

APPENDIX 4 - Equality Analysis / Impact Assessment (EQIA)

South Fulham SW6 Traffic Congestion and Pollution Reduction (TCPR) scheme

Overall Information	Details of Full Equality Impact Analysis
Financial Year and Quarter	2021 Quarter 3
Name and details of initiative	<p>Title of EIA: South Fulham SW6 Traffic Congestion and Pollution Reduction (TCPR) scheme</p> <p>Short summary: The proposed scheme aims to progress the South Fulham SW6 TCPR from an experimental trial scheme (introduced in July 2020) to a permanent traffic order and consider the expansion of the scheme area.</p>
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Revision History

Version	P01	PO2	PO3
Date	26/10/21	12/11/21	25/11/21
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Key Findings

The Equality Impact Assessment found that the scheme will not have an adverse impact on a particular group and the Council have complied with its statutory duties. It is envisaged that the

scheme positively impacts groups affected by high traffic volumes near their homes. Improving air quality, accessibility and lowers risk of collisions.

This EQIA finds the initial Adverse Equality Impact Rating to be **Low**. However, with identified mitigations implemented, the scheme will not have an adverse impact on a particular group.

Summary and recommendations of equality analysis / impact assessment

Context

The area of the proposed scheme is a primarily residential area located in South Fulham. The River Thames is located immediately to the south of the site, with primarily residential areas located to the north and west. To the east of the site contains mixed usage, including Chelsea Harbour. Wandsworth Bridge Road (WBR) runs adjacent to the site, acting as a main arterial road between Fulham and Wandsworth. Cutting through residential streets is seen throughout the area of the proposed scheme, with this area being used as a cut-through from WBR to the A303 New King's Road (NKR). Speed limits in the area to the west of the scheme are 30mph on WBR, NKR and Broomhouse Lane, and 20mph on Peterborough Road, Parsons Green, Clancarty Road, and Studdridge Road. Due to shortcutting via residential streets through the area east of WBR, temporary measures were brought in as a trial in July 2020 under the Traffic Regulation Act 1984, with an Experimental Traffic Regulation Order (ETRO).

Aims and Objectives

The proposed scheme aims to progress the South Fulham SW6 Traffic Congestion and Pollution Reduction Scheme (TCPR) from an experimental trial scheme (introduced in June 2020) to a permanent traffic order. This includes extending the scheme on a trial basis to the area west of Wandsworth Bridge Road. The proposed scheme currently encompasses the area east of the A217 Wandsworth Bridge Road and south of the A308 New King's Road, up to and including Imperial Road and the roundabout on Harwood Terrace. The proposed scheme was introduced with the aim of reducing traffic, congestion and air pollution, whilst making the roads safer and more pleasant. The scheme also aims to enhance the quality of life for residents and businesses through the

reduction in out-of-borough traffic through side streets. In addition, the proposed scheme aims to reduce noise and carbon emissions, in keeping with the council's climate emergency strategy. The approximate area of proposed scheme is 0.6km².

Measures of the scheme include:

- Restricted access for unregistered vehicles to the following streets:
 - Harwood Terrace, westbound;
 - Bagley's Lane, between Cresford Road and Harwood Terrace (access permitted for visitors and deliveries to properties on restricted street);
 - Broughton Road, between Broughton Road Approach and Langford Road (access permitted for visitors and deliveries to properties on restricted street);
 - Hazlebury Road, at the junction with Cranbury Road; and
 - Imperial Road, between Emden Street and Fulmead Street.
- There are existing physical transport restrictions bordering Bagley's Lane, Harwood Terrace and Stephendale Road, preventing large goods vehicle traffic.
- The proposed scheme also permits no motor vehicles (with permit holders exempt) to Bagley's Lane, Broughton Road and Hazlebury Road.
- Additional camera controls located on Harwood Terrace, Imperial Road, Bagley's Lane, Broughton Road, and Hazlebury Road.

- The proposed extension of the scheme area for a trial encompasses the residential area to the west of Wandsworth Bridge Road up to New Kings Road A308.

Within the scheme, 99% of the area remains accessible for deliveries, contractors and visitors without passing camera control points, although this may mean accessing locations through different routes i.e. routing via main arterial routes such as WBR.

Residents from within the borough who hold either a residential parking permit or whose vehicle is registered at the DVLA with an address in the borough are exempt from the TCPR scheme, through registering online with the scheme. Residents can also give visitors, deliveries and contractors free access to the area through registering for a visitor permit; this can be done online, via the RingGo app/website, or through telephone.

Other exemptions are as follows:

- Visitors with an activated visitor permit session;
- Carers who register for an access permit exemption;
- Business permit holders;
- Black taxis and local taxi firms who have applied to be registered;
- Buses and coaches;
- Vehicles with eight or more seats;
- Royal Mail postal vehicles;
- Council services and contractors (e.g. refuse and recycling, housing repairs, social care; and

- Emergency services.

Most essential services, including carers and healthcare workers have already registered with the council and have therefore been provided with free access to the area. Those not registered are not exempt from the scheme would need to register with the council to avoid penalties, including informal/non-paid carers who would need to register or utilise a visitor permit.

There are no limits on the number of visitors permits per resident. Visitor permits can also be issued retrospectively, up to 12am on the day of visiting

Summary of equality impact assessment

There are likely to be a mixture of positive and negative impacts on Protected Groups resulting from the proposed scheme, primarily the following groups:

- Age;
- Disability;
- Sex / Gender;
- Religion;
- Pregnancy/maternity; and
- Deprivation.

Assuming that the mitigation outlined in the sections below is implemented it is judged that the proposed scheme can adjust and continue with minor implications on Protected Groups.

Part 1 - Screening

Social Baseline

Introduction

The following local social profile for South Fulham has been compiled from publicly available data to provide context for and to inform the assessment. Data for South Fulham has been compared with the average for England / Wales. This comprises information on the following:

- Protected characteristic groups;
- Local communities and facilities relevant to protected characteristic groups; and
- Local community facilities and public transport.

The data sources used to identify baseline characteristics of the Study Area include:

- The ONS - <https://www.ons.gov.uk/>;
- NOMIS - <https://www.nomisweb.co.uk/>;
- [Labour Market Profile – Hammersmith and Fulham](#) (Accessed: 13 October 2021);
- The National Travel Survey 2019: [National Travel Survey 2019 Factsheet](#);
- IMD mapping software: [IMD Index](#);
- Google Maps: [Google - Maps](#);

- Air quality monitoring data for Hammersmith and Fulham ([Hammersmith & Fulham Air Quality Annual Status Report for 2019](#)) and
- Traffic survey data for the area of the proposed scheme.

Protected Characteristic Profile

Data from the Office of National Statistics (ONS) has been gathered on the following protected characteristics from Section 4 of the Equality Act (Information source: Highways Agency (2011), Guide to Equality Impact Assessment):

- Age;
- Disability;
- Race;
- Religion or belief;
- Sex / gender;
- Sexual orientation; and
- Deprivation.

Due to the lack of publicly available data, certain protected characteristics, including gender reassignment, marriage and civil partnership and pregnancy and maternity have not been included in the assessment. Although not required under the Act, the social profile also includes data for deprivation as it provides a measure of a combination of socio-economic matrices, and can be used as an indicator for vulnerable groups.

Local Communities and Public Transport

The 500m study area surrounding the proposed scheme includes largely residential areas, with some areas of commercial use.

Figure 1 shows the local area and relevant facilities to this EQIA.

Residential communities located within the 500m study area include the following:

- The area of Sands Green within the area of the proposed scheme;
- The area of Walham Green to the north of the proposed scheme; and
- The area of Parsons Green to the west of the proposed scheme.

Public transport, pedestrian and cycling facilities located within 500m of the proposed scheme include:

- There are two train stations located within 500m of the proposed scheme, located at Imperial Wharf and Fulham Broadway. These provide local London Underground services along the District Line and West London Line. The railway station at Imperial Wharf also provides services to and from Clapham Junction, Stratford, Highbury and Islington, Gospel and Barking, and Stratford to Richmond, as well as services to London Liverpool Street and London Euston;
- There are multiple bus stops located along Wandsworth Bridge Road (A217), Imperial Road, New Kings Road (A308), Harwood Road (B318) and Fulham Road, which provide services to and from Wandsworth and Clapham Junction, Oxford Circus, Ealing, Acton Vale, Hammersmith and Putney Bridge;
- The Thames Path National Trail runs along the edge of the proposed scheme, along the River Thames;
- There are pedestrian pavement provisions located throughout the proposed scheme; and

- There are two public open spaces within 500m of the proposed scheme, identified as Brook Green.

Local Community Facilities Relevant to Protected Groups

There are a number of local community facilities which are situated within the study area for the proposed scheme and are shown on **Figure 1**. All distances are approximate.

Pre-schools

There are four pre-schools within 500m of the proposed scheme:

- Puffins Nursery School (167m west of the proposed scheme);
- Sands End Pre-School (10m west of the proposed scheme);
- LYEF – Wandsworth Bridge Nursery and Pre-School (located within the proposed scheme);
- Millie’s House Nursery and Pre-School (220m west of the proposed scheme);

Primary Schools

There are three primary schools located within 500m of the proposed scheme:

- Langford Primary School (located within the area of the proposed scheme);
- Holy Cross Catholic Primary School (380m west of the proposed scheme); and
- L’Ecole des Petits (located within the area of the proposed scheme).

Secondary Schools

There are three secondary schools located within 1km of the proposed scheme:

- Lady Margaret School (430m west of the proposed scheme);
- The Hurlingham Academy (340m west of the proposed scheme);
- Chelsea Academy (400m east of the proposed scheme); and
- Lycee Francais Ecole Marie D'Orliac, (300m west of the proposed scheme).

Higher Education

There are no higher education facilities located within 500m of the proposed scheme. The closest University to the proposed scheme is Clark University approximately 1.4km west of the proposed scheme.

GPs, Dentists and Pharmacy

There are four GP practices within 500m of the proposed scheme:

- Sands End Health Clinic (located within the area of the proposed scheme);
- Lilyville @ Parsons Green (470m west of the proposed scheme);
- Kings Road Medical Centre (460m north east of the proposed scheme);
- Chatfield Health Centre (250m south east of the proposed scheme).

There are two dentists located within 500m of the proposed scheme:

- Karma Dental Care (10m west of the proposed scheme);

- New Kings Rd Dental Practice (located within the area of the proposed scheme).

There are four pharmacies located within 500m of the proposed scheme:

- ABC Pharmacy (located within the proposed scheme);
- C.E Harrod Chemist (370m west of the proposed scheme);
- Boots (450m north of the proposed scheme);
- The Olde Pharmacy (220m south of the proposed scheme).

Hospitals

There are no hospitals located within 500m of the proposed scheme. The nearest hospital is the Chelsea and Westminster Hospital, which is located approximately 910m north east of the proposed scheme.

Care Homes

There are no care homes located within 500m of the proposed scheme. The closest care home is located approximately 530m north of the proposed scheme.

Places of Worship, cemeteries/burial grounds

There are four places of worship located within 500m of the proposed scheme:

- ChristChurch Fulham (200m west of the proposed scheme);
- Our Lady of Perpetual Health (located within the proposed scheme);
- St Matthew's Church (located within the proposed scheme);

- Iglesia de Dios Ministerial de Jesucristo Internacional (450m north west of the proposed scheme).

There are no cemeteries, burial grounds, or crematoriums located within 500m of the proposed scheme.

Other Local Facilities

There are seven convenience stores located within 500m of the proposed scheme:

- Sainsbury's Local, Wandsworth Bridge Road (20m west of the proposed scheme);
- Sainsbury's, Fulham Wharf Superstore (located within the proposed scheme);
- Tesco Express, Battersea Road (290m south of the proposed development);
- Co-op Chatfield Road (290m south of the proposed scheme);
- Tesco Esso Express, Fulham Kings Road (50m east of the proposed scheme);
- Sainsburys Fulham Broadway (460m north of the proposed scheme);
- Whole Foods Fulham (440m north of the proposed scheme);
- Tesco Express, Fulham Imperial Wharf (50m east of the proposed scheme).

There is one post office located within 500m of the proposed scheme:

- Wandsworth Bridge Road Post Office (20m west of the proposed scheme).

There are two food banks located within 500m of the Proposed scheme:

- The Trussell Trust Food Bank (220m west of the proposed scheme);

- Hammersmith and Fulham Food Bank (30m west of the proposed scheme).

There are no libraries located within 500m of the proposed scheme.

There are two laundrettes located within 500m of the proposed scheme:

- Stephendale Laundrette (located within the area of the proposed scheme); and
- Fulham Valeting (located 50m west of the proposed scheme).

Other Local Businesses

There are nine cafes located within 500m of the proposed scheme:

- Sainsbury's Café (located within the proposed scheme);
- Lina Café (located within the proposed scheme);
- Jack's Café & Bar (located 50m west of the proposed scheme);
- Café Nero (located 50m west of the proposed scheme);
- York Café (390m south of the proposed scheme);
- Social Fuel Café (380m south of the proposed scheme);
- Harris + Hoole (130m east of the proposed scheme);
- Design Café (located 260m east of the proposed scheme); and

- St Clements (located 380m west of the proposed scheme).

There are 12 bars and restaurants located within 500m of the proposed scheme:

- FENN Restaurant Fulham (located 50m west of the proposed scheme);
- The Sands End (located within the proposed scheme);
- The Waterside (located within the proposed scheme);
- Yamal Alsham (located within the proposed scheme);
- The Rose (located within the proposed scheme);
- Brook House (located 45m west of the proposed scheme);
- Santa Maria Pizzeria (located within the proposed scheme);
- Megan's Kings Road Restaurant (Chelsea) (located 150m east of the proposed scheme);
- The Ship (located 280m south east of the proposed scheme);
- The Parsons Green Sports & Social Club (located 490m west of the proposed scheme);
- Bayley & Sage (located 440m west of the proposed scheme); and
- Kona Jai (located 340m north of the proposed scheme).

Public Consultation

Following the introduction of temporary TCPR measures in South Fulham in July 2020, the London Borough of Hammersmith and Fulham undertook public consultation in both the area of the scheme (east of Wandsworth Bridge Road (WBR)) and the area neighbouring the scheme (west of Wandsworth Bridge Road). These findings contribute to the EQIA through identification of accessibility issues to those living and working in the area of the Proposed Scheme.

Details of consultation findings in Appendix 1

Traffic Data

Traffic analysis in Appendix 2 was used as a reference for this EQIA.

Air Quality

Air quality was monitored across the area of the proposed scheme, monitoring the local air quality and its relationship with traffic.

Air quality analysis in Appendix 3 was used as a reference for this EQIA.

Scoping

Analysis of Impacts and Outcomes of the Proposed Scheme

The following criteria is used to determine whether the impacts of the proposed scheme will be positive, negative or neutral. **Table 10** analyses the impact of the proposed scheme against protected characteristics. There are three possible outcomes:

- Positive: The EQIA shows the initiative(?) is not likely to result in adverse impact for any protected characteristic and does advance policy/initiative/re-structure/re-organisation in another way;
- Negative: The EQIA shows the initiative is likely to have an adverse impact on a particular protected characteristic(s); and
- Neutral: The EQIA shows the initiative/ is not likely to result in adverse impact for any protected characteristic and does not advance equality of opportunity, and/or fulfils Public Service Equality Duty (PSED) in another way.

Table 10 – Impacts of the proposed development upon protected characteristics.

Protected characteristic	Analysis	Impact:
Age	The Proposed Scheme may result in indirect adverse impacts upon the elderly as elderly people are also more likely to struggle with online methods of exemption particularly impacting the elderly and their visitors, who may not be able to access online technology. However, there is a telephone option of providing visitor permits that is considered to be more accessible for the elderly.	Neutral

Age	The scheme is likely to bring positive impacts to young children and the elderly, with reduced traffic reducing road risks.	Positive
Age	Reduced congestion and traffic are found to improve local air quality and therefore reduce the associated health risks – this is especially notable for the elderly and young children.	Positive
Age	The scheme could promote active travel, encouraging people to take up cycling and walking as a mode of travel, improving exercise and health. This is particularly relevant to school aged children and those of working age when travelling to local services.	Positive
Disability	The proposed scheme is unlikely to impact those with a disability directly as the area will remain largely the same, with no expansion or alterations to existing footpaths.	Neutral
Disability	The council operates a taxi-card scheme which enables disabled residents to use black taxis which are exempt from the scheme. Due to the reduction in through traffic the black taxis will have better access to the area.	Positive
Disability	The proposed scheme may impact those with disabilities, particularly learning difficulties, when providing visitor permits online and via telephone. The scheme allows for a nominated advocate to operate the technology on their behalf. The council's cancellation policy also caters for any fines received by drivers visiting	Neutral

	disabled residents.	
Disability	Reduced congestion and traffic has been found to improve local air quality and therefore reduce the associated health risks – this is especially notable for people with respiratory conditions.	Positive
Gender reassignment	No impact predicted.	Neutral
Marriage and Civil Partnership	No impact predicted during operation of the proposed scheme. No impact predicted during operation of the proposed scheme.	Neutral
Pregnancy and maternity	The proposed scheme will reduce congestion throughout the area east of WBR, this will have potential positive impacts for pregnant women due to reduced traffic in the area, creating a safer space and reduced congestion. The scheme will also encourage active travel, which brings health benefits through facilitating exercise. No impact predicted during operation of the proposed scheme.	Positive
Religion/belief (including non-belief) Race	The proposed scheme has the potential to improve the tranquillity of places of worship through the reduction in traffic and congestion east of WBR. However, there may be potential for traffic and congestion to build in areas west of WBR, which may disrupt places of worship in this area. No impact predicted during operation of the proposed scheme.	Neutral
Religion/belief (including non-belief)	The routes to the two places of worship within the area of the proposed scheme do not require passing through a camera control point from WBR, however, if	Neutral

	<p>traveling from NKR onto Imperial Road then this route to places of worship is not accessible. Therefore, visitors must access through WBR in order to avoid a penalty. The proposed scheme has the potential to improve the tranquillity of places of worship through the reduction in traffic and congestion east of WBR. However, there may be potential for traffic and congestion to build in areas west of WBR, which may disrupt places of worship in this area.</p>	
Religion/belief (including non-belief)	<p>The removal of shortcutting via residential streets by the proposed scheme is likely to benefit women largely as the primary escort providers to school aged children. The reduction in traffic and congestion in the area will improve the safety of the roads and encourage active travel. The routes to the two places of worship within the area of the proposed scheme do not require passing through a camera control point from WBR, however, if traveling from NKR onto Imperial Road then this route to places of worship is not accessible. Therefore, visitors must access through WBR in order to avoid a penalty.</p>	Positive
Sex	<p>Due to increased journey length, women may be disproportionately impacted by increased traffic as the primary escort providers to school children and may experience subsequent delays when travelling/commuting to work in the area. However, according to traffic data, currently delays on WBR are considered to be insignificant on journey times. The removal of shortcutting via residential streets the proposed scheme is likely to benefit women largely as the primary escort</p>	Neutral

	<p>providers to school aged children. The reduction in traffic and congestion in the area will improve the safety of the roads and encourage active travel. However, according to traffic data, currently delays on WBR are considered to be insignificant on journey times.</p>	
Sexual Orientation	<p>No impact predicted during operation of the proposed scheme. Due to increased journey length, women may be disproportionately impacted by increased traffic as the primary escort providers to school children and may experience subsequent delays when travelling/commuting to work in the area. However, according to traffic data, currently delays on WBR are considered to be insignificant on journey times.</p>	Neutral
Deprivation	<p>The proposed scheme may impact those who are more disadvantaged due to potential delays for public transport, such as buses. However, the route along Townmead Road is likely to be improved. According to traffic data, currently delays on WBR are insignificant, but if traffic flows increase then this may impact those who do not own a car. No impact predicted during operation of the proposed scheme.</p>	Neutral
Deprivation	<p>The proposed scheme may impact those who are more disadvantaged due to potential delays for public transport, such as buses. However, the route along Townmead Road is unlikely to be impacted. According to traffic data, currently delays on WBR are insignificant, but if traffic flows increase then this may impact</p>	Neutral

	those who do not own a car.	
All protected characteristics	<p>Consultation feedback suggest that the proposed scheme may increase perceptions of barriers to use by delivery drivers and other services on roads with restrictions. However, 995 of the area is accessible via alternative routes and in addition exemptions can be created by residents using visitor permits and the ability to retrospectively apply for a permit reduces the potential for this impact.</p> <p>The proposed scheme may impact access to the businesses within the area of the scheme. There is still access to the businesses via WBR, however access through Imperial Road is restricted and therefore routes may need to be altered to reach destinations.</p>	Neutral
All protected characteristics	<p>Consultation feedback suggest that the proposed scheme may increase perceptions of barriers to use by delivery drivers and other services on roads with restrictions. However, exemptions to visitor permits and the ability to retrospectively apply for a permit reduces the potential for this impact.</p>	Neutral

Could this policy, procedure, project or service, or any proposed changes to it, affect any Protected Group (listed below) less favourably (negatively) than others in Hammersmith and Fulham?

Based on the proximity of the proposed scheme to relevant Protected Groups, the local social profile and the nature of the proposed scheme, the proposed scheme is considered to have a no significant impact upon Age Deprivation, Religion and Belief and Disability. The impacts are due mainly to increased perceived barriers to applying for permits and limited access to visitors and

services to the area. In reality, access to all the properties in the area is possible, just via alternative routes which take time to be understood by drivers and residents.

The scheme also has the potential to result in negative impacts caused by increased journey times, however current traffic monitoring data show that delays are insignificant. There will be a perception of increase journey times as drivers compare the correct time for the journey using the main roads to the short-cut they were using prior to the scheme. It is noted that the increase in journey times of through routes is designed to reduce the overall traffic volumes in the area, which has a positive effect in protected groups.

Table 10 also identifies a positive impact on Age, Sex, Disability and Pregnancy and Maternity during the operation of the scheme. These benefits, particularly increased air quality, road safety and improved active travel, are likely to be felt in the medium/long-term.

There are also likely to be positive impacts on all protected characteristics through the improvement of air quality in the area as a result of reduced congestion.

There are considered to be neutral impacts of the proposed scheme to the Protected Groups of Gender Reassignment, Marriage / Civil Partnership, Race, Religion/Belief, and Sexual Orientation due to the absence of a clear relationship between these groups and the proposed scheme. Could this policy, procedure, project or service promote equal opportunities for this group?

The proposed scheme and the consultation process offers the potential for engagement with relevant stakeholder groups and communities, in addition to fostering good relations with local organisations, businesses and communities.

Part 2 - Action Plan

The following recommendations and action plan (**Table 11**) have been made to reduce and mitigate any negative impacts and ensure positive impacts upon Protected Groups.

Table 11: Equality Impact Action Plan

Protected Characteristic	Issues Identified	Action to be Taken	Expected Outcomes	Owner	Timescale
Age / Disability	Increased confusion associated with altered road layout.	Suitable signage and other accessible communications to be considered if existing is not thought to be sufficient to advise of changes and access to the area.	Safer travel for elderly / disabled drivers.	London Borough Hammersmith and Fulham	Operation
Sex (including gender) / Pregnancy/ Maternity	Delays to education escort trips, which would	Suitable signage will be erected to advise of changes and access to the area. Access to schools is	Informed decision-making and travel plans for education escort trips.	London Borough Hammersmith and Fulham	Operation

Protected Characteristic	Issues Identified	Action to be Taken	Expected Outcomes	Owner	Timescale
	impact women.	to be retained with routes without camera control points.		(Schemes Planning and Delivery) / Main Contractor	
Religion and Belief, Deprivation, Disability, Age	Delays and restrictions to access to places of worship.	Improve communication around alternative routes	Informed decision-making and travel plans for trips to places of worship.	London Borough Hammersmith and Fulham	Operation
All Protected Groups					
All Protected Groups	Confusion and issues relating to accessing visitor permits	Information provided to residents on how to grant visitor permits, i.e. online, via RingGo App or by phone. Additionally,	Informed knowledge on how to access and validate visitor permits, as well as improved access.	London Borough Hammersmith and Fulham	Operation

Protected Characteristic	Issues Identified	Action to be Taken	Expected Outcomes	Owner	Timescale
		resolve the issue of only one member of a household being able to issue resident permits.			
Age	Worsening air quality in area of Wandsworth Bridge Road	Continued monitoring of air quality reductions in the surrounding area of the proposed scheme.	Improvement of local air quality with subsequent health improvements.	London Borough Hammersmith and Fulham	Operation and Monitoring
All Protected Characteristics	Lack of availability of Uber in the area of the proposed scheme.	Continued and further consultation and discussion with Uber and LBHF. Working with Uber to streamline the process and encourage drivers to accept journeys in the	Improved uptake of Uber journeys in the area of the proposed scheme, increasing accessibility.	London Borough Hammersmith and Fulham	Operation

Protected Characteristic	Issues Identified	Action to be Taken	Expected Outcomes	Owner	Timescale
		area.			
All Protected Characteristics	Increased traffic and delays as a result of the scheme on WBR and the area west.	Review and monitoring of scheme's traffic data and traffic data from the surrounding area, ensuring delays are insignificant.	Knowledge of effectiveness of scheme (LBHF). Additional measures to be taken if significant delays found to bus services.	London Borough Hammersmith and Fulham	Operation
All Protected Characteristics	Increasing traffic speeds on residential roads west of WBR, reducing road safety.	implementing 20mph speed limits in the primary roads to reduce the speeds of through traffic	Improved LBHF knowledge of the scheme's impacts and improvement of road safety.	London Borough Hammersmith and Fulham	Operation

Judgement

There are likely to be a mixture of positive and negative impacts on the following Protected Groups resulting from the proposed scheme:

- Age;
- Disability;
- Sex / gender;
- Pregnancy and maternity;
- Religion and belief; and
- Deprivation.

Assuming that the mitigation outlined in this assessment is implemented it is judged that the proposed scheme can adjust and continue and therefore will not have implications on Protected Groups.