

| Equalities Analysis Assessment | |
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| EAA Title | Fisher's Lane Full Closure - January 2022 Update |
| Please describe your proposal? | Implementation of an experimental Cycleway as part of the Acton-Chiswick Cycleway |
| Is it HR Related? | No |
| Corporate Purpose | Officer decision |

1: Introduction

This Equalities Analysis Assessment (EAA) is for a full road closure on Fisher's Lane between South Parade and Chiswick Common Rd to all traffic except buses, emergency vehicles and cycles.

The Fisher's Lane cycleway closure is an update to the EAA published with the Officer Decision which recorded the making of the Experimental Traffic Order (ETO) on 23rd October 2020.

An EAA is a living document, ensuring the Council has a continuing consideration of its public sector equality duty, and should be reconsidered if new information comes to light or when any significant changes are made to the scheme it is assessing. The updated EAA is undertaken as part of the decision-making process for making a permanent order for the closure, retaining the same exemptions as the experimental order, for buses, cycles and emergency vehicles, subject to statutory consultation.

2: Proposal Summary information

2a: What is the Scheme looking to achieve? Who will be affected?

Cycleways are routes that link communities, businesses and destinations across London in one cycle network with designated cycle and shared lanes to improve access for cyclists and other sustainable form of travel. To close sections of road or junctions, features such as cameras, signs and lines are placed strategically to remove through routes whilst still allowing vehicle access to all properties for residents living within the section of the road closed.

Closing Fisher's Lane to private motor traffic between South Parade and Chiswick Common Road does not directly affect access to any dwelling or business. It closes a route across the railway, reducing through traffic or "rat-running" through residential neighbourhoods both north and south of the railway. The alternative railway bridges either side of Fisher's Lane are connected to major north-south roads. Fisher's Lane is not. It is also very narrow. Restricting through traffic on narrow dangerous roads to motorists encourages walking and cycling.

A plan of the area of this road closure is attached as appendix B.

There is no property within the closed section of the road. However, routes for residents' or business vehicles and deliveries may be longer than previously, if the origin and/or destination is within ¼ mile of Fisher's Lane.

The scheme was implemented using funding from the London Streetspace Plan (LSP), which is a central Government fund (administered by TfL) in response to the COVID emergency. The government was concerned that private motor vehicular travel may increase as lockdown restrictions eased and public transport remains at reduced capacity due to social distancing. This would result in more traffic looking to rat-run to avoid queues on main roads.

Cycleways form part of the council's approach to make Ealing a great and healthy place to live, as by strategically closing streets it makes the journeys for those that were using the street as a cut through, more difficult. Even before the pandemic, traffic levels in Fisher's Lane made it unsuitable to be

designated an official cycle route, suitable for children and other less experienced cyclists. The same applies to the nearest alternative routes across the railway.

The scheme was initially implemented using an Experimental Traffic Order (ETO), which can stay in force for up to 18 months prior to the decision on whether to make it permanent or not. This allows for monitoring of impacts and changes to the scheme to be made where adverse impacts become apparent. This EAA relates to the decision to make the closure permanent, subject to statutory consultation.

2b: What will the impact of your proposal be?

The biggest impact will be on the residents and businesses in close proximity to the road closure although those drivers from other areas that use the link road under the railway as a through road, short cut or “rat run” will also be impacted.

Whilst access to all properties in close proximity will be maintained, the impact will be in terms of potential additional time required to make a vehicular journey. This is expected to be in the form of additional time taken to complete journeys as some residents may need to take a longer route if their destination is on the far side of the closed road. In addition, there may be some minor delays from some additional traffic that is expected on the boundary roads in the first instance as drivers get used to the new road closure and the scheme “settles in”. This is anticipated to be no more than 5 to 10 minutes in normal circumstances. Walking, buses, emergency vehicles and cycle journeys will not be affected.

There is concern that by reducing routes available that the boundary roads will not be able to cope with the additional traffic. However, before and after traffic surveys of roads near Fisher’s Lane, and iBus bus journey time data, show that the nearby roads can cope with any extra traffic, albeit with some additional queueing on Acton Lane. In particular, bus journey times show that congestion on South Parade has not worsened.

Access will be maintained for emergency vehicles through Automatic Number-plate Recognition (ANPR). The emergency services have been consulted and signage was altered before implementation based on their feedback.

Consideration of any potential impacts on protected groups are embedded in the Council’s design processes for Highways schemes. The qualified engineers who undertook the design use National and Regional guidance and standards including the Manual for Streets (DfT), Traffic Signs Regulations and General Directions (DfT) and Streetscape Guidance (TfL). Should any significant impact on any protected group become apparent, then a more detailed analysis would be initiated.

3: Impact on Groups having a Protected Characteristic

AGE: *A person of a particular age or being within an age group.*

Positive, no additional impact and negative impact

Describe the Impact

CONSTRUCTION

No additional construction will be needed to make the scheme permanent, as existing signs and road markings will remain in force. The impact is, therefore considered to be **neutral**.

OPERATION

If a particular person is wholly or mostly dependent on car or motor vehicular travel (e.g. older people with a significant mobility impairment), the operation of the finished scheme may generate a **low negative impact** initially. This is expected to be in the form of additional time taken to complete

journeys as some residents may also need to take a longer route if their destination is on the far side to avoid the road closure. Note that passenger-carrying pedal/electric vehicles are now available, and are exempt from the closure. They could be used instead of motor vehicles for the short journeys most affected by the closure.

In addition, there appear to be some minor delays from additional traffic on the alternative railway crossings at Turnham Green Terrace and Acton Lane. These are no more than approximately 5 minutes in normal circumstances. Walking, buses, emergency vehicles, pedicabs and cycling journeys will not be affected.

Therefore, for some journeys the impact is expected to be **low negative**, and others are expected to have **no additional impact** depending upon the origin/destination of the journey and whether the quickest route prior to implementation was through the road closure. However, it needs to be re-stated that access to all residents will continue even after the road closures, so impact is limited.

The impact on children is expected to be **positive**. Road safety in Fisher's Lane is greatly improved, and many families and children now feel able to cycle through Fisher's Lane bridge. While the narrow pedestrian footway is unaffected, the closure means that faster pedestrians can use the carriageway, reducing conflicts on the footway. Cyclists who formerly used the footway now use the carriageway, further benefiting pedestrians.

For those who are able to walk and cycle and choose active travel modes, the scheme is expected to be **positive**. The reduction in traffic on and around Fisher's Lane are expected to make the area more conducive to walking and cycling, with an associated lower road safety risk.

Some residents near the road closure will require carers or similar external help. An unknown number of carers will need to change the route of their journey to/from the residences, and it may be longer than before implementation, however access to all properties is maintained, so the impact is not expected to be significant. The exemption for buses includes services such as 'dial-a-ride', which will reduce the number of people on whom there is an impact.

Known Establishments in close proximity to this Road Closure

The following is a list of establishments near Fisher's Lane upon which there may be an impact.

- The Bedford Park Surgery, South Parade
- Chiswick Health Centre, Dolman Road
- Chiswick Family Practice, Southfield Road
- St Peters Parish Hall, Southfield Road
- The London Buddhist Vihara, The Avenue
- Orchard House School, Newton Grove
- St. Alban's Church
- Holly Road Medical Centre
- Chiswick Library, Dukes Ave

Note: it is recognised that additional establishments may also exist.

Describe the Mitigating Action

Impacts will be closely monitored and any on-going adverse impacts will be taken into account as appropriate.

Continue to liaise with emergency services to identify any issues.

Ensure residents are aware of the proposal in advance so that alternative arrangements (e.g. new routes) are known.

DISABILITY: A person has a disability if s/he has a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day to day activities¹.

Positive, negative and no additional impacts

Describe the Impact

CONSTRUCTION

No additional construction will be needed to make the scheme permanent, as existing signs and road markings will remain in force. The impact is, therefore considered to be **neutral**.

OPERATION

No street furniture will be placed on the footway or block any desire lines at junctions, therefore, operation of the implemented scheme would have **no additional impact** for visually impaired people.

If a particular person is wholly or mostly dependent on car or vehicular travel (e.g. a person with a significant mobility impairment or wheelchair users), the operation of the finished scheme may generate a **low negative impact** initially. This is expected to be in the form of additional time taken to complete car journeys as there may be some minor delays as drivers get used to the new road layout and the scheme “settles in”. Given the width and poor surface of the Fisher’s Lane footway, some wheelchair users will benefit by being able to use the carriageway under the bridge.

Therefore, for some journeys the impact is expected to be **low negative**, and others are expected to have **no additional impact** depending upon the origin/destination of the journey and whether the quickest route prior to implementation was through the road closure. However, it needs to be re-stated that access to all residents will continue even after the road closures, so impact is limited.

Operation of the implemented scheme is likely to generate a **slight positive impact** on an unknown number of people with breathing difficulties if traffic volumes near Fisher’s Lane reduce and traffic volumes on the main roads either side remain broadly similar to pre-COVID volumes, as expected, due to reduced air pollution.

Operation of the finished scheme is likely to generate a **positive impact** on an unknown number of pedestrians and cyclists with mobility issues due to reduced traffic volumes making for a more pleasant, safer walking and cycling environment.

Some residents in close proximity to road closures require carers or similar external help. An unknown number of carers may need to change the route of their journey to/from the residence and it will be longer than before implementation, but the impact is not expected to be significant. The exemption for buses includes services such as ‘dial-a-ride’, which will reduce the number of people on whom there is an impact.

Known Establishments in close proximity to this Road Closure

See previous section

Describe the Mitigating Action

Impacts will be closely monitored and any on-going adverse impacts will be taken into account in any decision to modify the scheme.

Ensure residents and establishments are aware of the proposal in advance so that alternative arrangements (e.g. new routes) are known.

¹ Due regard to meeting the needs of people with disabilities involves taking steps to take account of their disabilities and may involve making reasonable adjustments and prioritizing certain groups of disabled people on the basis that they are particularly affected by the proposal.

GENDER REASSIGNMENT: *This is the process of transitioning from one sex to another. This includes persons who consider themselves to be trans, transgender and transsexual.*

No additional impact

Describe the Impact

There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.

Known Establishments surrounding this road closure

There are no known establishments near this road closure upon which there may be an impact, although it is recognised that some may exist.

Describe the Mitigating Action

Not applicable.

RACE: *A group of people defined by their colour, nationality (including citizenship), ethnic or national origins or race.*

Positive impact

Describe the Impact

According to Public Health England, there has been clear evidence that the BAME population has been more adversely affected by Covid-19 than the general population as a whole. <https://www.gov.uk/government/publications/covid-19-understanding-the-impact-on-bame-communities>. There are a number of underlying reasons attributed to this including health, greater poverty and greater percentages than average as key workers who have continued to travel to their workplace during the Covid-19 pandemic.

Improvements in air quality and enhancing the ability of people to walk and cycle safely may therefore have a **slight positive impact** on the health of the BAME population.

Known Establishments in close proximity to this Road Closure

See previous section

Describe the Mitigating Action

Not applicable.

RELIGION & BELIEF: *Religion means any religion. Belief includes religious and philosophical beliefs including lack of belief (for example, Atheism). Generally, a belief should affect a person's life choices or the way you live for it to be included.*

Low Negative Impact

Describe the Impact

There are some religious buildings near Fisher's Lane. Therefore, if an attendee is wholly or mostly dependent on car or vehicular travel (e.g. a person with a significant mobility impairment, or wheelchair users), the operation of the finished scheme may generate a **low negative impact** initially in the form of a slight increase in the time taken to get to the religious building by car, depending on the origin of the journey. However, this is not specific to any religious belief, so is covered more fully in the disability section of this EEA.

Known Establishments in close proximity to this Road Closure

See previous section.

Describe the Mitigating Action

Impacts will be closely monitored and any on-going adverse impacts will be taken into account in any decision to modify the scheme.

Ensure users of religious buildings are aware of the proposal in advance so that alternative arrangements (e.g. new routes) are known.

SEX: Someone being a man or a woman.

No additional impact

Describe the Impact

There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.

Known Establishments in close proximity to this Road Closure

See 'age' section.

Describe the Mitigating Action

Not applicable.

SEXUAL ORIENTATION: A person's sexual attraction towards his or her own sex, the opposite sex or to both sexes.

No additional impact

Describe the Impact

There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.

Known Establishments in close proximity to this Road Closure

See 'age' section.

Describe the Mitigating Action

Not applicable.

PREGNANCY & MATERNITY: *Description: Pregnancy: Being pregnant. Maternity: The period after giving birth - linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, including as a result of breastfeeding.*

Low Negative impact

Describe the Impact

This group may have a greater reliance on the car due to some potential reduced mobility issues. If a pregnant woman is wholly or mostly dependent on car or vehicular travel the operation of the finished scheme may generate a **low negative impact** initially. This is expected to be in the form of additional time taken to complete car journeys as there may be some minor delays as drivers get used to the new road layout and the scheme "settles in".

Known Establishments in close proximity to this Road Closure

See 'age' section.

Describe the Mitigating Action

Impacts will be closely monitored and any on-going adverse impacts will be taken into account as appropriate.

Ensure residents are aware of the proposal in advance so that alternative arrangements (e.g. new routes) are known.

MARRIAGE & CIVIL PARTNERSHIP: *Marriage: A union between a man and a woman, or of the same sex, which is legally recognised in the UK as a marriage*

Civil partnership: Civil partners must be treated the same as married couples on a range of legal matters.

No additional impact

Describe the Impact

There is no clear evidence, data or rationale to expect that these works will have a differential impact on people with this characteristic.

Known Establishments in close proximity to this Road Closure

See 'age' section

Describe the Mitigating Action

Not applicable.

4: Human Rights²

4a. Does your proposal impact on Human Rights as defined by the Human Rights Act 1998?

Articles 1 and Article 8 of the Protocol to the European Convention of Human Rights (which are enshrined in the 1998 Act) confirm as follows:

Article 1 "Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and the general principles of international law. The preceding provisions shall not, however, in any way impair the right of the state to enforce such laws as it deems necessary to control the use of property in accordance with the general interest...."

Article 8 "Everyone has the right to respect for his private and family life, his home and his correspondence. There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country. For the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others'.

To the extent that Articles 1 and/or 8 applies it is considered that the decision to introduce experimental traffic orders to create road closures is justified in the public interest given the anticipated positive outcomes outlined above.

4b. Does your proposal impact on the rights of children as defined by the UN Convention on the Rights of the Child?

No

4c. Does your proposal impact on the rights of persons with disabilities as defined by the UN Convention on the rights of persons with disabilities?

Yes, the proposed Cycleway scheme has considered the accessibility issues for persons with disabilities to live independently. This includes the identification and elimination of obstacles and barriers to accessibility.

5: Conclusions and Data

5a: Conclusions

There are not expected to be any significant impacts on any groups with protected characteristics. All impacts will be closely monitored, and any on-going adverse impacts will be taken into account as appropriate.

5b. What evidence, data sources and intelligence did you use to assess the potential impact/effect of your proposal? Please note the systems/processes you used to collect the data that has helped inform your proposal. Please list the file paths and/or relevant web links to the information you have described.

- Data available from Office of National Statistics
- Evidence from LTN installations. Evidence from data gathered in the area before and after implementation of the temporary scheme, for example traffic surveys and 'iBus' bus journey time data.

² For further guidance please refer to the Human Rights & URNC Guidance on the Council Equalities [web page](#).

| <p style="text-align: center;">6: Action Planning:</p> <p><i>(What are the next steps for the proposal please list i.e. when it comes into effect, when mitigating actions³ will take place, how you will measure impact etc.)</i></p> | | | | |
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| Action | Outcomes | Success Measures | Timescales | Lead Officer |
| Set up and communicate a feedback mechanism | Allow residents, businesses and stakeholders to report any issues that may impact an equalities group | <ul style="list-style-type: none"> Traffic notices inbox open and receiving emails Operate an online digital engagement platform | <ul style="list-style-type: none"> Immediately Immediately | Transport Planning Service |
| Implement monitoring regime | Scope, obtain or survey items for monitoring (e.g. traffic volumes, air quality, etc.) | <ul style="list-style-type: none"> Collection of data, e.g. traffic data, AQ data, surveys of residents. Details to be published on LBE website when finalised. | All data to be collected by end of ETO consultation and prior to any final decision | Transport Planning Service |
| Use of industry standards and guidelines in design | Minimise any negative impacts on any equalities group | <ul style="list-style-type: none"> Undertake audit | 2 months after TRO published date | Highways |
| Consult with Emergency Services | Ensure awareness of the closure, mitigate any concerns, change designs if required. Continual monitoring on operations | <ul style="list-style-type: none"> No on-going concerns raised by emergency services | In accordance with statutory timeframes and prior notice | Highways |
| Consider all impacts on equalities group as part of the design | Avoid adding to removing elements which specifically and significantly negatively impact on any equalities group | <ul style="list-style-type: none"> Undertake audit | 2 months after installation | Highways |
| Additional Comments: None. | | <ul style="list-style-type: none"> | | |
| | | | | |

| 7: Sign off | |
|--|---|
| Completing Officer Sign Off: | Service Director Sign Off: |
| <p>Signed:</p> <p>Name (Block Capitals): Tony Singh</p> <p>Date: 10 1 22</p> | <p>Signed:</p> <p>Name (Block Capitals): Lucy Taylor</p> <p>Date: 11 1 22</p> |

Appendix A: Legal obligations under Section 149 of the Equality Act 2010:

- As a public authority we must have due regard to the need to:
 - a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- The protected characteristics are: AGE, DISABILITY, GENDER REASSIGNMENT, RACE, RELIGION & BELIEF, SEX, SEXUAL ORIENTATION, PREGNANCY & MATERNITY, MARRIAGE & CIVIL PARTNERSHIP
- Having due regard to advancing equality of opportunity between those who share a protected characteristic and those who do not, involves considering the need to:
 - a) Remove or minimising disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
 - b) Take steps to meet the needs of persons who share a relevant characteristic that are different from the needs of the persons who do not share it.
 - c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- Having due regard to fostering good relations between persons who share a relevant protected characteristic and persons who do not, involves showing that you are tackling prejudice and promoting understanding.
- Complying with the duties may involve treating some people more favourably than others; but this should not be taken as permitting conduct that would be otherwise prohibited under the Act.

Appendix B: Plan of Fisher's Lane Closure

