

APPENDIX 2 - Equality Analysis / Impact Assessment (EQIA)

Wood Lane Cycleway and Shepherds Bush Green Public Realm 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: Implementation of cycleways</p> <p>Short summary: This EQIA relates to aims to install segregated cycle tracks and considers the Wood Lane Cycleway and public realm improvements to the Shepherds Bush Green area</p>
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Date of completion of final EIA	16 th December 2021

Revision History	
Version	P01
Date	16/12/21
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	Agreement, publication, and monitoring
Chief Officers' sign-off	Name: Bram Kainth Position: Chief Officer (Public Realm)
Key Decision Report (if relevant)	TBC

Summary and recommendations of equality analysis / impact assessment

Implementation of protected cycle lanes within Wood Lane and Shepherds Bush Green

Summary:

The public health emergency resulting from the Covid-19 pandemic transformed the context for transport and brought into focus some of the inherent limitations in the way space is allocated on the public highway and in public spaces generally.

The way people travel to access employment, education, leisure and retail facilities will be different as we emerge out of lockdown. Public transport facilities such as tube and bus services are likely to remain reduced for some time and the need to enable more sustainable journeys and greater mode choice for travel is paramount to support local businesses, the community and the economic recovery.

A clear reduction in traffic congestion and improved air quality were observed during lockdown and the need to maintain provision for more sustainable journeys for the long term became even more evident. Dedicated cycle lanes will continue to play a key part in enabling sustainable journeys and will play a key role in the recovery.

Decision-making for interim and permanent cycle lanes

1. The roll out of temporary cycle lanes under emergency powers during the early stages of the pandemic enabled a prompt response to the crisis and adherence to government guidelines.

2. Where required traffic orders are to be used and will continue to be used with the revised guidance issued by the Department for Transport (DfT) on advertising traffic regulation orders.

3. The necessary legal process for emergency, temporary, experimental or permanent schemes will continue to be followed alongside the Council's governance and decision-making process.

Implementation.

As part of post COVID-19 recovery measures, the Council introduced provisional 'with-traffic-flow' segregated cycle lanes made up of water filled barriers on Wood Lane and Shepherds Bush Green with the intention of supporting the local economy and to help people walk and cycle safely, as capacity was reduced on public transport due to social distancing measures.

It is intended to deliver a permanent segregated cycle lane from Wood Lane to Shepherds Bush Green and also develop a concept design for Shepherds Bush Green and the Holland Park Roundabout.

Scope of the Wood Lane and Shepherds Bush Green cycleway

The Wood Lane Cycleway will run along Wood Lane from Du Cane Road up to Shepherds Bush Green as Phase 1. Phase 2 will consider area of Shepherds Bush Green and the Holland Park Roundabout.

The key scope requirements of the permanent scheme are:

- Segregated bi-directional cycle tracks along the western side of Wood Lane up to the junction with Shepherds Bush Green
- Transformation of junctions to separate cyclists from general traffic in space and time
- Introduction of new signal technologies to enable more flexible management of traffic signals for the benefit of all road users. These are low level signals for ease of use.
- New bus stop bypasses to remove conflicts between cyclists and buses and new bus shelters to improve the bus passenger experience
- Retention of all pavement space for pedestrians. There will be no net loss of footway space along the corridor and along the route we will be aiming to gain space due to the temporary design.

Aims / objectives of the Programme / Strategic Context

With a population of 8.7 million, London is now larger than it has ever been and is forecast to grow to 10.8 million by 2041. This growth is expected to generate about 6 million additional trips each day.

London's future must be planned around active and inter-connected lives with a new approach to reducing car dependency and increasing sustainable travel. TfL's £1.82bn Surface Transport investment in the Healthy Streets Portfolio over five years aims to deliver a safe, healthy, resource and space-efficient transport system through investment in walking, cycling and public transport. Cycleways fall under the £0.5bn Cycling Programme within this portfolio. The Mayor of London, Sadiq Khan, pledged his firm commitment to the continuation of investment in cycling from the outset, with pre-election manifesto pledges to "make London a byword for cycling around the world" and "make cycling and walking safer and easier in the capital". He backed the London Cycling

Campaign's aspiration for triple the amount of protected facilities for cyclists and specifically committed to "press ahead with more Cycle Superhighways...learning lessons from the construction of previous tracks

Healthy Streets Approach

TfL's 'Healthy Streets for London' (February 2017) announced that TfL's Business Plan would include 'double the average annual spend on cycling seen under the last Mayor, taking London's spend per head to the same levels as Denmark and the Netherlands'. In this vein, the Mayor's Transport Strategy (MTS, March 2018) sets an ambitious target for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (currently 63 per cent).

This is to be delivered under the new 'Healthy Streets Approach' with a focus on being active, safe, green and efficient. The Healthy Streets approach prioritises health and wellbeing, with the overall objective of delivering a transport system where everyone can travel safely by the healthiest and most resource and space-efficient modes, specifically walking, cycling and public transport.

The programme contributes specifically to achieving a number of measures such as reducing the number of people killed and seriously injured on London's roads, 2 x 10 minutes of active travel per day and sustainable mode share targets. In addition to attracting more cyclists and making more efficient use of road space, they also provide valuable connections to other cycle routes, contributing to the new Mayor's aim for 70 per cent of Londoners to live within 400 metres of the strategic cycle network by 2041. As such Cycleways are a cornerstone of the Healthy Streets Approach and will continue to deliver these benefits going forward.

This EQIA reviews the impact of the cycle lanes to be implemented and the upgrade to a permanent scheme.

Summary of equality impact assessment

Overall, the impact of the Proposed Scheme upon Protected Groups is likely to be positive. However there are likely to be a mixture of positive and negative impacts on individuals within 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 some individuals within Protected Groups and ensure the overall impact to a Protected Group can be assessed as positive.

This EqIA finds the Adverse Equality Impact Rating to be Low.

Part 1 - Screening

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

There is some limited availability for the publicly available data on certain protected characteristics, including gender reassignment, marriage and civil partnership and pregnancy and maternity and therefore these characteristics 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.

Ethnicity and Religion Profile

The percentage of each ethnicity in Hammersmith and Fulham as measured by the ONS, and as outlined in the 2011 Census, is presented in the below table. It shows that the percentage of population classified as White British in Hammersmith and Fulham (44.92%) is significantly lower than the England and Wales average percentage (80.5%). The percentages of population for other ethnicities in Hammersmith and Fulham are higher than the England and Wales average. This indicates that Hammersmith and Fulham is more diverse when compared to the general population in England and Wales. This data suggests that there are several minority groups under this protected characteristic group which are more highly represented and need to be given additional consideration within this assessment (for example the proportion of Black African, Black Caribbean, Other Asian, Arab and Other and Irish White people is higher than the national average).

Tabl: Ethnicity breakdown of Hammersmith and Fulham and England and Wales (2011)

Information source: NOMIS (2011), Ethnic Group

Ethnic Group	Hammersmith and Fulham Total Number	Hammersmith and Fulham % of Total*	England and Wales Total Number	England and Wales % of Total*
White: English/welsh/Scottish/Northern Irish/British	81,989	44.92%	45,134,686	80.5%
White: Irish	6,321	3.46%	531,087	0.9%
White: Gypsy or Irish Traveller	217	0.12%	57,680	0.1%
White: Other White	35,695	19.56%	2,485,942	4.4%
Mixed/Multiple Ethnic Groups: White and Black Caribbean	2,769	1.52%	426,715	0.8%
Mixed/Multiple Ethnic Groups: White and Black African	1,495	0.82%	165,974	0.3%
Mixed/Multiple Ethnic Groups: White and Asian	2,649	1.45%	341,727	0.6%
Mixed/Multiple Ethnic Groups: Other Mixed	3,131	1.71%	289,984	0.5%
Asian/Asian British: Indian	3,451	1.89%	1,412,958	2.5%
Asian/Asian British: Pakistani	1,612	0.88%	1,124,511	2.0%
Asian/Asian British: Bangladeshi	1,056	0.57%	447,201	0.8%
Asian/Asian British: Chinese	3,140	1.72%	393,141	0.7%
Asian/Asian British: Other Asian	7,376	4.04%	835,720	1.5%
Black/African/Caribbean/Black British: African	10,552	5.78%	989,628	1.8%
Black/African/Caribbean/Black British: Caribbean	7,111	3.89%	594,825	1.1%
Black/African/Caribbean/Black British: Other Black	3,842	2.11%	280,437	0.5%
Other ethnic group: Arab	5,222	2.86%	230,600	0.4%
Other ethnic group: Any other ethnic group	4,859	2.66%	333,096	0.6%

*Note: Percentages may not sum exactly due to rounding.

The proportion of different beliefs in Hammersmith and Fulham and England and Wales are provided in the table below. It shows that the majority of the population in Hammersmith and Fulham identifies as Christian (54.1%) and the second largest

group is no religion (23.8%). It also indicates that the population in Hammersmith and Fulham has a lower percentage than the England and Wales average (59.3%) that identified as Christian. This data suggests that those of the Muslim faith are more highly represented and need to be given additional consideration within this assessment.

Table: Percentage of people belonging to specific faiths in Hammersmith and Fulham and England and Wales (2011)

Information source: NOMIS (2011), Religion – Information available at: [Religion](#) (Accessed: 13 October 2021).

Religion	Hammersmith and Fulham		England and Wales	
	Total number	% of Total*	Total Number	% of Total*
Christian	98,808	54.1%	33,243,175	59.3%
Buddhist	2,060	1.1%	247,743	0.4%
Hindu	2,097	1.2%	816,633	1.5%
Jewish	1,161	0.6%	263,346	0.5%
Muslim	18,242	9.9%	2,706,066	4.8%
Sikh	442	0.2%	423,158	0.8%
Other religion	857	0.4%	240,530	0.4%
No religion	43,487	23.8%	14,097,229	25.1%
Religion not stated	15,339	8.4%	4,038,032	7.2%

*Note: Percentages may not sum exactly due to rounding.

Age Profile

The age profiles of Hammersmith and Fulham and England and Wales are provided in the table below. Shows that when compared to the England and Wales average, the percentage of the population in Hammersmith and Fulham is lower for ages ranging between 5 and 19, and between 45 and 90+; and slightly higher for ages ranging between 0 and 4, and between 20 and 44. Given these variances to national trends, there is potential for some additional receptors to be impacted by the Proposed Scheme.

Table: Age profile in Hammersmith and Fulham and England and Wales (2011)

Information source: NOMIS (2011), Age Structure – Information available at:

Age Range	Hammersmith and Fulham		England and Wales	
	Total Number	% of Total*	Total Number	% of Total*
0 – 4	11,900	6.5%	3,496,750	6.2%
5 – 7	5,446	2.9%	1,927,039	3.4%
8 – 9	3,113	1.7%	1,208,672	2.2%
10 – 14	7,621	4.2%	3,258,677	5.8%
15	1,550	0.8%	687,994	1.2%
16 – 17	2,883	1.6%	1,391,235	2.5%
18 – 19	3,483	1.9%	1,460,156	2.6%
20 – 24	17,279	9.5%	3,807,245	6.8%
25 – 29	26,021	14.3%	3,836,609	6.8%
30 – 44	52,859	28.9%	11,515,165	20.5%
45 – 59	27,248	14.9%	10,886,135	19.4%
60 – 64	6,677	3.7%	3,377,162	6.0%
65 – 74	9,102	4.9%	4,852,833	8.7%
75 – 84	5,300	2.9%	3,115,552	5.6%
85 – 89	1,297	0.7%	825,671	1.5%
90+	714	0.4%	429,017	0.8%

*Note: Percentages may not sum exactly due to rounding.

Sex (Including Gender) Profile

The below table presents the 2011 Census gender profile in Hammersmith and Fulham and England and Wales. It indicates that the percentage of males (all ages) and females (all ages) in Hammersmith and Fulham is similar with the England and Wales average in 2011. Therefore, there are not likely to be any significant number of additional receptors which could be disproportionately impacted by the Proposed Scheme.

Table: Gender profile in Hammersmith and Fulham and England and Wales (2011)

(Information source: NOMIS (2011), Usual resident population.

Sex/Gender	Hammersmith and Fulham	Hammersmith and Fulham	England and Wales	England and Wales
	Total Number	% of Total	Total Number	% of Total
Male	88,914	48.7%	27,075,912	49.2%
Female	93,579	51.2%	28,502,536	50.8%

Disability

A total of 22,958 (12.6%), of the population in Hammersmith and Fulham are living with a long-term health problem or disability, slightly lower than the England and Wales average 17.9%. A lower proportion of the population in Hammersmith and Fulham (6.3%) identify as having a long-term health problem or disability which limits their day to day activities a lot compared to the England and Wales average (8.5%) (Information source: NOMIS (2011), Long-term health problem or disability

Transport Choices of the Protected Groups

Age

Walking is the most common form of transport for all Londoners. Almost all Londoners walk every week (95 per cent). Disabled Londoners are less likely to walk at least weekly (81 per cent); almost all younger Londoners walk at least once a week (97 per cent).

The bus is the next most commonly used type of transport in the Capital: 59 per cent of Londoners use the bus at least once a week. Only 4 per cent of Londoners aged 65 and over sometimes use a bike to get around London however, younger Londoners are just as likely as all Londoners to use a bike (17 per cent). The proportion of Londoners aged 65 and over who can ride a bike (74 per cent) is lower than the total population of Londoners (81 per cent). The proportion of younger Londoners who can ride a bike is higher at 82 per cent

Disability

Fourteen per cent of Londoners consider themselves to have a disability that impacts their day to day activities 'a lot' or 'a little'.

Eighty-five per cent of disabled Londoners say they never use a bike to get around London, a slightly smaller proportion than among non-disabled Londoners (82 per cent). Disabled Londoners are more likely to say that they cannot ride a bike than non-disabled Londoners (22 per cent compared to 15 per cent) and 73 per cent say they have never thought about cycling or have thought about cycling but decided not to. Sixty-four per cent of disabled Londoners are aware of Cycleways compared to 61 per cent of non-disabled Londoners and 20 per cent say they probably or definitely expect to use Cycleways in future compare with 23 per cent of non-disabled Londoners.

The most commonly used types of transport by Londoners with disabilities are walking (81 per cent walk at least once a week), the bus (58 per cent) and car as a passenger (47% per cent) or driver (24 per cent). Disabled Londoners use transport less frequently than non-disabled Londoners. With the exception of private hire vehicles, a lower proportion of disabled Londoners use each type of transport at least once a week than non-disabled Londoners. Some people with disabilities are heavily reliant on taxi services.

Gender

Women are more likely to use buses than men (65 per cent women compared with 58 per cent men). Women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choice.

Concerns around crime and antisocial behaviour also have an disproportionate impact upon women's frequency of public transport use: 61 per cent report that the frequency with which they travel is affected 'a lot' or 'a little' because of these concerns, compared with 43 per cent of men.

Walking frequency is very similar for women and men however, women are less likely to cycle than men: 21 per cent of men cycle in London compared with 14 per cent of women and 10% of women cycle regularly (at least once a week) in London and a further 4% cycle occasionally, with the remaining 86 per cent never using bikes as a way of getting around the Capital.

Women are less likely than men to be able to ride a bike. Seventy-nine per cent of women living in London can ride a bike, compared with 88 per cent of men. Fifty-three per cent of women are aware of Cycle Superhighways compared to 70 per cent of men. 14 per cent of men have used a Cycle Superhighway compared with seven per cent of women.

Research shows that women's multiple roles, often encompassing both work and family responsibilities, mean that their travel needs can be far more complex than those of men. Women are likely to be the chief carers of children, elderly, sick and disabled. Therefore their journeys are likely to involve travelling with an additional, dependent and/or vulnerable person: women make 67% of all escorting trips and are almost five times as likely as men to be making trips with children aged under five. In addition women make 77% of all escorted trips to school (TfL: An Action Plan for Women, 2004).

Race

BAME Londoners, both adults and children, are twice as likely as white Londoners to be injured on the roads. BAME Londoners are also less likely than white Londoners to say that they feel safe from road accidents when walking around London at night (60 per cent BAME compared with 74 per cent white).

There is little difference between the frequency of walking among BAME and white Londoners. Ninety-seven per cent of BAME Londoners walk at least once a week, which is very similar to white Londoners where 95 per cent walk at least once a week.

Cycling levels of BAME Londoners and white Londoners are very similar. 18 per cent of BAME Londoners cycle in London at least sometimes compared to 17 per cent of white Londoners. There is also very little difference between BAME and white Londoners in frequency of cycling (at least once a week) in London (14 per cent BAME compared with 13 per cent white). There is little difference between BAME and white Londoners in their ability to ride a bike (83 per cent BAME compared with 84 per cent white).

The same proportion of BAME Londoners and white Londoners report that they have used a Cycleway (10 per cent). BAME Londoners are more likely than white Londoners to say they will definitely/ probably use Cycleways in the future (28 per cent BAME compared with 21 per cent). BAME Londoners are however, less likely to be aware of Cycleways: 53 per cent are aware compared to 65 per cent of white Londoners Other – refugees, low income, homeless people

Despite popular perceptions of cycling, BAME Londoners and white Londoners have very similar levels of cycling activity. Seventeen per cent of BAME Londoners cycle in London at least sometimes compared to 18 per cent of white Londoners.

Sex

We have no formal data on demographics of people who used the cycle lanes, but Transport for London's Attitudes to Cycling report (2014) found that 'regular cyclists are more likely to be men with 20 per cent of men reporting being 'regular' cyclists compared with eight per cent of women.

In England, men travel on average 86 miles per year by bike compared with the average of 21 for women. Women are more likely to use buses than men (63 per cent women compared with 56 per cent men) and women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices.

In a survey, sixty-seven per cent of women selected 'cycle lanes separated from traffic' as the number one thing that will get more women cycling (Sustrans, 2013), with just eight per cent of women as 'regular' cyclists compared with 20 per cent for men.

Public Consultation

Extensive formal consultation and public engagement was conducted in partnership between TfL and H&F in 2019. The results of this consultation can be found on TfL’s engagement portal.

The installation of the Cycleway will be undertaken via the appropriate traffic order process, this process does not require a pre consultation period prior to implementation. That said the Borough believe it is important to engage with specific groups to ensure proposals are co-produced where possible and we can mitigate any unintended consequences.

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. The below table 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 Sector Equality Duty (PSED) in another way.

Table: Impacts of the proposed development upon protected characteristics.

Protected characteristic	Analysis	Impact:
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Age	<p>Younger people</p> <p>The implementation of the proposed layout would have a positive impact on younger people specifically in terms of:</p> <ul style="list-style-type: none"> • Reducing road danger. • Improving the environment for walking and cycling and therefore encouraging independent mobility. • Improving walking routes to school in particular by reducing through traffic and therefore roads easier to cross, reducing pedestrian severance. • Safer for cycling with young children either on the same bicycle, with a cargo-bicycle or independently due to the width allowing overtaking and clarity of the layout for other road users. • Safer to walk and cycle along the route with children with less pollution, noise and a generally more pleasant environment. • Encouraging active lifestyles in young children by enabling people to feel safe enough to cycle enough with children who had not cycled along the corridor before. • Easier to cross the roads with children. • Calmer traffic and potentially more considerate drivers as a result 	Positive
Age	<p>Older people</p> <p>The implementation of the proposed cycle lanes layout could have a positive impact on older people in terms of:</p> <ul style="list-style-type: none"> • Allowing older people who are less steady to ride more comfortably and confidently due to the increase in width, and reduction in conflicts due to the cycle lanes being separated. 	Positive

<p>Disability</p>	<p>The implementation of the proposed layout would have a positive impact on disabled people specifically in terms of:</p> <ul style="list-style-type: none"> • Segregated routes provide essential mobility routes for people with disabilities who use cycling as a mobility aid. • Being a location where disabled cyclists feel safe. • Allowing space for disabled people who were previously unable to keep up cycling with the crowd in narrow, crowded, single lane, making it easier for disabled people to participate in the leisure activity of cycling. 	<p>Positive</p>
<p>Disability</p>	<p>The introduction of new bus stop bypasses have the potential create new hazards.</p> <p>Access requirements raised by disabled residents for another cycle route in Hammersmith and Fulham. Specifically, for pedestrians including blind and visually impaired pedestrians these include:</p> <ul style="list-style-type: none"> • Knowing where to cross the cycle lane to get to the central island at the bus stop bypass. • when it is safe to cross cycle lanes both ways: • which way to turn getting from the pavement or bus shelter, across the cycle lane and to the right place at the bus stop bypass to get onto the bus. • the island space on the bus stop bypass is wide enough plus 1500x1500 space for wheelchair users • the bus stop bypass has a kerb (60mm) so a cane user can feel the edge of the island and not step into the road. • which way to turn when they get off the bus: how to navigate their way to the right place to cross cycle lanes to the pavement. 	<p>Negative</p>

	<p>Barriers for mobility impaired people</p> <ul style="list-style-type: none"> • Disabled people who can't cycle, walk or use public transport need to be able to access the area; be dropped off in taxis or other destinations. • Blue badge holders who can only travel by car need to be able to park close to their destination. <p>Collision Risk</p> <ul style="list-style-type: none"> • Increased risk of collision and subsequent injury to some disabled people due to the speed of bikes. There is a perception that all cyclists ride quickly. Those that are visually impaired, blind or have restricted movement due to a disability may have slower reactions and are therefore more likely to suffer from collisions and possibly more significant injuries if they are unable to move out of the path of a cycle in time. 	
Gender	On average non male residents are less likely to cycle within the borough. The implementation of this cycleway and improved safety conditions may go some way to encouraging and increase in non-male use within LBHF.	Positive
Disability	The Proposed Scheme may result in a positive impact upon those with disabilities due to the increased safety of the area as a result of less traffic.	Positive
Gender reassignment	No impact predicted during operation of the Proposed Scheme.	Neutral
Marriage and Civil Partnership	No impact predicted during operation of the Proposed Scheme.	Neutral

Race	No impact predicted during operation of the Proposed Scheme.	Neutral
Religion/belief (including non-belief)	No impact predicted during operation of the Proposed Scheme.	Neutral
Sex	No impact predicted during operation of the Proposed Scheme.	Neutral

Part 2 - Action Plan

As a result of the Screening and Scoping in Part 1, it is concluded that there is a clear potential for residents with a disability to be indirectly impacted negatively. It is anticipated that the following mitigation measures may further limit the impact on these Protected Groups from the Proposed Scheme. Further detail on these is provided in the below action plan. It should be noted that an EqlA is iterative, and should any additional issues be raised through consultation these should be considered further to this assessment.

Table: Equality Impact Action Plan

The council have set up a co-production working group to discuss and evaluate all the issues raised by the Disabled Residents Team. The group meets every four weeks to discuss items on a similar cycle scheme and offer up solutions that can be incorporated in the design when applicable.

A working group also will be shown examples of different layout options and scheme proposals will be discussed group. Phase 1 of the scheme is significantly progressed, however there remains scope for continued co-production in the concept development of Phase 2.

Protected Characteristic	Issues Identified	Action to be Taken	Expected Outcomes	Owner
Disability	General design issues and new impediments	Creation of a Disabled Residents Team, where able will be asked assist with detailed design	Reduce or mitigation of negative impacts of the implementation	London Borough Hammersmith and Fulham
Disability	Blind or partial sighted residents have issues	Design engineers will ensure that all crossings along the	Create a safer and more certain environment for all	London Borough Hammersmith and Fulham

Protected Characteristic	Issues Identified	Action to be Taken	Expected Outcomes	Owner
	navigating the new road layout	route are designed to enable disabled users to access the control mechanisms of the crossing safely and have space to safely wait before a crossing. This is a modernisation of the signals along the route	users	
**This section will continue to be developed as design is progressed and new issues are raised to the design team				

Assuming that the mitigation outlined in this assessment is implemented it is judged that the Proposed Scheme can adjust and continue with minor implications on Protected Groups.