Appendix 5 – EQIA

Proposed change	Impact positive (P) or Negative (N)	Impact number	Impact for customers or staff	Evidence to substantiate the impact (links, files or references)	Mitgations/recommendations/Potential opportunities	Mitigation Implementation (X)			Implementation Explanation	Residual risk	Mitigation communicated with staff		Mitigation communicated with public		Ongoing Monitoring and responses
						None	Partial	Fully			Y/N	How?	Y/N	How?	
Removal of one traffic lane in each direction on London Bridge to reinstate bus lanes and provide space for cycle lanes. (introduced as part of original LSP scheme)	N	1	The increased congestion on London Bridge could lead to greater use of minor roads to access alternative river crossings, increasing traffic which could impact on pedestrian safety, noise and air polution within local neighbourhoods. This could have a greater impact on those who may have difficulty crossing roads, including younger and older people. It may also have a greater impact on concentration for younger local residents who may be attending school or clases at home. There may be a greater impact for those with breathing related difficulties due to increased polution in the local neighbourhood due to increased numbers of vehicles and vehicles remaining stationary in traffic.		Traffic modelling undertaken to ascertain impact of losing traffic lanes. Results show that journey times for general traffic as a result of reducing the number of lanes, are to remain largely neutral with no journey time change expected to be greater than 2 minutes. As a result limited traffic reassignment is expected. Monitoring of traffic post-implementation is on-going.			✓	London Bridge is only accessible to general traffic between 7pm and 7am. Mon-Fri and all day Saturday and Sunday. The impacts of the timed restriction on general traffic is covered in another EQIA.		Y	Scheme presented to TfL Senior Management at Road Space Performance Review Group for approval. Factsheet to be sent round internally.	Y	To be included in City of London's current construction updates for London Bridge and through TfL stakeholder letters and on website. Details of restrictions included on one.network, which shares data with all mapping / routing / sat navs companies.	A monitoring dashboard, reviewed monthly, has been set up by Network Performance which provides data on traffic flows, bus journey time and pedal cycle counts.
Reinstatement of bus lanes in both direction on London Bridge. (introduced as part of original LSP scheme)	P	2	Improvements to bus journey times and reliability will have a positive impact on all customers using bus services that run along London Bridge. This will benefit those in lower-income groups in particular, who are more likely to be reliant on buses as an affordable way to travel. The bus is the second most common type of transport used by Londoners on lower incomes (69% use the bus at least once a week, compared with 59% of all Londoners). The changes will also benefit BAME customers, as 47% of bus users in London are from BAME communities, which is higher than the population of London as a whole (40%). These benefits will also be brought to older people, young people and those with disabilities who may be more reliant on buses if they are unable to drive.		The proposed design reinstates both northbound and southbound lanes to their full effective width of 3.2m	✓			No mitigation required		Y	Design workshops held with internal stakeholders and factsheet to be sent round internally.	Y	TfL stakeholder letters and on website.	A monitoring dashboard, reviewed monthly, has been set up by Network Performance which provides data on traffic flows, bus journey time and pedal cycle counts. Comments from the public or organisations will be received and logged by LCAP and responses provided by the sponsor.
New separated with-flow cycle lanes on London Bridge (introduced as part of original LSP scheme)	P	3	Dedicated with-flow cycle lanes on London Bridge will provide physical separation and reduced interaction between people and motor traffic. Improved safety, and / or improved perception of safety is expected to increase active travel among groups who are currently less likely to cycle, including the young, the old, women, some BAME groups and disabled people, which would be a positive outcome.			✓			No mitigation required		Y	Design workshops held with internal stakeholders and factsheet to be sent round internally.	Y	TfL stakeholder letters and on website.	A monitoring dashboard, reviewed monthly, has been set up by Network Performance which provides data on traffic flows, bus journey time and pedal cycle counts. Comments from the public or organisations will be received and logged by LCAP and responses
Removal of loading and disabled parking bay in southbound carriageway (introduced as part of original LSP scheme)	N	5	The reduction in wheelchair accessible parking bays will decrease availability for those who require door to door transport to travel limit their ability to make essential journeys.	See Parking and Loading Tab - Bay 2	Since 2017, the loading and disabled parking bay has been largely inaccessible due to the introduction of the HVM barriers therefore the impact of removing the bay is likely to be minimal due to the length of time the bay has been out of use. Furthermore London Bridge has also been closed to general traffic since March 2020 to allow City of London to undertake waterproofing works .	✓			Stakeholder and public feedback will continue to be monitored. This has not been raised as a significant issue since the scheme has been implemented.		Y	Design workshops held with internal stakeholders and factsheet to be sent round internally.	Y	TfL stakeholder letters and on website.	Comments from the public or organisations will be received and logged by LCAP and responses provided by the sponsor.