

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 and eliminate or mitigate the impact on protected groups .

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 the Environment and Climate Change Committee make permanent the A1000 Cycle Lane and that improvements are made to it in line with current Standards and advisory notes.
2. **Committee name and date:** Environment and Climate Change Committee January 2023
3. **Stakeholders:** All local residents and businesses and those non-residents using the A1000 route as a link to other destinations.
4. **Consultation:** Statutory Consultation took place between March 2022 and September 2022, following the publication of new Experimental Traffic Management Orders. In addition, a wider Engagement and Consultation exercise took place between October 2022 and December 2022 to gather feedback in relation to the future of the route.
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 safety, pedestrian access, public transport and vehicular access. [This interim assessment reflects the current 'pop up' design and now takes into account feedback received during the Phase 1 Workshops of the Engagement and consultation exercise, carried out October to December 2022. Thus, it acknowledges real issues arising following the introduction of the scheme. On the assumption that the scheme is made permanent the EqIA highlights mitigation options to redress identified impacts.](#)
 - 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. For older people, the Autumn 2022 consultation analysis indicates that the age range 65 to 74 had a higher than average 'agree' to the statement "the A1000 cycle lane encourages people to cycle more". Improvements to the route reflecting accommodation of specialist bikes and improved access may assist in this age group considering cycling. However, the age range 75+ had a higher than average 'disagree' to the statement "The A1000 cycle lane makes it easier to complete local journeys". This latter response may reflect the impact of the scheme on walking, public transport or private vehicle parking for those who do not wish/can't cycle. This to be investigated further in design and if it is possible to put in further mitigation this will be done.</p> <p>A Young Persons' (11 to 18) Workshop is due to be run in January 2023 and feedback from that will help inform this age group's views on the current and potential future design of the route.</p> <p>The impact of the current design on existing pedestrian crossings was noted. However, this negative impact (on characteristics including Age) is a consequence of the current 'pop up' design and pedestrian crossing facilities will be reviewed and improved in a permanent design.</p> <p>Overall, the principle of the route appears to find favour across all age groups, albeit design improvements reflecting permanent infrastructure to current standards need to be made. Retain impact as Positive for the present.</p>

Disability	Negative	Low		<p>The current facilities do not make it harder to use 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. This is borne out by the consultation responses that indicate a higher than average 'agree' in this group to the statements "more parking for Blue badge holders should be provided" and "more loading bays for shops and businesses should be provided". In addition, a higher than average 'disagree' that the "A1000 makes it easier to complete local journeys".</p> <p>Design developments in March 2022 included 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. There was some concern raised about this at the Workshops, though not necessarily specifically from disabled groups.</p> <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. However, there is a perception from the disabled that the route does not improve air quality, with this group providing an above average response to the consultation statement "The A1000 cycle lane improves Air Quality". Surveys of AQ indicate there are no detrimental effects and this message needs to be reiterated during future consultation.</p> <p>Overall, there appears to be some impact with the current scheme on access and parking for the disabled. This needs to be reviewed in the short term, where possible, ahead of more permanent changes. Impact kept as Negative pending further design.</p>
Gender reassignment	Neutral	N/A		<p>No changes made to the road space that affect this characteristic and consultation did not indicate any difference in response to other groups. Retain as neutral impact.</p>
Pregnancy and maternity	Neutral	N/A		<p>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.</p> <p>This group provided a higher than average percentage of responses agreeing with positive statements around the cycle lane ie encouraging cycling and walking, easier to complete local journeys, reducing speeding, improving air quality, providing a safe route for cyclists. However, this group also provided a higher than average request for more loading bays.</p>

					Given this latter comment, the EqIA to remain at 'Neutral' pending design options to mitigate impact on parking and loading as part of improved permanent design.
Race	Neutral	N/A			No changes made to the road space that affect this characteristic. The consultation did not suggest any differences in response to questions based on ethnicity. Retain as Neutral impact.
Religion or belief	Neutral	N/A			No changes made to the road space that affect this characteristic. The consultation did not suggest any major differences to questions based on religion, other than those who indicated 'no religion' has a higher than average 'agree' to statements about the route relating to providing a safer route for cyclists, reducing speeding, making it easier to complete local journeys'. Retain as Neutral.
Sex	Neutral	N/A			Residents and in particular women may find cycling in a lit area feels safer. However, consultation feedback indicates a higher percentage of males than females agree with the statements that the A1000 cycle lane encourages more cycling and walking, makes it easier to complete local journeys, improves Air Quality, reduces speeding. Greatest difference surrounded "provides a safe route for cyclists" – 75% male and 47% female agreeing. On this basis, reduce from Positive to Neutral subject to further investigation of feedback and review of future design options.
Sexual orientation	Neutral	N/A			No changes made to the road space that affect this characteristic. Consultation indicated a higher than average 'agree' to the A1000 cycle lane "provides a safer route for cyclists" and "reduces speeding". Retain as Neutral impact.
Marriage and Civil partnership	Neutral	N/A			No changes made to the road space that affect this characteristic. This group returned a higher than average 'Agree' to that "the A1000 encourages people to cycle more". A higher proportion than average of widowed respondents agreed with the statement that "more loading bays for shops and businesses should be provided". Retain as Neutral impact.

Overall there remain positive benefits from the current 'pop up' scheme, which are borne out by feedback from Workshops and the Consultation. However, feedback is also critical in areas of the current design with many people wishing to see improvements. The above gives some indication of these concerns and if the scheme is made permanent a review of the design to current standards is required to mitigate impacts on specific groups.