

Overall Information	Details of Full Equality Impact Analysis
Financial Year and Quarter	2023-24 Q1
Name and details of policy, strategy, function, project, activity, or programme	<p data-bbox="514 337 1612 370">Title of EIA: Advisory Cycle Lanes on Fulham Road and Kensington High Street</p> <p data-bbox="514 406 724 438">Short summary:</p> <p data-bbox="514 474 1921 669">In October 2020, the Council implemented protected cycle lanes along the full length of Kensington High Street (KHS), in response to Government’s expectation that major changes be made to roads that would support social distancing during the COVID19 pandemic, and an increase in walking and cycling as London and the rest of the UK came out of lockdown. Seven weeks later, following receipt of hundreds of items of correspondence, with very strong views held by some residents and organisations on both sides, the Council decided to remove the scheme and the lanes were fully removed within nine weeks of being implemented.</p> <p data-bbox="514 704 1934 974">However, demand for safer facilities for cyclists on Kensington High Street remains high. In 2021, having decided not to reinstate the protected KHS cycle lanes, the Council commissioned independent research from the Centre for London (CfL) to look at travel patterns and to see how behaviour change during the pandemic may persist as lockdown ended. The various design ideas set out in the CfL report were presented to the Council’s Citizens’ Panel in January/February 2023. Panel members were most supportive of bus lanes and painted cycle lanes on KHS. Advisory cycle lanes are cycle lanes bounded by a dashed white line, which enables vehicle drivers to enter the cycle lane (as opposed to mandatory cycle lanes which are marked by a solid white line that drivers are not permitted to enter.)</p> <p data-bbox="514 1010 1934 1107">In line with the findings of the Citizen’s Panel exercise, the Council is therefore proposing to introduce painted cycle lanes in sections of KHS in order to provide access to Kensington High Street. The scheme is an important element in delivering on the “greener” aspect of the Council Plan.</p> <p data-bbox="514 1143 1843 1208">In addition to Kensington High Street, the Council is also proposing to introduce painted cycle lanes on Fulham Road, providing an additional ‘east – west’ route across the borough.</p>
Lead Officers	<p data-bbox="514 1245 1024 1375">Name: Caroline Dubarbier Position: Sustainable Travel Manager Email: caroline.dubarbier@rbkc.gov.uk Telephone No: 020 7361 3766</p>

Lead Borough	Royal Borough of Kensington and Chelsea
Date of completion of final Full EIA	3 May 2023

Section 02 Scoping of Full EIA			
Plan for completion	Timing: Following consultation, it is expected that the Lead Member for Planning, Place and Environment will decide whether to proceed with introduction of advisory cycle lanes on Fulham Road and Kensington High Street in July 2023.		
Analyse the impact of the policy, strategy, function, project, activity, or programme	Protected characteristic	Borough Analysis	Impact: Positive, Negative, Neutral
	Age	<p>Background information on age and transport choices</p> <p>Walking is the most frequently used type of transport by older Londoners aged 65 and over (87 per cent walk at least once a week). Sixty-five per cent travel by bus, 43 per cent travel by car as a passenger and 41 per cent drive a car at least once a week. Only 4 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 (17 per cent). The proportion of Londoners aged 65 and over who can ride a bike (74 per cent) is not significantly lower than the total population of Londoners (81 per cent) or the proportion of younger Londoners who can ride a bike (higher at 82 per cent)*. From the data it is likely that painted cycle lanes would be a positive outcome for younger people who may be more likely to use the cycling lane with older Londoners less likely to regularly ride a bike.</p> <p>The nature of painted cycle lanes, in comparison to the previous protected cycle lanes, is that drivers are able to enter the lanes to drop off or pick up passengers. Officers therefore expect that there will be no implications for older people who may be more likely to use private hire, taxis or private vehicles, as they will continue to be able to be dropped off or picked up immediately outside of their preferred destination with no need to walk (or use a wheelchair) further than is necessary.</p>	Neutral

		<p>Some older people may be more reliant on cars, taxis or buses than other age groups, and may be inconvenienced if cycle lanes have any effect on car or bus journey times. However the proposed lanes have been designed to minimise capacity reduction and changes to journey times are not expected.</p> <p>A short section of shared use footway is proposed in the Kensington High Street scheme (outside of Holland Park), meaning cyclists and pedestrians would share the same footway space. Shared footway infrastructure is a recognised design feature in local and national design standards such as London Cycling Design Standards, but some age groups, such as older people or children who are sometimes less confident or spatially aware may feel intimidated by the presence of cyclists due to limited mobility, hearing or visual impairments. In this case, the section of shared use footway is very short, enabling eastbound cyclists to move from the carriageway into the existing Holland Walk cycle and pedestrian path and so it is anticipated that cyclists making this movement will be traveling slowly in order to make a left turn.</p> <p>It is noted that in the Council's Citizen's Panel exercise, there was more support than opposition for painted cycle lanes on Kensington High Street amongst both Under 60s and Over 60s.</p>	
	Disability	<p>Background information on disability and transport choices</p> <p>The most commonly used types of transport by Londoners with disabilities are walking (81 per cent walk at least once a week), the bus (58 per cent) and car as a passenger (47% per cent) or driver (24 per cent)*. Disabled Londoners use transport less frequently than non-disabled Londoners. With the exception of private hire vehicles, a lower proportion of disabled Londoners use each type of transport at least once a week than non-disabled Londoners. Some people with disabilities are heavily reliant on taxi services, and there are subsidies in place under the Taxicard scheme to facilitate this.</p> <p>The current layout of Kensington High Street and Fulham Road permits kerbside drop-off and pick-up of passengers in places, which is important to people with disabilities in order to access destinations with limited walking involved. The wide footways on Fulham Road and Kensington High Street</p>	Neutral

		<p>provide comfortable space for unloading and using wheelchairs or mobility scooters where people are most likely to wish to do so, for example at shops or restaurants. Regular bus stops provide easy access to bus services for those who do not have access to a personal car or private hire services. If painted cycle lanes are introduced, kerb side pick ups and drop offs will continue to be possible, maintaining access for people with disabilities to be dropped off by private hire, taxis or private vehicles.</p> <p>A short section of shared use footway is proposed in the Kensington High Street scheme (outside of Holland Park), meaning cyclists and pedestrians would share the same footway space. Shared footway infrastructure is a recognised design feature in local and national design standards such as London Cycling Design Standards, but some people with disabilities may feel intimidated by the presence of cyclists due to limited mobility, hearing or visual impairments. In this case, the section of shared use footway is very short, enabling eastbound cyclists to move from the carriageway into the existing Holland Walk cycle and pedestrian path and so it is anticipated that cyclists making this movement will be traveling slowly in order to make a left turn.</p> <p>Some aspects of the scheme may require new road signs – such as areas of shared use space. New sign posts or temporary signage on the footway can be hard for people with disabilities to negotiate. Where possible, officers will always seek to use existing posts or lamp columns to facilitate any new permanent signage. However some temporary signage may need to be placed on the footway during lining works to paint the cycle lanes, in order to warn drivers of the works – particularly where a traffic lane may be closed temporarily.</p>	
	Gender reassignment	No impacts anticipated.	Neutral
	Marriage and Civil Partnership	No impacts anticipated.	Neutral
	Pregnancy and maternity	The current layout of Fulham Road and Kensington High Street permits kerbside drop-off and pick-up of passengers in places, which may be important to pregnant people or those using prams for newborns. The wide footways on Kensington High Street provide comfortable space for unloading. Regular bus	Neutral

		stops provide easy access to bus services for those who do not have access to a personal car or private hire services. If painted cycle lanes are introduced, kerb side pick ups and drop offs will continue to be possible.	
	Race	<p>Background information on race and transport choices</p> <p>Despite popular perceptions of cycling, people from ethnic minority backgrounds and white Londoners have very similar levels of cycling activity. Seventeen per cent of people from ethnic minority backgrounds in London cycle in London at least sometimes compared to 18 per cent of white Londoners. There is also very little difference between people from ethnic minority backgrounds and white Londoners in frequency of cycling (at least once a week) in London (12 per cent people from ethnic minority backgrounds compared with 14 per cent white).</p> <p>The 'Understanding our Diverse Communities' report suggests that higher rates of road and pedestrian injuries are experienced by people from ethnic minority backgrounds compared to white Londoners, and these rates are particularly high for young black men. The report further suggests that children in this group are on average 1.5 times more likely to be killed or seriously injured on the roads than children not from ethnic minority backgrounds.</p> <p>It is noted that in the Council's Citizen's Panel exercise, respondents from ethnic minority backgrounds supported painted cycle lanes (53 per cent) more than segregated cycle lanes (42 per cent) on Kensington High Street. Respondents from ethnic minority backgrounds supported both segregated and painted cycle lanes more than white respondents.</p>	Neutral
	Religion/belief (including non-belief)	No impacts anticipated.	Neutral
	Sex	<p>Background information on sex and transport choices</p> <p>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 '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</p>	Neutral

		<p>for women. Women are more likely than men to be travelling with buggies and/or shopping, and this can affect transport choices*</p> <p>The current layout of Fulham Road and Kensington High Street permits kerbside drop-off and pick-up of passengers in places, which may be important to people using buggies or traveling with small children. The wide footways on both streets provide comfortable space for unloading where people are most likely to wish to do so, for example at shops or restaurants. Regular bus stops provide easy access to bus services for those who do not have access to a personal car or private hire services. If painted cycle lanes are introduced, kerb side pick ups and drop offs will continue to be possible.</p> <p>Overall, the impact on the PSED criteria with reference to this protected characteristic is neutral.</p>	
	Sexual Orientation	No impacts anticipated.	Neutral
	<p>Human Rights or Children's Rights</p> <p>No impacts anticipated.</p>		
Section 03	Analysis of relevant data		
Documents and data reviewed	*Statistics used in this report are from the <i>Travel in London: Understanding Our Diverse Communities</i> report (Transport for London, September 2019).		
New research	Not applicable		
Section 04	Consultation		
Consultation in each borough	Officers will take steps to ensure the consultation is inclusive and overcomes barriers to participation. Respondents may respond via the Council's online Consultation web portal, by letter or by email. The consultation will be promoted on the Council's Consultation portal, via social media and by letter to those living close to the proposals. The web page and letter will detail how to request the consultation information		

	in a different language or format. Residents' associations, business and community groups – will be notified by email.
Analysis of consultation outcomes	Consultation currently in progress.
Section 05	Analysis of impact and outcomes
Analysis	<p>Officers believe that the introduction of painted cycle lanes is likely to have a broadly neutral impact on protected groups. There is a possibility of negative impacts if the cycle lanes lead to more congestion and longer journey times, but the scheme design is seeking to maintain traffic capacity where it is more critical. Even if there is congestion, there is no evidence that this will impact particular protected groups significantly more than the general population.</p> <p>The key benefit (positive impact) for introducing painted cycle lanes would be to make cycling a more attractive option for everyone, including people with disabilities, older people, and young families.</p>

Section 06	Action Plan
Action Plan	This EqIA is a live document and will be updated once feedback from the consultation has been received, including formulation of an action plan as appropriate.

Section 07	
Chief Officers' sign-off	Name: Mark Chetwynd Position: Head of Transport and Highways Email: mark.chetwynd@rbkc.gov.uk
Key Decision Report (if relevant)	Date of report to Cabinet Member: Key equalities issues have been included:
Lead Equality Manager (where involved)	Name: Mandeep Kaur Bains Position: Corporate EDI Lead Date advice / guidance given: Email: mandeep.kaurbains@rbkc.gov.uk