

Equality Impact Assessment: Statutory Review of A1000 Cycle Lane

The Equality Act 2010 includes a general duty which requires public authorities, in the exercise of their functions, to have due regard to the need to:

- **Eliminate discrimination**, harassment and victimisation and any other conduct that is prohibited by or under the Act.
- **Advance equality of opportunity** between people who share a relevant protected characteristic and people who do not share it.
- **Foster good relations** between people who share a relevant protected characteristic and those who do not

In order to comply with the general duty, Local Authorities must assess the impact on equality of decisions, policies and practices. These duties do not prevent the authority from reducing services where necessary, but they offer a way of developing proposals that consider the impacts on all members of the community.

Authorities which fail to carry out equality impact assessments risk making poor and unfair decisions which may discriminate against particular groups and worsen inequality.

1. **Key recommendations:** That an update be given to members about the A1000 cycle route between Tally Ho corner and the boundary with LB Haringey
2. **Committee name and date:** Environment Committee January 2022
3. **Stakeholders:** All local residents and businesses.
4. **Consultation:** Statutory Consultation took place between September 2020 and March 2021 following the publication of Experimental Traffic Management Orders.
5. **Factors to consider in the assessment:** For each of the groups below, an assessment has been made on whether the A1000 cycle lane proposals would have a positive, negative, or neutral impact. Where the impact is negative, a high, medium or low assessment is given. The assessment looks at each of the proposals on their own merits taking into account issues such as pedestrian access, public transport and vehicular access. The consultation responses on the proposals were also taken into account.
 - High impact – a significant potential impact, risk of exposure, history of complaints, no mitigating measures in place etc.
 - Medium impact – some potential impact exists, some mitigating measures are in place, poor evidence
 - Low impact – almost no relevancy to the process, e.g. an area that is very much legislation led and where the Council has very little discretion

Protected characteristic/ area of interest					Reason
	Positive, Negative or Neutral Impact	High, Medium or Low Impact			
Age	Positive	N/A			<p>The A1000 cycle route aims to promote cycling for all borough residents</p> <p>The proposal supports Barnet's Joint Health and Wellbeing Strategy 2021 – 2025. Key Area 2 of this document: Starting, Living and Ageing Well includes as one of its priorities to 'get people moving' and to "improve choices for physical activities locally for <i>all ages</i> and abilities to ensure residents know how to access it".</p> <p>The current A1000 cycle route provides the beginnings of safe cycling infrastructure suitable for people of all ages. This may encourage older or younger cyclists who may be more likely to have safety concerns.</p> <p>The infrastructure, particularly those fully segregated sections, will positively impact on young as well as elderly people who may otherwise experience difficulties when cycling in traffic.</p> <p>The physical works may make the road more difficult to cross for elderly residents.</p>
Disability	Positive	N/A			<p>The current facilities do not discriminate against those using adaptive bikes. As part of the ongoing review of the design, we will carry out improvements including those that will be beneficial to the less abled cyclist.</p> <p>For those less abled using private vehicles there may be some negative impact arising from a reduction in parking spaces. It may also be more difficult for taxi's to set down or pick up passengers. The impact of this has been mitigated as far as possible in the current design and this will continue to be reviewed as the design is developed following initial installation.</p> <p>The current design utilises carriageway space, thus there is no conflict between pedestrians, disabled or otherwise on footways or footpaths. Design developments may include the transfer of sections of the cycle route to the footway. Some negative impact may arise from this due to people with visual/mobility impairments not being aware of approaching cyclists. However, design will help mitigate this.</p>

					Development of cycle infrastructure and improved options to use sustainable transport will contribute to improved air quality across the borough, benefiting those with disabilities relating to respiratory difficulties.
Gender reassignment	Neutral	N/A			No changes made to the road space that affect this characteristic.
Pregnancy and maternity	Neutral	N/A			For those wishing to cycle during pregnancy, the cycle route provides a safer infrastructure than was previously available, though this comment applies to all cyclists. The physical works may make the road more difficult to cross with a pushchair and may make it more difficult for taxis to set down or pick up passengers.
Race	Neutral	N/A			No changes made to the road space that affect this characteristic.
Religion or belief	Neutral	N/A			No changes made to the road space that affect this characteristic.
Sex	Positive	N/A			Residents and in particular women may find cycling in a lit area feels safer. .
Sexual orientation	Neutral	N/A			No changes made to the road space that affect this characteristic.
Marriage and Civil partnership	Neutral	N/A			No changes made to the road space that affect this characteristic.

Overall there are positive benefits from the scheme but there are some negative effects on the older age group and the disabled due to the physical highway works.