and children are particularly vulnerable to extreme heat, which has been identified as a key climate risk in Camden.

In London as a whole, just over 30% of children's journeys are made by car (as a passenger). However, a bigger proportion, 40%, are made on foot or by bike and a further 27% on public

<sup>2</sup> [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://www.tfl.gov.uk/road-users/travel-in-london/understanding-our-diverse-communities-2019)

<sup>3</sup> [Physical inactivity a leading cause of disease and disability, warns WHO](https://www.who.int/news/item/27-04-2018-physical-inactivity-a-leading-cause-of-disease-and-disability-warns-who)

<sup>4</sup> [UK Chief Medical Officers' Physical Activity Guidelines \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/672222/uk-chief-medical-officers-physical-activity-guidelines.pdf)

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transport. The group that drives most are people aged 49 to 59, with 40% of their journeys being driven. 40% of trips taken by people over the age of 65 are also driven, either as a driver or a passenger. However, across all age groups, the majority of journeys are not made by private car. Car ownership is low in the scheme area: 57.4%, 43.6% and 46.1% of households in Belsize, Frognal and Hampstead Town Ward respectively do not have access to a car.

Table 2 below illustrates that across all modes of travel and age groups in Camden, the majority of journeys are made on foot or by public transport which together comprise over 70% of all journeys: for people aged 60-64 years, 25-44 years, and 17-24 year olds walking and using public transport comprise over 80% of all journeys.

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

Table 2 - Camden Residents' Trips – Age

The data shows that children age 5-16 years make the majority of their journeys on foot at 56% of trips. The proposed Healthy School Street on College Crescent through traffic restrictions would support the transport needs of this age group to help ensure a safer environment for walking among young people, particularly on their journey to school.

The [Camden Transport Strategy Equality Impact Assessment](#) also states that, overall older people are less likely to travel than younger people; the number of journeys made declines with age and the trips get shorter, due to changing needs, income and disability. Older people's travel purposes also differ from younger people, mainly due to retirement from work. Older people are also more dependent on public transport (specifically buses) and walking, particularly women – who also comprise the majority of older people. Therefore, transport strategies and schemes should address improvements to the walking environment (and in doing so, links to public transport).

## Fitzjohn's Avenue Area Safe and Healthy Streets Consultation Data

Of the 953 responses, 614 (64%) respondents did not provide their age (compared to the 339 or 36% who did), which makes it challenging to assess and gain an accurate representation of the respondents' ages. Responses are shown in table 3 below.

Age	Number of respondents	Percentage
Under 16	1	0%

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16 – 24	3	0%
25 – 34	15	2%
35 – 44	68	7%
45 – 54	60	6%
55 – 64	69	7%
65 – 74	63	7%
75 – 84	49	5%
85+	11	1%
<b>Not Answered</b>	614	64%
<b>Total</b>	<b>953</b>	<b>100%</b>

Table 3 – Fitzjohn’s Avenue Consultation Responses - Age

## Fitzjohn’s Avenue Area Safe and Healthy Streets Consultation Responses

The responses from the public consultation raised several comments over how the scheme would affect age groups. The main comments raised were as follows:

- Hire bikes being left indiscriminately causes problems for various groups, particularly older individuals with sight issues.
- Older and young people would find it difficult to cross due to the floating parking bays.
- Vehicles speeding would not see older and young people crossing the road.
- Particularly difficult for older people and partially sighted people to navigate the shared cyclist / pedestrian zone.
- The loss of parking would make it difficult for older people and parents with young children to park outside of their properties.
- Safety concerns for young children and parents/carers to walk and cycle due to high traffic volumes.
- Consolidating the bus stops would impact young and older people as they may have to walk further distances to the bus stops.
- The children attending the school are too young to walk independently and must be accompanied to the school gate. Making parents park further away from the school would cause significant inconvenience.
- The HSS restriction would disproportionately affect older residents who receive more visitors including carers and are often more reliant on vehicle transport including taxis.

### Disability, including family carers.

According to Census 2021<sup>5</sup>, 9.7%, 10.0%, and 10.7% of Belsize, Frognal and Hampstead Town Ward respectively self-reported as having a disability under the Equality Act. This is lower than the Camden average of 15.2% and below the London average of 13.2%.

#### *Transport data related to the ‘disability’ characteristic*

Census Data shows 86% of Camden residents with a disability make their journeys on foot (58%) and/or by public transport (28%). This data also shows that disabled people drive less than non-disabled people, with 9% of Camden residents with a disability either driving or are being driven, compared to 13% of residents with no disability. Of Camden residents’ trips, disabled residents’ trips by taxi are only 1% higher than Camden residents without a

<sup>5</sup> [Build a custom area profile - Census 2021, ONS](#)

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disability (4% and 3% respectively). Within London as a whole, disabled people are less likely to hold a drivers' license compared to non-disabled people – 40% compared to 68%, respectively. Furthermore, in London 52% of disabled people live in a car free household. The share of trips made by cycling in Camden reflects London wide trends – disabled people are less likely to cycle, making only 1% of trips using this mode, compared to 3% for non-disabled people.

Data from TfL shows that walking and bus travel are the modes most frequently used by people with a disability in London, including disabled people where their disability limits their daily activity.

As illustrated in Table 4 below, disabled people where their condition affects their daily activity make 32% of their journeys on foot, 1 percentage point more than non-disabled people. Bus travel (including trams) is the second most prevalent mode at 23% of trips, which is much higher than the mode share amongst non-disabled people (14%). The number of trips driven by disabled people (19%) is lower than amongst non-disabled people (23%), and trips as a passenger (16% amongst those with activity limitations and 18% amongst disabled people that affect travel) are only slightly higher than amongst non-disabled people (12%). In addition, only 3% of trips made by disabled people are by taxi, compared to 1% for non-disabled people. Prioritising walking would therefore support the needs of disabled people.

Transport Mode	London residents with a disability that limits travel	London residents with a disability that limits daily activity	London residents without a disability
National Rail/Overground	2%	3%	6%
Underground/DLR	4%	4%	10%
Bus/tram	22%	23%	14%
Taxi / Other	3%	3%	1%
Car driver	19%	19%	23%
Car passenger	18%	16%	12%
Van / Lorry	0%	1%	1%
Motorcycle	0%	0%	0%
Cycle	1%	1%	3%
Walk	31%	32%	31%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

Table 4 - Camden Resident Trips - Disability

## Fitzjohn's Avenue Area Safe and Healthy Streets Consultation Data

639 (67%) respondents choose not to answer the question about disability, while 268 (28%) respondents indicated that they did not have a disability and 46 (5%) respondents indicating that they have a disability. The lack of complete data from the responses makes it challenging to fully assess the potential impacts of the proposals on those with disabilities.

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Responses are shown in the table 5 and 6 below.

Disability	Number of respondents	Percentage
Yes	46	5%
No	268	28%
Not Answered	639	67%
<b>Total</b>	<b>953</b>	<b>100%</b>

Table 5 – Fitzjohn’s Avenue Area Consultation Responses – Disability

Disability	Number of respondents	Percentage
Sensory impairment	7	15%
Mobility impairment	23	50%
Deaf or Hard of hearing	13	28%
Blind or visual impairment	3	7%
Substance misuse	0	0%
Learning disability or difficulty	9	20%
Mental health condition (including dementia)	12	26%
Other disability condition	12	26%

Table 6 – Fitzjohn’s Avenue Area Consultation Responses – Disability type from respondents who stated Yes

## Fitzjohn’s Avenue Area Safe and Healthy Streets Consultation Responses

Responses to the public consultation raised comments over how the scheme would affect disabled people and reduced mobility. The main comments raised were as follows:

- The area would be unsafe for walkers and those using mobility aids. It would be more dangerous as some cyclists do not stop at red lights or zebra crossings.
- While rain gardens are beneficial for flood water absorption, the current footway width makes it difficult for visually impaired individuals to navigate the narrow and busy pavements.
- The proposal of removal of paid for parking and resident parking spaces would negatively impact disabled people as they may not be able to park outside of their properties or would have to park further away from their home and shops.
- Relocating the bus stops would impact disabled people with mobility issues as they may have to travel further to get to the bus stops.
- The proposed floating parking bays would make it difficult for disabled people to gain access in and out of vehicles safely due to cycle lane.
- Parallel crossings, continuous pavements, two-way cycling, and shared use areas would be difficult for vision-impaired people to navigate.
- Disabled children attending the school that are unable to walk independently and must be accompanied to the school gate. Making parents park further away from the school would cause significant inconvenience.
- The HSS restriction would disproportionately affect disabled residents who receive more visitors including carers and are often more reliant on vehicle transport including taxis.

## Gender reassignment

According to the 2021 Census, 0.6%, 0.5% and 0.6% respectively of residents in the Belsize, Frognal and Hampstead Town Wards identify as having a different sex or gender to that assigned at birth. This is lower than the borough level in Camden, where it is 0.7%,

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but lower than Greater London (1%). Based on the 2021 Census, there is no data on gender reassignment available for the wards covered by the proposed scheme. A study by the Gender Reassignment Education and Research Study funded by the Home Office found that there is an estimated number of 300,000 to 500,000 transgender people within the UK. The 2021 census found 262,000, or 0.5% of respondents said their gender identity and sex registered at birth were different. Of all census respondents, 0.1% identified as a trans man, and 0.1% identified as a trans woman, 0.2% did not provide more detail and 30,000 said that they were non-binary.<sup>6</sup>

## *Transport data related to the 'Gender' characteristic.*

A survey undertaken by the government on the experiences of transgender people had found that this group experiences fears around safety in the street and when using public transport.<sup>7</sup> More specifically:

- Nearly half of respondents (47%) said they were most worried about being a victim of a violent crime or harassment.
- Around three-quarters of respondents (76%) had never brought a complaint to the police, and nearly half of respondents (47%) cited police lack of understanding/sensitivity as being the greatest challenge in bringing about a complaint.

## **Fitzjohn's Avenue Area Safe and Healthy Streets Consultation Data**

615 (65%) respondents choose not to answer the gender reassignment question, 163 (17%) respondents said they are Woman / Girl. 159 (17%) respondents said they are Man / Boy. 2 (0%) respondents said they are Non-Binary. 13 (1%) respondents said they Prefer not to say and 1 (0%) respondents said Other, please write in gender identity. Responses are shown in table 7 below.

Gender Reassignment	Number of respondents	Percentage
Woman / Girl	163	17%
Man / Boy	159	17%
Non-Binary	2	0%
Prefer not to say	13	1%
Other, please write in gender identity	1	0%
Not Answered	615	65%
<b>Total</b>	<b>953</b>	<b>100%</b>

Table 7 – Fitzjohn's Avenue Area Consultation Responses - Gender Reassignment

## **Fitzjohn's Avenue Area Safe and Healthy Streets Consultation Responses**

No responses to the public consultation raised comments with regard to gender reassignment.

### **Marriage and civil partnership**

According to responses to Census 2021, the rate of marriage and civil partnership is significantly lower in Belsize at 44.1% and higher in Frognal and Hampstead Town Ward at 50.8% and 50.1% respectively, compared with Camden at 33.7% and Greater London at 42.7%

<sup>6</sup> UK Parliament, (2023). 2021 census: What do we know about the LGBT+ population?.

<sup>7</sup> Government Equalities Office, (2011). Headline findings from our transgender online survey.

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*Transport data related to the 'marriage' characteristic.*

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

## **Fitzjohn's Avenue Area Safe and Healthy Streets Consultation Data**

Table 8 below shows the relationship status breakdown for respondents who answered this equalities question.

<b>Relationship Status</b>	<b>Number of respondents</b>	<b>Percentage</b>
<b>Never married and never registered a civil partnership</b>	72	8%
<b>Married</b>	206	22%
<b>Separated, but still legally married</b>	4	0%
<b>Divorced</b>	21	2%
<b>Widowed</b>	16	2%
<b>In a registered civil partnership</b>	12	1%
<b>Separated, but still legally in a civil partnership</b>	0	0%
<b>Formerly in a civil partnership which is now legally dissolved</b>	0	0%
<b>Surviving partner from a civil partnership</b>	0	0%
<b>Not Answered</b>	622	65%
<b>Total</b>	<b>953</b>	<b>100%</b>

*Table 8 – Fitzjohn's Avenue Area Consultation Responses - Marriage and Civil Partnership*

## **Fitzjohn's Avenue Area Safe and Healthy Streets Consultation Responses**

Responses to the public consultation raised comments over how the scheme would affect people with marriage or civil partnership characteristics. The main comments raised were as follows:

- The proposed removal of paid for parking and resident parking spaces could put stress on marriages due to increased difficulties with travel arrangements for their children, as they would have to park further away to access their homes or schools in the area.

## **Pregnancy and maternity**

There is no ward-specific data analysis available on the number of people in the area who are pregnant or have recently given birth<sup>8</sup>; it is only available for the borough and London as a whole. According to births and fertility rates data (2021), the General Fertility Rate (GFR) is the number of live births per 1,000 women aged 15-44, is 35 for Camden and 55 for London.

*Transport data related to the 'pregnancy and maternity' characteristic.*

Research shows that exposure to poor air quality during pregnancy has an impact on both the health of the pregnant women and people, and on foetal development. Air pollution exposure during foetal development and early childhood can have long-term impacts on

<sup>8</sup> [Births and Fertility Rates, Borough - London Datastore](#)

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health in childhood and beyond. Air pollution exposure may also increase risks for maternal health, and has been linked to increased risk of pre-eclampsia, a serious cardiovascular condition of pregnancy.<sup>9</sup>

Pregnant people and young children are also particularly vulnerable to the extreme heat, which has been identified as a key climate risk in Camden. Road based transport emissions make up 14% of Camden's total carbon emissions. with these emissions and their contribution to climate change resulting in more frequent and severe extreme meteorological events, including heatwaves, drought, and flooding.

## Fitzjohn's Avenue Safe and Healthy Streets Consultation Responses

Table 9 and 10 below shows the number of people who were pregnant or had recently given birth at the time that they answered this equalities question.

Pregnancy and Maternity	Number of respondents	Percentage
Not applicable	181	19%
Pregnant	4	0%
Not Pregnant	148	16%
Not Answered	620	65%
<b>Total</b>	<b>953</b>	<b>100%</b>

Table 94 – Fitzjohn's Avenue Area Consultation Responses – Pregnancy and Maternity

Pregnancy and Maternity	Number of respondents	Percentage
Not applicable	219	23%
Have given birth within the past 26 weeks	3	0%
Have not given birth within the past 26 past weeks	110	12%
Not Answered	621	65%
<b>Total</b>	<b>953</b>	<b>100%</b>

Table 10 – Fitzjohn's Avenue Area Consultation Responses – Pregnancy and Maternity – Given Birth

4 of the respondents stated that they were pregnant, and 3 stated that they had given birth in the past 26 weeks, qualifying as being in the maternity phase as recognised by the 2010 Equality Act.

## Fitzjohn's Avenue Area Safe and Healthy Streets Consultation Responses

Responses to the public consultation raised comments over how the scheme would affect people who are pregnant or who have recently given birth. The main comments raised were as follows:

- The proposals would make access to their homes, schools and shops harder and journeys longer, therefore potentially discriminating against parents with caring duties, young dependants or limited mobility.
- The proposed removal of paid for parking and resident parking spaces would impact pregnant people who may be more dependent on motor vehicles due to managing prams, car seats and other essentials.
- It can be difficult for individuals post-pregnancy to do active travel.

<sup>9</sup> Royal College of Obstetricians and Gynaecologists, (2022). [UK Government must stop ignoring impact of air pollution in pregnant and set air quality targets which protect the health of future generations.](#)

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- Removing and relocating bus stops would impact pregnant people as they may have to walk further to the bus stops.
- Bad air quality has an impact on pregnant people, especially during peak traffic periods where there is a lot of vehicle congestion and emissions being released.
- The improved crossing facilities on Fitzjohn's Avenue would have a positive impact on pregnant women and mothers.
- The scheme would create better air quality for pregnant women by reducing congestions and improving the greenery in the area.
- In addition, some respondents highlighted that the scheme would create better air quality for pregnant women and young children.

## Race

According to data from Census 2021, the proportion of Black, Asian and Minority groups in the Belsize, Frognal and Hampstead Town Ward, at 28%, 32.7% and 21.8% respectively, is lower than the Camden Black, Asian and other ethnic groups average of 40.6%.

*Transport data related to the 'race' characteristic.*

TfL research shows the use of cars among Black, Asian and other ethnic groups Londoners is lower than for white Londoners. People from Black, Asian and other ethnic groups backgrounds are also less likely to own a car than white Londoners and are more likely to use buses, with 65% using a bus at least once a week. People from Black, Asian and other ethnic groups backgrounds are also slightly more likely to walk than white Londoners.<sup>10</sup> Use of buses is particularly high among Black Londoners, with 77 % catching the bus at least once a week (TfL, Travel in London Report 10<sup>11</sup>). Cycling is most popular among White Londoners and least popular among Black Londoners – with almost a five-fold difference in frequency of cycling between the two groups. People from Black, Asian and Minority Ethnic groups make up nearly 40 per cent of Londoners, but only 22 per cent of people cycling in 2018/19 (TfL Cycling Action Plan 2, 2023).

However, the highest rate of growth in recent years has been shown amongst Black people – their average cycle trip rate increasing by 68% over 2005/06 to 2014/15 compared to a 62% increase for white Londoners. Asian and mixed ethnic groups, although showing higher average trip rates than Black Londoners, increased their cycle trip rate at a slower pace – by 41% and 10% respectively. Gradual moves towards greater representation in cycling has culminated in a landmark moment in 2021, when, for the first time, Black, Asian and minority ethnic Londoners were as likely to have cycled in the last 12 months as white Londoners.<sup>12</sup> This suggests that there is scope to encourage Black, Asian and Minority Ethnic groups to cycle more, if their specific barriers to cycling (which include time, affordability, environment and accessibility) can be addressed.<sup>13 14</sup> Encouraging this mode shift aligns with Camden's transport policy in providing people with an improved choice of modes for different journey types and healthier, more active lifestyles.

The proposed scheme would introduce improvements to existing walking and cycling

<sup>10</sup> Transport for London, (2019). [Understanding our diverse communities.](#)

<sup>11</sup> Transport for London, (2024), [Travel in London Report 10](#)

<sup>12</sup> Transport for London, (2021). [The people cycling in London are more diverse than ever.](#)

<sup>13</sup> Transport for London, (2011). What are the barriers to cycling amongst ethnic minority groups and people from deprived backgrounds?

<sup>14</sup> Transport for London (2016). Travel in London Report 9.

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infrastructure including widened pavements, provision of continuous pavements across junctions, introduction of segregated cycle lane, the creation of rain gardens, the introduction of additional cycle parking stands and dockless bike hire, and parking changes proposed as part of this scheme.

Table 11 provides a summary of trips made by Camden residents according to race and ethnicity.

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

Table 11 - Camden Residents Trips - Race and Ethnicity

## Fitzjohn's Avenue Area Safe and Healthy Streets Consultation Data

Some respondents stated their ethnicity, while 629 (66%) respondents to the public consultation did not answer this question. Of those that did respond, responses are shown in Table 12 below.

Ethnicity	Number of respondents	Percentage
English/Welsh/Scottish/Northern Irish/ British	190	20%
Irish	6	1%
Gypsy or Irish Traveller	0	0%
White Other background	79	8%
Indian	7	1%
Pakistani	1	0%
Bangladeshi	0	0%
Chinese	2	0%
Any other Asian background	7	1%
Caribbean	2	0%
African	1	0%
Any other Black/African/Caribbean background	0	0%
White and Caribbean	1	0%
White and Black African	0	0%
White and Asian	5	1%
Any other mixed ethnic background	7	1%
Arab	2	0%
Any other ethnic group	14	1%
Not Answered	629	66%
<b>Total</b>	<b>953</b>	<b>100%</b>

Table 12 – Fitzjohn's Avenue Area Consultation Responses – Ethnicity/Race

## Fitzjohn's Avenue Area Safe and Healthy Streets Consultation Responses

No responses to the public consultation raised comments regarding ethnicity/race.

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## Religion or belief

Camden is home to a wide range of other faiths including, but not limited to, Christian, Muslim, Jewish, Hindu, Buddhist, and Sikh. The largest faith population is Christian at 31.4% of the population. Muslims comprise the second largest faith group; in 2021, 16.1% of people living in Camden classified themselves as Muslims.

*Transport data related to the 'religion or belief' characteristic.*

The Camden Transport Strategy EqIA<sup>15</sup> notes that there are many consistent experiences reported by people on the basis of both ethnicity and faith. Religious observance may affect when and where people travel. Places of worship and faith-based schools are major destinations for large populations from different groups, particularly on certain dates and at certain times of the day. It is therefore important that routes to and around these destinations are safe and convenient, with priority given to sustainable modes (walking, cycling and public transport).

### Fitzjohn's Avenue Area Safe and Healthy Streets Consultation Data

The majority of respondents didn't state their religion or belief, with 621 (65%) respondents not answering this question. Of those that did respond, responses are shown in the table 13 below.

Religion and Belief	Number of respondents	Percentage
Buddhist	3	0%
Muslim	2	0%
Christian	85	9%
Sikh	1	0%
Hindu	3	0%
Jewish	40	4%
No religion	159	17%
Prefer not to say	35	4%
Other (please state)	4	0%
Not Answered	621	65%
<b>Total</b>	<b><u>953</u></b>	<b><u>100%</u></b>

Table 13 - Fitzjohn's Avenue Area Consultation Responses - Religion and Belief

### Fitzjohn's Avenue Area Safe and Healthy Streets Consultation Responses

No responses to the consultation raised comments regard to religion or belief.

#### Sex

According to data from 2021 census, there are more males (47.4%) than females (52.6%) in Belsize, there are less males (47.3%) than females (52.7%) in Frognal and there are less males (47.7%) than females (52.3%) in Hampstead Town Ward respectively compared to the Camden (Male 47.3% and female 52.7%) and London averages (Male 48.5% and Female 51.5%).

<sup>15</sup> [Camden Transport Strategy Equalities Impact Assessment](#)

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## *Transport data related to the 'sex' characteristic.*

The 'Travel in London: Understanding our diverse communities 2019'<sup>16</sup> report by TfL shows that:

- Whilst daytime bus use among women (57%) is higher than that of men (43%), women are less likely to use night buses than men (64% of customers are men, 36% are women).
- Women are more likely than men to be travelling with buggies, shopping and/or children. For this reason, the car is often seen as a convenient mode of transport, presenting less of a barrier to completing journeys when laden. However, the cost and stress associated with driving encourages many to use public transport, particularly the bus which is perceived to be more child-friendly than other modes such as the Underground.
- Women are less likely than men to walk a child to school at least once a week (29% compared with 35% of men) and less likely than men to walk to pubs, restaurants, cinemas, and other social places (52% compared with 62% of men).
- Conversely, women are more likely than men to walk to complete small errands such as getting a newspaper or posting a letter (81% compared with 76% of men).
- There are several potential barriers that can prevent Londoners from using public transport more often. The most commonly cited barrier for both men and women is overcrowding on transport services. However, women are more likely to cite barriers that relate to crime and personal safety than men. Higher proportions of women say the following act as barriers to greater public transport use:
  - Concern about anti-social behaviour
  - Fear of crime on the bus/train and getting to the bus/train
  - Fear of terrorist attacks
  - Risk of accidents

According to TfL's Travel in London Report 2024<sup>17</sup>, private vehicles are the first most used mode of transport to move daily in London, followed by public transport and walking. Women are more likely to make a trip by walking each day than men, at a rate of 0.89 trips per day compared to 0.79. Men were more likely to have cycled at least once in the last year, with 28% of men compared to 17% of women.

According to data from Stats19 (2017-2019) on the sex of the casualty, men have a higher casualty rate, at 3.78 deaths, serious injuries, or slight injuries per 1,000 men, than women at 2.13 injuries per 1,000 women. Men also have a higher killed or seriously injured rate<sup>18</sup>.

Women generally travel less actively than men. Despite increases in cycling in London and some other UK cities, the gender split for cycling remains unequal. Transport for London <sup>19</sup> reports that 'regular cyclists are more likely to be men, white, working and non-disabled – 20% of men report being 'regular' cyclists compared with 8% of women'. Women make up 27% of cycle trips in London, and research shows that women have a stronger desire for protected cycling infrastructure and direct routes<sup>20</sup>. In countries where cycle infrastructure offers a high degree of protection from traffic, levels of cycling are higher among women.

<sup>16</sup> [Travel in London: Understanding our diverse communities 2019](#)

<sup>17</sup> [Travel in London Report 2024 \(tfl.gov.uk\)](#)

<sup>18</sup> [Inequalities in road danger in London 2017-2021 \(tfl.gov.uk\)](#)

<sup>19</sup> Transport for London, (2014). Attitudes towards cycling: Annual report 2014.

<sup>20</sup> Sustrans. (2018). Bike Life - Women: reducing the gender gap.

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For example, Dutch, German, and Danish women cycle as often as men.

Women’s transport needs tend to differ to those of men because of their multiple roles. Their lifestyles involve more complex and multiple journey “chains”. They often take shorter, more frequent and more local routes as well as commuter journeys, and are more likely to use buses than men, while being less likely to use the tube. This may be because they are more likely to carry out shopping and personal journeys (due to being more likely to have caring roles).<sup>21</sup> This means women are more likely to travel with prams and or shopping, which affects transport choices.

## Fitzjohn’s Avenue Area Safe and Healthy Streets Consultation Data

The majority of respondents didn’t state their gender, with 610 (64%) respondents not answering this question. Of those that did respond, responses are shown in the table 14 below.

Gender	Number of respondents	Percentage
Male	165	17%
Female	167	18%
Other	0	0%
Prefer not to say	11	1%
Not Answered	610	64%
<b>Total</b>	<b><u>953</u></b>	<b><u>100%</u></b>

Table 14 - Fitzjohn’s Avenue Area Consultation Responses - Sex

## Fitzjohn’s Avenue Safe and Healthy Streets Consultation Responses

There were responses from the public consultation, which raised comments over how the scheme would affect people of different genders. The main comments raised were as follows:

- Women who rely on buses would feel less safe walking in the winter when it gets darker earlier due to the consolidation of bus stops.
- Women are disproportionately excluded from active travel mainly due to safety concerns.
- Fewer women can’t or choose not to cycle due to feeling unsafe. By providing improved cycle infrastructure it would encourage more women to cycle safely and with less fear of road danger.
- Improving the crossing facilities for individuals would benefit all sexes.
- Installing additional cycle hangars and dockless bike hire stands would encourage more individuals to cycle and park their bikes safely and securely in the area.

<sup>21</sup> Transport for London, (2019). Understanding our diverse communities.

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## Sexual Orientation

A slightly lower share of residents of Belsize, Frognal and Hampstead Town Ward respectively identify as gay, lesbian, bisexual, or another sexuality that is not heterosexual, than in Camden (5.6%, 3.6%, 5.4% vs 6.9%)

*Transport data related to the 'sexual orientation' characteristic.*

Hate crime continues to blight the lives of many LGBTQ+ people and there are a number of issues that make personal safety a particular concern for the community. These include a lack of lighting or poor visibility at bus stops, stations and car parks, physical environments that feel unsafe (e.g. long subways and isolated bus stops), and security concerns about travelling from stations and bus stops (particularly at night). GLA reporting has made recommendations on designing out crime and helping to create an environment which makes lesbian, gay and bisexual people feel safer and less vulnerable to homophobic hate crime. In line with the London Plan, the GLA recommends that routes and spaces should be legible, overlooked, and well-maintained to maximise activity throughout the day and night. It also recommends that pedestrian, cyclists, and vehicular routes should be well-defined, integrated and limit opportunities for concealment<sup>22</sup>.

## Fitzjohn's Avenue Area Safe and Healthy Streets Consultation Data

The majority of respondents did not answer the equalities question related to sexual orientation, with 620 (65%) not answering this question. Of the respondents who did respond, responses are shown in the table 15 below.

Sexual Orientation	Number of Respondents	Percentage
Asexual	1	0%
Heterosexual or straight	271	28%
Gay	16	2%
Lesbian	1	0%
Bisexual	10	1%
Other	4	0%
Prefer not to say	30	3%
Not Answered	620	65%
<b>Total</b>	<b>953</b>	<b>100%</b>

Table 15 - Fitzjohn's Avenue Area Consultation Responses - Sexual Orientation

## Fitzjohn's Avenue Safe and Healthy Streets Consultation Responses

There were responses from the public consultation which raised comments over how the scheme would affect people with sexual orientation. The main comments raised were as follows:

- The scheme would benefit LGBTQ+ cyclists due to the fear of harassment on public transport.

<sup>22</sup> [Lesbian, gay, bisexual and transgender | London City Hall](#)

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## 2.b Consider evidence in relation to the additional characteristics that the Council is concerned about:

- Foster carers
- Looked after children/care leavers
- Low-income households
- Refugees and asylum seekers
- Parents (of any gender, with children aged under 18)
- People who are homeless
- Private rental tenants in deprived areas
- Single parent households
- Social housing tenants
- Any other, please specify

### **Foster carers**

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

No respondents to the public consultation raised comments over the proposed changes positively or negatively impacting foster carers.

### **Looked after children/care leavers**

There is evidence showing that looked after children and care leavers are more likely to be on low incomes and face problems related to debt (EHRC, 2022). Improving access to cheaper modes of transport such as walking, cycling and bus travel may therefore benefit looked after children and care leavers for the reasons listed in the section on 'low income households'.

No respondents to the public consultation raised comments over the proposed changes positively or negatively impacting looked after children/care leavers.

### **Low-income households**

There is no evidence to suggest that this project would have a negative impact on this characteristic.

*Transport data related to the 'low-income household' characteristic.*

Walking is the most commonly used type of transport by Londoners with low incomes (93 per cent walk at least once a week) in line with all Londoners (95 per cent). The bus is the next most common type of transport used by Londoners on lower incomes (69 per cent use the bus at least once a week, compared with 59 per cent of all Londoners.<sup>23</sup>

Evidence in the Camden Transport Strategy Evidence Base Report shows that those living in areas in Camden with the highest Indices of Multiple Deprivation (IMD) are comparatively less likely to own a vehicle. In Belsize, Frognal and Hampstead Town Ward 57.4%, 43.6% and 46.1% of households respectively do not own a car. Evidence also shows that areas with lower levels of deprivation in Belsize, Frognal and Hampstead Town Ward often also have very high levels of local public transport accessibility (PTAL), which, along with car clubs, cycle and scooter hire, walking and cycle facilities offer multiple alternative options to

<sup>23</sup> Transport for London, (2019). Understanding our diverse communities.

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private car ownership. Belsize, Frognal and Hampstead Town Ward has a PTAL rating ranging of 1-3.<sup>24</sup>

Department for Transport walking and cycling data also shows that people from deprived areas are more reliant on walking but that they are less likely to cycle than those from least deprived areas. There is evidence to demonstrate that the number of trips that use cycling as a main mode per person per day increase with household income.<sup>25</sup> This may be due to people on lower incomes having smaller homes and therefore less safe storage space for bikes, while the initial cost of buying a bike can also be prohibitive.<sup>26</sup> Despite this, cycling has been shown to be the second cheapest mode of transport after walking.

Considering this evidence, the proposed scheme would benefit people on low incomes who are likely to use buses, walk and cycle infrastructure which would help widen access to lower-cost transport options.

No respondents to the public consultation raised comments over the proposed changes positively or negatively impacting low-income households.

## **Refugees and asylum seekers**

There is no evidence to suggest that this project would have a disproportionate negative or positive impact on the basis of this characteristic.

Estimates suggest that Camden is home to between 12,000 and 15,000 refugees, including over 5,000 children<sup>27</sup>. As of December 2022, 691 individuals in Camden were receiving asylum support, a significant increase from 123 in the previous year<sup>28</sup>. Camden has demonstrated strong community support for refugees, with more than 500 families opening their homes to refugees from Ukraine<sup>29</sup>.

Those who claim asylum in the UK are not normally allowed to work whilst their claim is being considered. They are instead provided with accommodation and support to meet their essential living needs if they would otherwise be destitute.<sup>30</sup> This means that refugees and asylum seekers are less likely to have access to the modes of travel which typically cost more such as driving or using public transport. Improving access to cheaper modes of transport such as walking, cycling and bus travel may therefore benefit refugees and asylum seekers for the reasons listed above in the section on 'low-income households'.

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

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

No respondents to the public consultation raised comments over the proposed changes positively or negatively impacting refugees and asylum seekers.

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

<sup>24</sup> Transport for London, (2023). WebCAT <https://data.london.gov.uk/dataset/public-transport-accessibility-levels>.

<sup>25</sup> Transport for London, (2011). London Travel Demand Survey.

<sup>26</sup> Sustrans & Arup, (2020). Cycling for Everyone.

<sup>27</sup> [Camden Democracy](#)

<sup>28</sup> [London World](#)

<sup>29</sup> [Camden Citizen](#)

<sup>30</sup> UK Visas and Immigration, (2023). Permission to work and volunteering for asylum seekers.

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109 (11%) respondents reported that they are parents with children under 18. 23.5%, 29.9% and 24.9% of households in Belsize, Frognal and Hampstead Town Ward have dependent children respectively.<sup>31</sup>

## *Transport data related to the 'parent' characteristic*

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

109 respondents reported that they are a parent with dependent children under 16.

There were concerns in the public consultation that the loss of paid for parking and resident parking bays would make it difficult for parents to be able to park close to homes, shops and schools in the area. In addition to this, there were concerns with the floating bus stops and parking bays with risk of being hit by vehicles opening their doors or cyclists riding past. There were concerns raised relating to the removal/relocation of the bus stops as it would impact parents with children as they may not be able to alight close to the school or have to walk longer distances.

## **People who are homeless**

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

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

## *Transport data relevant to the 'homeless' characteristic*

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

## **Private rental tenants in deprived areas**

In Belsize, Frognal and Hampstead Town Wards, 50%, 42.6% and 37.9% of households live in a privately rented home respectively, this is lower than the Camden borough average of 35.6%, and the London average of 30%<sup>33</sup>

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

## **Single parent households**

Belsize, Frognal and Hampstead Town Wards have a lower proportion of households with dependent children in single parent households 3.5%, 4.8% and 3.7% lower than the overall

<sup>31</sup> ONS, 2021. Census.

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

<sup>33</sup> [Build a custom area profile - Census 2021, ONS](#)

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Camden proportion of 22%.<sup>34</sup>

Compared to nuclear family parents, single parents usually have more daily trips, spend more time on transport, and spend more time outside their home per day on average.<sup>35</sup> Single parents face unique transport barriers in their lives and whilst helping single parents obtain private vehicles (e.g., car donation programmes) can be considered a potential solution, the high expense of maintaining and operating a vehicle, may impose a heavy financial burden on single-parent families and constrain their ability to access opportunities and services.<sup>36</sup>

The issues identified for parents more generally may be felt more acutely by single parents, who have fewer adults to share childcare responsibilities and less flexibility in organising journeys. Single parent households are also more likely to experience low incomes, meaning that the transport barriers faced by low-income households may also apply to this group.

Improvements to low cost modes of travel, including safer walking and cycling routes and more reliable bus services, could therefore be particularly beneficial for single parents by supporting more affordable, independent and flexible travel options.

Consultation respondents were asked if they had dependents under 16 but not whether they were single parents. No comments were made specifically about single parents.

## **Social housing tenants**

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

In Belsize, Frognal and Hampstead Town Ward, 8.7%, 8.7% and 8.8% of households live in socially rented housing respectively. This is significantly lower than the Camden borough average of 33.7% and the London wide average of 23%.

Social housing tenants in deprived areas likely have similar transport challenges to the low income characteristic.

Social housing tenants may face transport exclusion due to the same reasons listed under low Income. Not having enough space to store a bike can be a barrier to cycling for this group.

## **Any other, please specify**

No other characteristics identified.

<sup>34</sup> [Build a custom area profile - Census 2021, ONS](#)

<sup>35</sup> Chlund, B. & Ottmann, P., (2007). The mobility behaviour of single parents and their activities outside the home. *German Journal of Urban Studies*.

<sup>36</sup> Wang, S. & Xu, Y.. (2020). Transit Use for Single-parent Households: Evidence from Maryland. *Transportation Research Interdisciplinary Perspectives*. 8.

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**2.c Have you found any data or evidence about intersectionality. This could be statistically significant data on disproportionality or evidence of disadvantage or discrimination for people who have a combination, or intersection, of two or more characteristics.**

The key intersectional themes that are relevant for the Fitzjohn's Avenue scheme are listed below:

- Individuals with multiple characteristics that are associated with being less likely to cycle (may benefit from the scheme)

There is evidence that intersectionality between multiple protected characteristics and additional characteristics can not only compound barriers to accessing transport overall but also to cycling specifically. Younger and older people, disabled people, and those included in the pregnancy and maternity group are less likely to cycle. Older people often report reduced confidence, balance issues or a heightened fear of road danger. Younger people, particularly children and teenagers, rely on adults to determine safe routes and may face restrictions on independent travel. Disabled people may be unable to use standard cycles or may face barriers where infrastructure is not accessible to non-standard or adapted cycles. People who are pregnant or who have very young children may find cycling physically challenging because they need to transport infants, prams or additional equipment.

When these intersecting characteristics, for example for an older disabled person or a single parent with young children, the barriers to cycling could be more significant. The proposed segregated cycle lanes and safer cycling environment within this scheme would help reduce these combined barriers by providing a more predictable, protected and comfortable space for cycling.

- Individuals with multiple characteristics that are associated with frequent users of public transport (may benefit from the scheme)

There is evidence that intersectionality between multiple protected characteristics and additional characteristics can not only compound barriers to accessing transport overall but also those to public transport specifically. Younger and older people, disabled people, people who are pregnant or have very young children, and people from Black, Asian and other minority ethnic groups are all disproportionately frequent users of public transport, particularly buses. These groups often have lower levels of car access and rely on affordable, reliable and safe public transport. Disabled and older people may depend on buses for essential journeys. People from minority ethnic backgrounds make more bus trips on average and may be more sensitive to disruptions or longer walking distances. Pregnant people and parents with young children often choose buses because they accommodate prams and reduce the physical demands of long walks. Young people, especially those under 16, rely almost entirely on walking and public transport for their journeys.

When these intersecting characteristics, for example for a low income parent from a minority ethnic background or an older disabled person, reliance on public transport becomes even more pronounced. The improvements to walking, bus stop layouts and bus journey reliability in this scheme would therefore support individuals with intersecting characteristics by improving the accessibility, safety and reliability of the modes they rely on most.

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## Step 3: Impact

Given the evidence listed in step 2, consider, and describe what potential **positive and negative impacts** this work could have on people, related to their **protected characteristics** and the **other characteristics** about which the Council is interested.

Make sure you think about all three aims of the public sector equality duty. Have you identified any actual or potential discrimination against one or more groups? How could you have a positive impact on advancing equality of opportunity for a particular group? Are there opportunities within the activity to promote “good relations” – a better understanding or relationship between people who share a protected characteristic and others?

### 3.a Potential negative impact on protected characteristics

Protected Characteristic	Is there potential negative impact? (Yes or No)	Explain the potential negative impact
Age	Yes	<p>Older people and parents with young children who rely on private vehicles for some of their trips could be negatively impacted by the proposed removal of paid for parking and resident parking on Fitzjohn’s Avenue as they may not be able to park outside of their homes or access paid for parking, and would have to walk further due to this. However, those who are reliant on taxis would still be able to be picked up and dropped off on Fitzjohn’s Avenue and side roads.</p> <p>The proposal of removing paid for parking on Heath Street may make it harder for some older people and people with small children, who rely on private vehicles, to visit shops and amenities in the area. However, there are 21 retained paid for parking bays in the immediate vicinity, and the area has a high level of public transport accessibility.</p> <p>The proposed consolidation of the two southbound bus stops into one may impact some older people and people with young children as they may have to travel further to reach these new relocated bus stops. These changes have been proposed in accordance with the guidance published by TfL to ensure all bus stops are situated in suitable locations and distances for all users, whether older or younger.</p> <p>Some respondents were concerned that the proposed bus stop bypasses would be dangerous for older people. These proposed bus stop bypasses have been designed in accordance with the guidance published by TfL to ensure they protect people cycling and bus passengers, including those who are older and younger.</p>

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Protected Characteristic	Is there potential negative impact? (Yes or No)	Explain the potential negative impact
		<p>The HSS timed motor vehicle restriction could potentially have a negative impact on older people who live in or visit the area and who have an essential need for a car. However, Camden's HSS exemption policy allows residents and visitors with essential mobility needs, including Blue Badge holders and those who rely on carers or taxis for essential trips, to apply for an exemption so they can continue to access the street during the restricted times. The eligibility for exemptions is outlined in the <a href="#">Healthy School Street exemption policy</a> and is in line with all of the Council's HSS schemes and follows best practice guidance from TfL.</p>
Disability including carers	Yes	<p>Disabled people who rely on private vehicles for some of their trips could be negatively impacted by the proposed removal of paid for parking and resident parking on Fitzjohn's Avenue as they may not be able to park outside of their homes or access paid for parking, and would have to walk further due to this. However, those who are reliant on taxis would still be able to be picked up and dropped off on Fitzjohn's Avenue and side roads.</p> <p>The proposed removal of paid for parking on Heath Street may make it harder for some disabled people, who rely on private vehicles, to access local shops and amenities in the area. However, there are 21 retained paid for parking bays in the immediate vicinity, and the area has a high level of public transport accessibility.</p> <p>The relocation of bus stops may impact some disabled people as they may have to travel further to reach these new relocated bus stops. These changes have been proposed in accordance with the guidance published by TfL to ensure all bus stops are situated in suitable locations and distances for all users, including those with disabilities.</p> <p>In response to consultation feedback, the design has been amended to retain both northbound Bus Stops J (St Mary's School) and K (Lyndhurst Road / Akenside Road), with both stops to be upgraded to bus stop bypasses. This change responds to accessibility concerns raised by local residents, parents, and St Mary's School, while still delivering journey time and safety benefits. In the revised arrangement, the distances between the two northbound bus stops would be approximately 230 metres, which remains</p>

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Protected Characteristic	Is there potential negative impact? (Yes or No)	Explain the potential negative impact
		<p>within TfL's guidance. Buses would stop within the traffic lane, in line with TfL guidance, avoiding delays caused by pulling in and out of stops, and the bus stop bypass design would provide safe and continuous provision for people cycling.</p> <p>Following review of consultation and operational concerns, the proposal to consolidate the southbound Bus Stops H (St Mary's School) and S (Nutley Terrace) would proceed as consulted on, as the distance between the remaining stops remains within TfL's recommended spacing of up to 400 metres. This rationalisation would help to reduce bus delays in the southbound direction and improve service reliability, while maintaining access for bus passengers, including those with limited mobility.</p> <p>Some respondents were concerned that the proposed bus stop bypasses would be dangerous for disabled people, including those with reduced mobility and visual impairments. These bus stop bypasses have been designed in accordance with the guidance published by TfL to ensure they protect people cycling and bus passengers, including those with disabilities. At these locations, pedestrians have priority when crossing the cycle track, with this priority reinforced through tactile paving, a raised mini zebra crossing and road markings that require cyclists to slow down and give way. TfL's 2024 safety review found that the risk of pedestrian injury at bus stop bypasses is very low, and Road Safety Audits undertaken for this scheme have not identified significant safety concerns. See Section 3.8.5.2 in Appendix A, Consultation Summary Report, for a detailed response.</p> <p>Lack of cycle hire and scooter parking facilities may result in pavement clutter that could reduce accessibility for disabled people. However, the proposed dockless bike hire bays would help to address existing problems by providing a dedicated area, which would increase capacity in the area, where hire bikes can be parked. In addition, the Council is enhancing the dockless bike hire schemes in Camden, where details can be found <a href="#">here</a>.</p> <p>The HSS timed motor vehicle restriction could potentially have a negative impact on disabled people who live in or visit the area and who have essential</p>

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Protected Characteristic	Is there potential negative impact? (Yes or No)	Explain the potential negative impact
		<p>need for a car. However, Camden's HSS exemption policy allows residents and visitors with essential mobility needs, including Blue Badge holders and those who rely on carers or taxis for essential trips, to apply for an exemption so they can continue to access the street during the restricted times. The eligibility for exemptions is outlined in the <a href="#">Healthy School Street exemption policy</a> and is in line with all of the Council's HSS schemes and follows best practice guidance from TfL.</p>
Gender reassignment	No	<p>Officers do not consider that the proposed changes would have any negative impact on the basis of gender reassignment.</p>
Marriage/civil partnership	No	<p>Officers do not consider that the proposed changes would have any negative impact on the basis of this characteristic.</p>
Pregnancy/ maternity	Yes	<p>The proposed removal of paid for parking bays and resident parking bays near their homes and local shops could negatively impact pregnant women or people or those with very young children who may be reliant on a car for transport, which may decrease their access to services. However, those who are reliant on taxis would still be able to be picked up and dropped off on Fitzjohn's Avenue, Heath Street and side roads.</p> <p>Some respondents were concerned that the proposed bus stop bypasses would be dangerous for pregnant people or parents with young children. Officers have considered these concerns in the context of pregnancy and maternity. The design used at the bypasses, such as pedestrian priority at the crossing point, tactile paving, a raised mini zebra crossing, and measures to slow cyclists, support safe access for people who are pregnant and those travelling with babies. This is described in more detail in the Disability section above and in the Consultation Summary Report Section 3.8.5.2.</p> <p>The HSS timed motor vehicle restrictions could potentially have a negative impact on pregnant women or parents with young children who live in or visit the area and who have an essential need for a car. However, Camden's HSS exemption policy allows residents and visitors with essential mobility needs, including Blue Badge holders and those who rely on carers or taxis for essential trips, to apply for an exemption so they can continue to access the street during the restricted times. The eligibility for</p>

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Protected Characteristic	Is there potential negative impact? (Yes or No)	Explain the potential negative impact
		exemptions is outlined in the <a href="#">Healthy School Street exemption policy</a> and is in line with all of the Council's HSS schemes and follows best practice guidance from TfL.
Race	No	Officers do not consider that the proposed changes would have any negative impact on race.
Religion or belief	No	Officers do not consider the proposed changes to have any negative impact on religion or belief.
Sex	Yes	The proposed removal of residents and paid for parking bays on Fitzjohn's Avenue, Lyndhurst Road, Akenside Road and Heath Street could negatively impact women who may be reliant on a car for transport. This may require them to walk further to their vehicles, potentially impacting on their safety when travelling at night.
Sexual orientation	No	Officers do not consider that the proposed changes would have any negative impact on members of the basis of sexual orientation.

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## 3.b Potential positive impact on protected characteristics

Protected Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
Age	Yes	<p>The proposals would have a positive impact on individuals of all ages. Improving pedestrian and cycling facilities, such as upgraded crossings and continuous pavements, would make walking safer and more accessible for older people. The introduction of a segregated uphill cycle lane, alongside measures that reduce traffic dominance and road danger, would also create a more comfortable and predictable environment for cycling. While not all older people would choose to cycle, these changes may help remove some of the safety and confidence barriers that could discourage older people from considering cycling or wheeling as part of their journeys. In particular, a safer and less stressful cycling environment may support older people who use, or may consider using, e-bikes, which can reduce the physical effort required for cycling, especially on gradients.</p> <p>Reducing traffic dominance and encouraging the use of active modes has the potential to improve air quality in the area, benefiting older and young people who are known to be particularly sensitive to poor air quality.</p> <p>The proposals would benefit students at schools in close proximity to the bus stops on Fitzjohn’s Avenue by ensuring the bus service runs efficiently. It would encourage parents/children to use the bus as an alternative to motor vehicles for their school trip journeys.</p> <p>Making it easier and safer for more people to walk and cycle would also help reduce pressure on bus services and free up space for passengers who are most reliant on this mode of travel, including older people.</p> <p>Implementing improvements to cycling infrastructure, such as proposing a segregated cycle lane, would encourage more young and older people to cycle as this would make cycling safer and more accessible. This would have positive benefits to their health and well-being, in addition to better air quality and a reduction in motor vehicle usage.</p> <p>Upgrading the crossings on Fitzjohn’s Avenue and Lyndhurst Road/Akenside Road would make it easier and safer for people of all ages to cross the road. It would help to reduce collisions as people crossing would be more visible to motor vehicles.</p>

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Protected Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
		<p>The scheme would produce general safety improvements for older people and young children, especially when cycling and crossing the road, while also bringing health benefits to this group.</p> <p>Reducing traffic dominance and creating a safe and accessible walking environment would therefore help to support the majority of our residents' travel needs and increase the propensity to walk for people of all ages. In turn, this would have a potentially positive impact on physical and mental health and increase the opportunity for independent mobility for both younger people and older people.</p> <p>Carers who need to visit older people living on the restricted streets during the hours of restriction, and taxis for essential journeys are eligible for an exemption and would need to apply, in line with our HSS exemptions policy. Full details of the eligibility criteria and application process are available on the Council's website at <a href="https://www.camden.gov.uk/healthy-school-streets">https://www.camden.gov.uk/healthy-school-streets</a></p>
Disability including carers	Yes	<p>Reducing traffic dominance and creating a safe and accessible cycle route along Fitzjohn's Avenue would reduce some barriers to walking and cycling safely which some disabled people may encounter.</p> <p>The proposed dockless bike hire bays would have a positive impact on disabled people as there would be an increase in capacity therefore it would reduce instances of footpaths being blocked by bikes.</p> <p>The proposed changes to the bus stop would have a positive impact on disabled people as improved access to buses would encourage more disabled people to use public transport. Buses would stop within the carriageway rather than pulling in and out, which would help reduce delays and make bus movements more predictable for passengers. More reliable services would make public transport easier to use for disabled people, including those who rely on buses for essential journeys. See Section 3.8.5.2 of the Consultation Summary Report for a detailed response.</p> <p>The proposed changes to the parking and loading bays on Heath Street would have a positive impact on disabled people as buses would not be blocked by parked vehicles thereby helping reduce delays and benefiting all public</p>

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Protected Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
		<p>transport users, including disabled people.</p> <p>Upgrading the crossings on Fitzjohn's Avenue and Lyndhurst Road/Akenside Road would make it easier and safer for disabled people to cross the road. Several of the locations currently have limited or no formal crossing facilities, which could make it difficult for people with mobility or visual impairments to judge when it is safe to cross. The scheme introduces new zebra, parallel and continuous crossings. These measures help to slow approaching traffic, make the crossing point more visible and predictable for drivers, and provide a clearer and more level route across the carriageway. These improvements support safer and more accessible crossing movements for disabled people.</p> <p>It should be noted that no disabled bays would be removed as part of the scheme. In addition, pick-up and drop-off of taxi passengers continues to be allowed along the length of the Fitzjohn's Avenue/Heath Street corridor. Where a ramp needs to be deployed, taxis will be able to use the bus stops and on side streets for the pick-up and drop-off of passengers.</p> <p>The scheme would produce general safety improvements for disabled people, especially when cycling and crossing the road, while also bringing health benefits to this group.</p> <p>The trial HSS restriction could improve poor air quality in the area, which disabled people are more vulnerable to by reducing traffic dominance and encouraging the use of active modes of travel.</p> <p>Blue badge holders living on or needing to visit premises on the restricted streets as well as carers for disabled people living on the restricted streets would be eligible for an exemption. Similarly, taxis for essential journeys are eligible for an exemption. Exemptions would need to be applied for in line with our exemptions policy.</p>
Gender reassignment	No	<p>There is no evidence that the proposed changes would have specific positive impacts on people with this protective characteristic. Any benefits from the scheme, such as improving walking, cycling and access to buses, apply generally to all users.</p>
Marriage/civil partnership	No	<p>There is no evidence that the proposed changes would have specific positive impacts on people with this protective characteristic. Any benefits from the scheme, such as improving walking, cycling and access to buses,</p>

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Protected Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
		apply generally to all users.
Pregnancy/ maternity	Yes	<p>Reducing traffic dominance, introducing pedestrian improvements such as safer crossings at junctions, and creating a safe and accessible cycle route along Fitzjohn's Avenue could increase the propensity of pregnant people and parents with babies to walk (especially with pushchairs) and cycle. In turn, this could have a positive impact on physical and mental wellbeing.</p> <p>The proposed changes to the bus stops would have a positive impact on pregnant people and parents with babies as improved access to buses could encourage them to use the bus.</p> <p>Reducing traffic dominance and encouraging the use of active and sustainable transport modes also has the potential to improve poor air quality on Fitzjohn's Avenue which could be particularly harmful to pregnant people and unborn children, and those with young children.</p> <p>Upgrading the crossings on Fitzjohn's Avenue and Lyndhurst Road/Akenside Road would make it easier and safer for pregnant women and those with young children to cross the road. Several of the locations currently have limited or no formal crossing facilities, which could make it difficult for people with mobility or visual impairments to judge when it is safe to cross. The scheme introduces new zebra, parallel and continuous crossings. These measures help to slow approaching traffic, make the crossing point more visible and predictable for drivers, and provide a clearer and more level route across the carriageway. These improvements support safer and more accessible crossing movements for disabled people.</p> <p>The addition of greening proposed in the area would help to make the area more pleasant visually as well as improving air quality for parents with children providing important improvements to public health conditions.</p> <p>The HSS by restricting traffic and reducing traffic dominance and road danger could help increase the propensity of pregnant people and parents with babies to walk (especially with pushchairs) and potentially cycle. In turn, this could potentially have a positive impact on physical and mental health and wellbeing.</p>

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Protected Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
Race	Yes	<p>The evidence review has shown that people from Black, Asian and Minority Ethnic backgrounds are less likely to cycle than other groups, although the gap has been closing in recent years. By making it safer and easier to cycle through the provision of segregated cycle tracks, the proposals may support progress towards improved representation of people of different races amongst cyclists.</p> <p>People from Black, Asian, and Ethnic Minority backgrounds are prominent users of public transport modes. By making bus services more efficient and reliable it would help facilitate improvements to their commute for work and leisure.</p> <p>As people from Black, Asian and Minority Ethnic backgrounds are more likely to rely on walking to make journeys for work and leisure, the pedestrian improvements proposed on Fitzjohn's Avenue and Healthy School Street traffic reduction measures on College Crescent would be beneficial to these groups. It would help to improve their physical and mental health and well-being.</p>
Religion or belief	No	<p>There is no evidence that the proposed changes would have specific positive impacts on people with this protective characteristic. Any benefits from the scheme, such as improving walking, cycling and access to buses, apply generally to all users.</p>
Sex	Yes	<p>The proposed public realm improvements would help women feel safer as it would make it more welcoming for them to walk and cycle.</p> <p>Providing segregated cycling infrastructure and reducing traffic dominance could make cycling feel more safer and less stressful, which supports women who may be less confident cycling in mixed traffic. In turn, this would positively impact physical and mental wellbeing and provide women with better access to walking and cycling infrastructure in the area.</p> <p>Improvements to bus journey times and reliability would result in less time waiting at bus stops during early/late night hours, which is a safety concern for some individuals.</p> <p>The proposed HSS on College Crescent could help address fears around road danger and traffic that have been noted as a barrier that prevents women</p>

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		from walking.
Sexual orientation	No	There is no evidence that the proposed changes would have specific positive impacts on people with this protective characteristic. Any benefits from the scheme, such as improving walking, cycling and access to buses, apply generally to all users.

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## 3.c Potential negative impact on other characteristics

Characteristic	Is there potential negative impact? (Yes or No)	Explain the potential negative impact
Foster carers	No	There is no evidence that the proposed changes have any negative impact on foster carers.
Looked after children/care leavers	No	There is no evidence that the proposed changes have any negative impact on looked after children/care leavers.
Low-income households	No	There is no evidence that the proposed changes have any negative impact on low-income households.
Refugees and asylum seekers	No	There is no evidence that the proposed changes have any negative impact on refugees and asylum seekers.
Parents (of any gender, with children aged under 18)	Yes	<p>The proposed changes could negatively impact parents with children who are dependent on motor vehicles, as the proposed removal of paid for parking and resident parking bays would result in them having to park further away from home, schools and shops, and they may have to walk further distances. This would negatively impact on those parents managing prams, car seats and other essentials.</p> <p>There is no evidence that the proposed HSS would have a disproportionate negative impact on parents, although families with an essential need to drive to school during the restricted times are able to apply for an exemption under Camden's HSS exemption policy.</p>
People who are homeless	No	There is no evidence that the proposed changes have any negative impact on people who are homeless.
Private rental tenants in deprived areas	No	There is no evidence that the proposed changes have any negative impact on private rental tenants in deprived areas.
Single parent households	Yes	<p>The proposed changes could impact on single parent household who are dependent on motor vehicles as the proposed removal of paid for parking and resident parking bays would result in them having to park further away from home, schools and shops and would have to walk more. This would impact on those parents managing prams, car seats and other essentials.</p> <p>There is no evidence that the proposed HSS would have a disproportionate negative impact on single parent households, although single parents</p>

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		with an essential need to drive to school during the restricted times are able to apply for an exemption under Camden's HSS exemption policy.
Social housing tenants	No	There is no evidence that the proposed changes have any negative impact on social housing rental tenants.
Any other, please specify	N/A	There is no evidence that the proposed changes have any negative impact on any other characteristics.

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## 3.d Potential positive impact on other characteristics

Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
Foster carers	No	There is no evidence that the proposed changes would have specific positive impacts on people with this characteristic. Any benefits from the scheme, such as improving walking, cycling and access to buses, apply generally to all users.
Looked after children/care leavers	No	There is no evidence that the proposed changes would have specific positive impacts on people with this characteristic. Any benefits from the scheme, such as improving walking, cycling and access to buses, apply generally to all users.
Low-income households	Yes	<p>The walking and cycling infrastructure improvements included in the proposals would increase the attractiveness and accessibility of more affordable transport modes, which have the potential to benefit low-income households or individuals who wish to use these modes. This may be particularly relevant to people affected by the high prevalence of deprivation and low income in the wards intersecting with the proposals.</p> <p>The introduction of a segregated cycle lane could help make it safer and easier for low-income households in these wards to take up cycling and use that mode, which is a relatively cheap(er) form of travel, to access jobs and services.</p> <p>The bus infrastructure improvements included in the proposals would increase the attractiveness and accessibility of more affordable transport modes, which have the potential to benefit low-income households or individuals who wish to use these modes. This may be particularly relevant to people affected by the high prevalence of deprivation and low income in the ward within the proposal area.</p>

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Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
Refugees and asylum seekers	No	There is no evidence that the proposed changes would have specific positive impacts on people with this characteristic. Any benefits from the scheme, such as improving walking, cycling and access to buses, apply generally to all users.
Parents (of any gender, with children aged under 18)	Yes	<p>It is likely that there is an intersection between parents with children and households on low incomes. Therefore, the proposals may have benefits with regard to helping this group access more affordable transport (see Low-income households).</p> <p>It is likely that there is an intersection between parents and pregnancy/maternity. Therefore, the proposals may have benefits in reducing traffic dominance, improving pedestrian and cycling facilities, and improving access to buses (see pregnancy/maternity).</p>
People who are homeless	Yes	<p>Walking and cycling infrastructure improvements included as part of the proposals may benefit people who are homeless, for whom walking and cycling are primary modes of transport.</p> <p>Measures that reduce road traffic emissions and create a more climate-resilient public realm would also benefit homeless people who are most susceptible to the effects of more common extreme weather events, in particular heatwaves and heavy rains.</p>
Private rental tenants in deprived areas	Yes	The impacts faced by those from low-income households are relevant. Low-cost modes of travel including walking, cycling and public transport could be a more accessible and affordable transportation mode that benefits private rental tenants in deprived areas.
Single parent households	Yes	<p>Single parents typically need to make more trips than nuclear family parents as they are often not able to share childcaring and household responsibilities. Single parent households are more likely to have low-incomes or face debt difficulties. Due to this association, the proposals may have benefits with regard to helping this group access more affordable transport i.e. walking, cycling and bus (see Low-income households).</p> <p>It is likely that there is an intersection between single parent households and pregnancy/maternity. Therefore, the proposals may have benefits in reducing traffic dominance, improving pedestrian and cycling</p>

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Characteristic	Is there potential positive impact? (Yes or No)	Explain the potential positive impact
		facilities, and improving access to buses (see pregnancy/maternity).
Social housing tenants	No	There is no evidence that the proposed changes would have specific positive impacts on people with this characteristic. Any benefits from the scheme, such as improving walking, cycling and access to buses, apply generally to all users.
Any other, please specify	No	No additional impacts were identified.

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**3.e Consider intersectionality.**<sup>4</sup> Given the evidence listed in step 2, consider, and describe any potential **positive and negative impacts** this activity could have on people who have a **combination, or intersection, of two or more characteristics**. For example, people who are young, trans, and homeless, disabled people on low incomes, or Asian women.

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

## **Access to safe walking and cycling facilities (positive)**

Intersections between protected and additional characteristics have been discussed above. The scheme introduces new and upgraded crossings, continuous pavements and a segregated uphill cycle lane, all of which help reduce road danger and make active travel routes safer and more accessible. These improvements particularly support people with intersecting characteristics who face multiple barriers to safe movement in the area, such as disabled people, women, younger and older people, single parent households and low income residents. By improving the safety and accessibility of walking and cycling, the scheme helps to reduce some of the compounded accessibility challenges experienced by these groups.

## **Access to improved air quality and environment (positive)**

Intersections between protected and additional characteristics have been discussed above. The reduction in traffic dominance and the introduction of additional greening along Fitzjohn's Avenue are expected to contribute to improved local air quality and a more pleasant walking environment. Improved air quality is particularly beneficial for groups who are more vulnerable to pollution, including younger people, older people and disabled people, especially those with respiratory or mobility related health conditions. People with intersecting characteristics, such as low income disabled residents or single parent households with young children, may therefore benefit from these environmental improvements because they are more likely to travel on foot or by public transport and spend more time in the local area.

## **Reducing compounding intersectional barriers to bus journeys (positive)**

By improving bus journey times and reliability, the scheme supports people who rely on buses as their primary and most affordable mode of travel. This is particularly relevant for groups who intersect with low income who are more likely to depend on public transport, including disabled people, younger and older people, women, parents and single parents, ethnic minority groups, care leavers, refugee and asylum seekers. More predictable and efficient bus services can help reduce some of the compounded barriers experienced by these groups, who may have fewer alternative travel options and are therefore more affected by unreliable or slow journeys. Enhancing the safety and accessibility of walking routes to bus stops also supports access to affordable transport for people who rely on low-cost modes to reach essential services, employment and education.

<sup>4</sup> Intersectionality refers to the interconnected nature of social categorisations such as race, class, and gender as they apply to a given individual or group, regarded as creating overlapping and interdependent systems of discrimination or disadvantage.

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## Step 4: Engagement - co-production, involvement, or consultation with those affected

### 4.a How have the opinions of people potentially affected by the activity, or those of organisations representing them, informed your work?

<p>List the groups you intend to engage and reference any previous relevant activities, including relevant formal consultation?<sup>5</sup></p>	<p>If engagement has taken place, what issues were raised in relation to one or more of the protected characteristics or the other characteristics about which the Council takes an interest, including multiple or intersecting impacts for people who have two or more of the relevant characteristics?</p>
<p>Air Training Corps, Anna Freud Centre, Arkwright Mansions Leaseholders Association, Arkwright Mansions Residents Association, Arkwright Road Residents Committee, Bela Bartok Centre for Musicianship, Belsize Square Synagogue, Belsize Studio, BodyMatters Clinic, Bright Smile Dental Clinic, British College of Osteopathic Medicine, Camden Joint Intake Referral Service, Camden Swiss Cottage Swimming Club, Church of St Thomas More (Roman Catholic Church), Congregation of Jesus, Cresta House Residents Association, Daleham Gardens Health Centre, Danish YWCA, Devonshire House Preparatory School, Dramarama, Embassy Theatre, Ergotec Health, Fitzjohn's Primary School, Freud Museum London, Gender Identity Development Service, Gray's Inn Medical Group, Hampstead 2020, Hampstead Parochial Church of England Primary School, Holy Trinity C Of E Primary School, Junior School, Little Hands Design Charity, London Marriott Regents Park Leisure Club, Lyndhurst House Preparatory School, Maria Montessori School Hampstead, Middle School, Natural Health Chiropractic, Netherhall House Hall of Residence for Students, North Bridge House - Pre-Prep School Hampstead, North Bridge House Nursery Hampstead, North Bridge House School Junior House, North Bridge House School Nursery, North Bridge House Senior School, North Camden Acute Day Unit, Phoenix School, Portman Clinic, Ritz Pharmacy, Royal Central School of Speech and Drama, Senior School, South</p>	<p>As part of the public consultation, all the Borough-wide and local stakeholders listed to the left were invited to provide comments on the proposed scheme changes.</p> <p>University College School Pre-Prep and Belsize Mews Residents were concerned that pupils attending the school are very young and need to be dropped off at the school gate. Mitigations for this concern have been outlined in Section 3.8.7.7 of Appendix A, Consultation Summary Report.</p> <p>South Hampstead High School were concerned that the loss of parking would disproportionately impact staff with mobility issues and those who cannot travel by cycle or public transport. Mitigations for this concern have been outlined in Section 3.8.7.9 of Appendix A.</p> <p>Camden Cycling Campaign were concerned that the scheme provides a cycle lane in only one direction. They suggested a southbound (downhill) lane is also needed to protect cyclists, particularly school children and parents. Officers have noted the concern and have outlined a detailed response in Section 3.13.1 of Appendix A.</p> <p>United Cabbies Group were concerned about the impact on taxi drivers' ability to pick up passengers, particularly when they need to access the kerbside to use wheelchair ramps for loading or unloading passengers. Mitigations for this concern have been outlined in Section 3.8.6.8 of Appendix A.</p>

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<p>List the groups you intend to engage and reference any previous relevant activities, including relevant formal consultation?<sup>5</sup></p>	<p>If engagement has taken place, what issues were raised in relation to one or more of the protected characteristics or the other characteristics about which the Council takes an interest, including multiple or intersecting impacts for people who have two or more of the relevant characteristics?</p>
<p>Bank - Hampstead Campus, South Hampstead High School (Juniors), South Hampstead High School (Seniors), Southbank International School Hampstead Campus, Sparks, St Anthony's Roman Catholic School, St Christopher's School, St Mary's School Hampstead, St Mary's School Hampstead, St Mungos Hostel (Adamson Road), Swiss Cottage Area Partnership, Swiss Cottage School Development and Research Centre Venue Hire, Tavistock and Portman NHS Foundation Trust, Tavistock and Portman NHS Foundation Trust Patient Advice and Liaison Service (PALS), Tavistock Centre, Tavistock Childrens Day Unit, Tavistock Clinic Parents and Carers Consultation Service (Over 25s), The Junior Branch, The Senior School and Sixth Form, The Winch, Trevor-Roberts School, UCL Academy, UCS Active, University College School Pre-Prep, University College School Senior School, Village Veterinary Practice, Winch After School and Holiday Playschemes, WK School of Art &amp; Design, Yoshinkan Aikido Club</p>	<p>Guide Dogs were concerned that the parallel crossings, continuous pavements, two-way cycling, and shared use areas would be difficult for vision-impaired people to navigate. Mitigations for this concern have been outlined in Section 3.13.10 of Appendix A.</p> <p>Guide Dogs were concerned that increasing distances between bus stops may disadvantage disabled and older people. Mitigations for this concern have been outlined in Section 3.8.5.1 of Appendix A.</p> <p>Guide Dogs were concerned about the proposed bus stop bypasses. Mitigations for this concern have been outlined in Section 3.8.5.2 of Appendix A.</p>
<ul style="list-style-type: none"> <li>• London Ambulance Service</li> <li>• NHS Blood and Transport</li> <li>• London Fire Brigade</li> <li>• MET Police</li> <li>• British Transport Police</li> <li>• Freight Transport Association</li> <li>• Road Haulage Association</li> <li>• Royal Mail</li> <li>• TfL</li> </ul>	<p>Standard statutory consultees engaged with for the proposed scheme are listed to the left.</p>

<sup>5</sup> This could include our staff networks, advisory groups and local community groups, advice agencies and charities.

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**4. b. Where relevant, record any engagement you have had with other teams or directorates within the Council and/or with external partners or suppliers that you are working with to deliver this activity. This is essential where the mitigations for any potential negative impacts rely on the delivery of work by other teams.**

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

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

## Step 5: Informed decision-making

**5. Having assessed the potential positive and/or negative impact of the activity, what do you propose to do next?**

Please select one of the options below and provide a rationale (for most EqIAs this will be box 1). Remember to review this and consider any additional evidence from the operation of the activity.

<p><b>1. Change the activity to mitigate potential negative impacts identified and/or to include additional positive impacts that can address disproportionality or otherwise promote equality or good relations.</b></p>	
<p><b>2. Continue the work as it is because no potential negative impacts have been</b></p>	

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<p>found</p>	
<p><b>3. Justify and continue the work despite negative impacts (please provide justification – this must be a proportionate means of achieving a legitimate aim)</b></p>	<p>The main negative impacts on equalities identified in this assessment and from the public consultation are the potential impact on individuals who are dependent on motors vehicles on essential journeys. Disabled people and older people who rely on being dropped off and picked up outside their homes raised concerns that the proposals would make this more difficult. Parents and carers who need to drive children to school, especially those managing prams, car seats or caring responsibilities, also raised concerns about increased walking distances resulting from the proposed removal of parking spaces. In addition, there are potential impacts on bus passengers from the consolidation of bus stops. Disabled people, older people and parents with school children raised concerns that this would make it more difficult to access buses as they would have walk for longer distances to reach a bus stop.</p> <p>These impacts have been considered carefully, and a number of mitigations have been introduced to address them. For example, a number of residents’ parking spaces would be retained in the scheme area, and those who are reliant on taxis would still be able to be picked up and dropped off on Fitzjohn’s Avenue and side roads. In addition, changes made in response to consultation feedback include retaining a northbound bus stop, which was previously proposed to be removed and consolidated, to support accessibility for older, disabled residents, and pupils attending school in the area, widening footways in locations where narrowing was originally proposed, and amending crossing designs to improve safety for pedestrians. The scheme also incorporates design features that support safer navigation, such as raised and continuous crossings, tactile paving and clearer pedestrian priority at key crossing points, all of which help improve accessibility for disabled and older people.</p> <p>With regard to the HSS restriction, the Council’s exemption policy provides an important mitigation. Disabled residents, Blue Badge holders, carers, and those who need to undertake essential journeys by taxi or private vehicle are able to apply for exemptions so they can continue to access the restricted street during operating hours. Details of the eligibility criteria and application process are publicly available on the Council’s website at <a href="https://www.camden.gov.uk/healthy-school-streets">https://www.camden.gov.uk/healthy-school-streets</a>. The HSS restriction also operates a maximum of two and a half hours a day, Monday to Friday, during school term time only, which helps reduce the potential burden on those who rely on vehicle access.</p> <p>At the same time, the proposals offer substantial positive impacts for protected groups through improvements to walking, cycling and public transport infrastructure, in line with the Camden Transport Strategy, Mayor’s Transport Strategy and other strategy</p>

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	<p>document. As set out in this EQIA, residents across all protected groups make the majority of their journeys by walking and public transport, and improvements such as upgraded crossings, continuous pavements, safer cycling infrastructure and HSS measures directly support safer and more accessible movement for many groups, including younger people, older people, disabled people, women and low income residents. The scheme also contributes to improved air quality, which is particularly important for younger people, older people and disabled people with underlying health conditions.</p> <p>These combined measures help ensure that the anticipated negative impacts are mitigated where possible, and that the scheme could proceed, as the mitigations help ensure the impacts on protected groups are appropriately addressed while delivering the scheme's intended benefits.</p> <p>The EqIA would be continually reviewed and updated in response to any engagement feedback, changes to scheme objectives and/or other changes to scheme proposals and delivery.</p> <p>Officers therefore recommend proceeding with the proposals. During the trial period of the HSS, officers would seek residents' and stakeholders' feedback as well as monitor the scheme to assess its impacts including on protected groups. This information and data, together with a consideration of policies, will inform a decision as to whether to permanently retain, amend or remove the scheme at the end of the trial period.</p>
<p><b>4. Stop the work because discrimination is unjustifiable and there is no obvious way to mitigate the negative impact</b></p>	

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## Step 6: Action planning

**6. You must address any negative impacts identified in steps 3 and/or 4. Please demonstrate how you will do this or record any actions already taken to do this.**

Please remember to add any positive actions you can take that further any potential or actual positive impacts identified in step 3 and 4.

Make sure you consult with or inform others who will need to deliver actions.

Action	Due	Owner
Ensure Road Safety Audits are carried out and acted upon during the detailed design stage (and post-implementation), to remove any hazards that could impact the safety of road users.	If a decision is made to proceed with the proposed changes.	Design Team
Ensure sufficient and accessible notification is provided to local residents and stakeholders so they have time to understand the changes that would take place.	If a decision is made to proceed with the proposed changes.	Project Team
If the scheme is approved, continual monitoring of the scheme's outcomes, allowing Camden to review and identify whether any changes are required (which would be subject to separate consultations). Monitoring would include a Stage 3 Road Safety Audit, traffic levels, cycle and pedestrian levels, road safety data, air quality and feedback from the community and stakeholders.	Post implementation if a decision is made to proceed with the proposed changes.	Project Team

## Step 7: EqIA Advisor

Ask a colleague, preferably in another team or directorate, to 'sense check' your approach to the EqIA and ask them to review the EqIA form before completing it.

They should be able to clearly understand from what you have recorded here the process you have undertaken to assess the equality impacts, what your analysis tells you about positive and negative actual or potential impact, and what decisions you have made and actions you have identified as a result.

They may make suggestions for evidence or impacts that you have not identified. If this happens, you should consider revising the EqIA form before completing this version and setting a date for its review.

If you feel you could benefit from further advice, please contact the Equalities service at [equalities@camden.gov.uk](mailto:equalities@camden.gov.uk)

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## Step 8: Sign-off

<b>Lead person completing the EqlA (author)</b>	
Full name:	Javed Ali Shah
Position:	Transport Planner
Directorate:	Investment Place and Opportunity
Date:	17/11/2025
<b>Person reviewing the EqlA (reviewer)</b>	
Full name:	Vivian Luk
Position:	Principal Transport Planner
Directorate:	Investment Place and Opportunity
Date:	01/12/2025
<b>Person reviewing the EqlA (reviewer)</b>	
Full name:	Jack Kilker
Position:	Equality Impact Quality Assurance Lead
Directorate:	Homes and Communities
Date:	19/12/2025
<b>Officer accountable for the EqlA (e.g. director or project sponsor)</b>	
Full name:	Richard Bradbury
Position:	Director of Environment and Sustainability
Directorate:	Investment Place and Opportunity
Date:	13/01/2025
<b>Version number and date of update</b>	
V1 17/12/2025	

**REPORT ENDS**