

LBHF Equality Impact Analysis Tool

Overall Information	Details of Full Equality Impact Analysis
Financial Year and Quarter	2012/13
Name and details of policy, strategy, function, project, activity, or programme	<p>Fulham Palace Road Corridor Scheme</p> <p>The scheme involves upgrading the Fulham Palace Road Corridor to improve traffic flow and pedestrian safety. Changes include traffic signal upgrades, raised entry treatments, tactile paving and cone upgrades, removal or relocation of some pedestrian crossings, installation of new dropped kerbs and uncontrolled crossings, waiting and loading restrictions, CCTV camera traffic enforcement, and lighting upgrades.</p>
Lead Officer	<p>Name: Nerissa Harrison Position: Transportation Engineer Email: Nerissa.harrison@lbhf.gov.uk Telephone No: 0208 753 6722</p>
Date of completion of final EIA	04/10/12

Section 02	Scoping of Full EIA						
Plan for completion	<p>Timing:</p> <p>Resources:</p>						
Analyse the impact of the policy, strategy, function, project, activity, or programme	<p>Analyse the impact of the policy on the protected characteristics (including where people / groups may appear in more than one protected characteristic). You should use this to determine whether the policy will have a positive, neutral or negative impact on equality, giving due regard to relevance and proportionality.</p> <table border="1" data-bbox="495 1342 2130 1452"> <thead> <tr> <th>Protected characteristic</th> <th>Analysis</th> <th>Impact: Positive, Negative,</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Protected characteristic	Analysis	Impact: Positive, Negative,			
Protected characteristic	Analysis	Impact: Positive, Negative,					

		Neutral
Age	Crossing near Kingwood Road will be relocated to improve safety for school children. Crossing near Rosedew Road is currently used by school children but will be removed. The alternative crossing will not significantly increase walking distance to school but will require 2 minor road crossings.	Positive
Disability	Improved tactile paving and cones, improved drop kerbs, improved pedestrian signals (easier to understand), more evenly spaced bus stops, de-cluttering, and raised entry treatments are all expected to improve accessibility for disabled pedestrians.	Positive
Gender reassignment	No changes are proposed that are gender specific.	Neutral
		Neutral
Marriage and Civil Partnership	No changes are proposed that affect marriage/civil partnership.	Neutral
Pregnancy and maternity	Pedestrian crossing improvements (e.g. drop kerbs and raised entry treatments) will help pregnant women and women with strollers/buggies to more easily cross.	Positive
Race	No changes are proposed that are race specific.	Neutral
Religion/belief (including non-belief)	No changes are proposed that affect religion/belief.	Neutral
Sex	No changes are proposed that are gender specific.	Neutral
Sexual Orientation	No changes are proposed that affect sexual orientation.	Neutral

Human Rights or Children's Rights

If your decision has the potential to affect Human Rights or Children's Rights, please contact your Equality Lead for advice

Will it affect Human Rights, as defined by the Human Rights Act 1998?

No

	<p>Will it affect Children's Rights, as defined by the UNCRC (1992)?</p> <p>No</p>
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Section 03	Analysis of relevant data
Documents and data reviewed	<p>Examples of data can range from census data to customer satisfaction surveys. Data should involve specialist data and information and where possible, be disaggregated by different equality strands.</p> <p>Consultation data (feedback from residents, businesses, schools, Charing Cross Hospital, and emergency services).. School travel plans. Inclusive Mobility standards have been reviewed to ensure the proposed design meets standards for disabled pedestrians.</p>
New research	N/A

Section 04	Consultation
Consultation	<p>Informal consultation was undertaken in March 2012 with local businesses, schools, Charing Cross Hospital, emergency services, and the Hammersmith and Fulham Disability Forum.</p> <p>Formal consultation was undertaken in September 2012 with the parties listed above and local residents.</p> <p>Site walkovers were conducted with Hammersmith and Fulham Disability Forum in September and October 2012.</p>
Analysis of consultation outcomes	<p>Generally positive feedback from all parties.</p> <p>Melcombe School expressed concern regarding removal of crossing near Rosedew Road affecting their students arriving by bus but were satisfied it would not significantly affect safety of school children.</p> <p>Hammersmith and Fulham Disability Forum expressed concern regarding the layout of some existing tactile paving, gradient of some existing dropped kerbs, and proposed relocation of bus stop opposite Harbord Street (Harbord Street bus stop has subsequently been retained).</p>

Section 05	Analysis of impact and outcomes
Analysis	<p>Direct and Indirect discrimination</p> <ol style="list-style-type: none"> 1. The proposed installation of pedestrian countdown timers indirectly discriminates against visually impaired pedestrians because it provides additional information in the form of a signal display to seeing pedestrians but does not provide an additional tactile or audible signal for visually impaired pedestrians. 2. Removal of crossing near Rosedew Road will require Melcombe School children arriving or leaving by bus in the southbound direction to use either the crossing near Charing Cross Hospital entrance or Greyhound Road. The distance to school by way of the proposed Greyhound crossing is similar to the existing Rosedew Crossing but will require crossing two minor side roads. The distance from the Hospital crossing is longer than the Rosedew Crossing by 100 m. 3. Some existing (and perhaps proposed) raised entry treatments do not have adequate tactile warning for visually impaired pedestrians i.e. a visually impaired pedestrian may walk into the carriageway unknowingly because the tactile paving is not in the direction of travel and there is not sufficient kerb edge to warn. 4. Proposed relocation of bus stop opposite Harbord Street increases the distance between the bus stop and offices/residents used by mobility impaired pedestrians. <p>Relevance and Proportionality</p> <ol style="list-style-type: none"> 1. Although visually impaired pedestrian are indirectly discriminated their standard of crossing facilities will not be worse than it is now as a result of the pedestrian countdown displays. Other changes to improve their accessibility are proposed. 2. Less than 20% of Melcombe School children (less than 60 students) arrive by bus and not all of these in the southbound direction. The walking distance from the bus to school is not changed and only two minor side roads need to be crossed. 3. This issue was identified at 1 existing raised entry treatment. 4. Numerous mobility impaired pedestrians live on Harbord street including at the sheltered housing on Harbord Street. Hammersmith and Fulham Action on Disability (HAFAD) offices are closer to Harbord bus stop than new proposed location.

Section 06	Reducing any adverse impacts and recommendations
Outcome of Analysis	<p>Specific actions identified that will remove or mitigate the risk of adverse impacts and / or unlawful discrimination:</p> <ol style="list-style-type: none"> 1. Upgrade tactile paving and tactile cones to improve accessibility for visually impaired pedestrians 2. Greyhound Road crossing will be relocated north by 20m to ensure walking distance is unchanged for school children. CCTV and a school sign will be installed at Melcombe School entrance to improve safety at school entrance.

3. Install bollards at the corner of raised entry treatments to prevent visually impaired pedestrians from stepping into the carriageway and better guide them to the tactile paving
4. Retain existing bus stop opposite Harbord Street

Section 07	Action Plan					
Action Plan	Issue identified	Action (s) to be taken	When	Lead officer and borough	Expected outcome	Date added to business/service plan
	Back of tactile paving to be laid perpendicular to direction of travel (not direction of kerb) and extend across entire crossing width	Relay existing tactile correctly and ensure proposed tactile design is correct. Supervise contractors to ensure it is laid correctly.	During implementation of works (2012/13 financial year) starting in October 2012	Nerissa Harrison, LBHF	Tactile paving along entire corridor will be correctly laid by completion of project	
	Removal of Rosedew Crossing affecting Melcombe students distance to school	Relocate Greyhound Road crossing north, install school sign and CCTV at Melcombe entrance	During implementation of works (2012/13 financial year) starting in October 2012	Nerissa Harrison, LBHF		
	Visually impaired pedestrians unable to differentiate between footway and carriageway at some raised entry treatments (RETs)	Install bollard at existing RETs where this issue has been identified. Review proposed RETs as they are installed and install bollards as required.	During implementation of works (2012/13 financial year) starting in October 2012	Nerissa Harrison, LBHF	Improved guidance for visually impaired pedestrians	

Section 08	Agreement, publication and monitoring
Chief Officers' sign-off	Name: Chris Bainbridge Position: Head of Transport Policy and Network Management

	Email: chris.bainbridge@lbhf.gov.uk Telephone No: 020 8753 3354
Key Decision Report (if relevant)	Date of report to Cabinet/Cabinet Member: To be submitted to cabinet on 10 December 2012 Key equalities issues have been included: Yes
Opportunities Manager (where involved)	Name: Position: Date advice / guidance given: Email: Telephone No: