APPENDIX F

Overall Information	Details of Full Equality Impact Analysis
Financial Year and Quarter	2020-21 Q2, Q3
Name and details of policy, strategy, function, project, activity, or programme	Title of EIA: **Kensington High Street Cycleway** Short summary: As part of post-COVID19 recovery measures, the Council is considering introduction of a temporary 'with-traffic-flow' segregated cycle lanes on Kensington High Street to support the local economy to get moving and to help people walk and cycle safely, as capacity is reduced on public transport to just 15 per cent due to social distancing measures. The lanes will run the length of the high street, connecting to similar facilities at the borough's boundaries with London Borough of Hammersmith and Fulham and Westminster City Council, and will provide room for cyclists in both directions. New loading facilities will be provided to ensure businesses have places to receive deliveries, waste collection can be maintained, and Taxi and private hire vehicles can drop passengers. It is hoped any measure brought in will help boost the local economy, with more passing trade for shops and businesses as they bounce back after lockdown. Provision of segregated cycle routes can open up cheap, socially distanced, fast travel for people of all protected characteristics. Initial consultation has taken place with local resident groups and businesses, with the Kensington Business Forum pledging support for the scheme. Some of the comments from these initial meetings are cited in this EIA. *Statistics used in this report are from the *Travel in London: Understanding Our Diverse Communities* report (Transport for London, September 2015).
Lead Officers	Name: Caroline Dubarbier Position: Sustainable Travel Manager Email: caroline.dubarbier@rbkc.gov.uk Telephone No: 020 7361 3766

Lead Borough	Royal Borough of Kensington and Chelsea
Date of completion of final Full EIA	16 July 2020

Section 02	**Scoping of Full EIA**		
Plan for completion	Timing: Design and consultation June – August 2020, Implementation from September 2020		
Analyse the impact of the policy, strategy, function, project, activity, or programme	**Protected characteristic**	**Borough Analysis**	**Impact:** Positive, Negative, Neutral
	Age	Walking is the most frequently used type of transport by older Londoners aged 65 and over (86 per cent walk at least once a week). Sixty-one per cent travel by bus, 45 per cent travel by car as a passenger and 45 per cent drive a car at least once a week. Only 8 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 (18 per cent). The proportion of Londoners aged 65 and over who can ride a bike (72 per cent) is lower than the total population of Londoners (83 per cent). The proportion of younger Londoners who can ride a bike is higher at 88 per cent.* It is generally expected that provision of dedicated, protected cycle lanes will make use of bicycles more accessible and safer for all age groups facilitating cheaper, socially distanced, faster means of travel. Some consultees had concerns about the risk of cyclists striking older or visually impaired people. Injury collisions between pedestrians and cyclists are much less common than collisions between pedestrians and motor vehicles, and whilst we are introducing dedicated cycle lanes, these are within the carriageway – not the footway - removing a lane of motorised traffic. Where the new cycle lanes are provided, gaps between cyclists are more likely than those previously in this lane between vehicles and, whilst we would always encourage pedestrians looking to cross the road to use the controlled pedestrian crossings being maintained along Kensington High Street, the use of wands to protect the cycle lanes are more permeable for pedestrians to informally cross than hard kerbs used in similar schemes elsewhere. And	Neutral

		reduces no of motor traffic lanes. Where floating bus stops are introduced, these are designed to TfL standards and ensure buses can pull alongside as they always have done to ensure ramps can be deployed. Although no bus stops are being removed as part of the scheme, we do expect that bus journey times will be slower. The impact of this may be felt slightly more so by older or younger people as bus use is higher amongst these groups. However, slower journey times are only seen as a barrier to increased public transport use by 18 per cent of Londoners aged 65 and over*. No narrowing of the footway is anticipated as a result of the scheme, meaning access for wheelchairs and mobility scooters is maintained. No shared-use areas are proposed as part of the scheme.	
	Disability	The most commonly used types of transport by Londoners with disabilities are walking (78 per cent walk at least once a week), the bus (56 per cent) and car as a passenger (47 per cent)* The nature of a segregated cycle lane means that vehicles will be unable to pull into the kerb as they currently do (notwithstanding legal restrictions on parking and loading). This has implications for disabled people using private hire, Taxis or friends' cars to visit the High Street as they may not be able to be dropped off or picked up immediately outside of their preferred destination and therefore need to walk further than previously, from side roads. The scheme designs provide mitigation through 14 new loading areas in side streets suitable for Taxi, private hire and private vehicles to drop off and pick up passengers. No disabled parking bays are proposed to be removed. As the scheme settles in there will be opportunities to review waiting and loading restrictions - including disabled parking bays - in side roads. The scheme has the potential to open up other modes of travel for disabled people. The Cycleways will be able to be used by adapted bicycles, with the smallest sections at least 2.5m wide in both directions.	Neutral

		No narrowing of the footway is anticipated as a result of the scheme, meaning access for wheelchairs and mobility scooters is maintained. No shared-use areas are proposed as part of the scheme.	
	Gender reassignment	No impact	Neutral
	Marriage and Civil Partnership	No impact	Neutral
	Pregnancy and maternity	No impact	Neutral
	Race	Despite popular perceptions of cycling, BAME Londoners and white Londoners have very similar levels of cycling activity. Eighteen 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.)* Bus use among BAME Londoners is higher than among white Londoners (68 per cent BAME compared with 57 per cent white Londoners using the bus at least once per week)* BAME groups may therefore find their journeys impacted by longer bus journey times. However, 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)*. It is expected that provision of protected cycle lanes will reduce the number of collisions on Kensington High Street, which have historically been high amongst pedestrians and cyclists. Provision of the scheme offers an alternative, safe mode of travel for BAME groups.	Neutral
	Religion/belief (including non-belief)	No impact	Neutral
	Sex	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	Neutral

		‘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 (65 per cent women compared with 58 per cent men*) and women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices. However, the cycle lane provided is 2.5m in both directions, meaning it is wide enough for cargo bicycles to be used by those transporting children or shopping. The proposed cycle lane is segregated from vehicle traffic, providing a solution to fear of cycling on busy roads when traveling by bike. Sixty-seven per cent of women stated ‘cycle lanes separated from traffic’ as the number one thing that will get more women cycling (Sustrans, 2013).	
	Sexual Orientation	No impact	Neutral
	Human Rights or Children’s Rights No impact		
Section 03	**Analysis of relevant data**		
Documents and data reviewed	n/a		
New research	n/a		

Section 04	**Consultation**
Consultation in each borough	On 19 June 2020, following informal consultation with local residents and business groups, the Council announced its intention to provide a segregated cycling facility on Kensington High Street: https://www.rbkc.gov.uk/newsroom/all-council-statements/bike-friendly-project-help-borough-bounce-back Once initial designs were complete, Members, residents and business groups were invited to view the designs and share their thoughts at a meeting held on the evening of 13 July 2020. Following discussion, designs were amended and shared with resident groups, Members and statutory consultees on 10 August 2020.

Analysis of consultation outcomes for each borough	Alongside comments that did not affect protected groups, some consultees had concerns about the impact on older or visually impaired people from cyclists. Collisions with pedestrians and cyclists are rare, and whilst we are introducing dedicated cycle lanes, these are within the carriageway. All crossing points on Kensington High Street are maintained under the scheme and these are controlled facilities.
Section 05	**Analysis of impact and outcomes**
Analysis	Officers believe the proposals have a neutral impact overall on protected groups. Re-allocated loading space will ensure that no one has to walk excessive uncomfortable distances. And although journey times are expected to increase for motorised vehicles - including buses - provision of protected cycle lanes will provide a safe facility to travel by bike for all protected groups. Provision of cycle routes has positive implications for society; opening up cheap, socially distanced, fast travel for people of all protected characteristics, increasing their mobility to workplaces, education, retail, leisure and health destinations and friends and family.
Section 06	**Reducing any adverse impacts and recommendations**
Outcome of Analysis	Following analysis, an action plan to mitigate any adverse impacts is set out in Section 07 below.

Section 07	**Action Plan**				
Action Plan	**Issue identified**	**Action (s) to be taken**	**When**	**Lead officer and borough**	**Expected outcome**
	Private hire/Taxi access	Fourteen dedicated loading spaces spaced at average 90m maximum intervals are being created as part of the scheme. No Taxi ranks are being removed.	Design process – May – September 2020	Mark Chetwynd, RBKC	Regular pick up/drop off points reduce the need for older or disabled people to walk uncomfortable distances.
	Bus stop by-passes	Bus stop bypasses (BSBs) are proposed in four locations as part of the	Design process – May	Mark Chetwynd, RBKC	

		scheme. A BSB is when a pedestrian island sits between the cycle track and the road and requires users to cross the cycle track to access the bus stop on the island. This may increase the potential of interactions between cyclists and pedestrians. Pedestrians who are over 65, have restricted mobility or are blind or partially sighted are more susceptible to potential cyclist/pedestrian interaction. Bus stop bypasses introduced as part of the scheme will be designed to conform to TfL's design guidance.	– September 2020		
	Bus journey times	During the design process, measures will be explored to mitigate the impact of changes to bus journey times as far as possible. This may include bus priority measures elsewhere along the route. No bus stops are being removed as part of the scheme.	Design process – May – September 2020	Mark Chetwynd, RBKC	Bus journey times are expected to increase as a result of the scheme, but measures introduced through the design process will keep these as low as possible.

	Safety/perception of safety	Road Safety Audits will be carried out at the appropriate stages of the design and implementation process to understand, assess and mitigate impacts on road safety, particularly for protected groups. Any findings from these audits will be mitigated.	Design process – May – September 2020	Mark Chetwynd, RBKC	No exacerbated road safety issues. Road safety improved for people traveling by bicycle.
	Communication	Full comms plan will be developed to promote the positive impact the scheme is expected to deliver and ensure that the scheme is well publicised and easy to understand and use by residents and visitors. This may include events, media and advertising, implementation of signage or visits to local businesses by scheme ambassadors.	Approaching delivery – September 2020	Mark Chetwynd, RBKC	Residents and visitors are aware of the changes the scheme will bring and any anticipated objections can be managed and resolved.
	Construction	During construction of this scheme it is likely that pedestrians, cyclists and vehicle users (including bus passengers) may experience increased congestion or reduced footways/carriageway temporarily due to the building works.	Delivery – September-October 2020	Mark Chetwynd, RBKC	All construction work will be undertaken in accordance with the Council's Code of Construction Practice

Section 08

Chief Officers' sign-off	Name: Amanda Reid Position: Director for Planning and Place Email: amanda.reid@rbkc.gov.uk Telephone No: 077903 63868
Key Decision Report (if relevant)	Date of report to Cabinet Member: N/A Key equalities issues have been included: N/A
Lead Equality Manager (where involved)	Name: Angela Chaudhry Position: Equality Officer for RBKC Date advice / guidance given: 08 September 2020 Email: angela.chaudhry@rbkc.gov.uk Telephone No: 020 7361 2654