



Equality Impact Assessment

EIA-671181529 - ASDA Roundabout and London Road South - Abbey Road to Tollbar End

Details

Title	ASDA Roundabout and London Road South - Abbey Road to Tollbar End
Author	Serina Dhillon (Project Manager)
Head of Service	Mark OConnell (Head of Public Realm)
Cabinet Member	Councillor Patricia Hetherton (City Services)

Context and background

EIA carried out on	New services
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Background

This EIA will cover 2 schemes that make up London Road South and ASDA Roundabout. The London Road North Cycleway Scheme is currently being completed and covers the areas of ASDA Roundabout to Abbey Road junction with London Road in a previous EIA. These improvements include new pavement surfacing, bus improvements and one signalised crossing.

This EIA form will cover the ASDA roundabout scheme and London Road South Cycleway which runs from Abbey road to Tollbar End.

ASDA roundabout includes the installation of a new segregated cycleway around the roundabout, new traffic signals, dual cyclist and pedestrian signal-controlled crossings, dual cyclist and pedestrian Zebra Crossing and new pedestrian only Zebra Crossings and a new link road into ASDA Supermarket from A4082 London Road. The improvements will promote and encourage more cycling and walking around the area and easy access into the supermarket and links to the new cycleway on London Road between Abbey Road and ASDA. Both schemes have been allocated funding which equals to £8,700,000.

The London Road South scheme runs between the junction with Abbey road to Tollbar End section and includes a new segregated cycleway and new footway, along crossing improvements, bus stop enhancements and junction and signal improvements to St James Lane and Chace Avenue.

Stakeholders

CCC Comms and Engagement
CCC Public Health
CCC Transport Planning
CVLife
Cycling organisations
Disability Groups
Disability Equality Action Partnership
Elected Members
Local Environmental Groups
Local People
Local Businesses and Organisations
Resident Groups
Transport for West Midlands
Active Travel England
Warwick University
West Midlands Combined Authority
Whitley Abbey Primary School
Meadow Park School
Tiverton School
Taylor Wimpey Housing Development

Responsibility

Businesses, residents and school users can safely use the cycleway when travelling to their destinations. The findings will be monitored, and surveys have been and will continue to be undertaken to understand the needs and wants of local users. Findings will be monitored using VivaCity Cameras and the data dashboard to track the usage of cyclists and how often cyclists are using the facilities. These crossings will also be used to help the elderly and disabled users crossroads safely and easily with new segregated cycleways and crossings to encourage the use and make users feel confident travelling to and from the City. Coventry City Council will be responsible for the installation and maintenance of this cycleway

Consideration of impact

We have completed resident consultations which enables us to understand and improve the area for health and wellbeing and the use of active travel. Local users have provided feedback that this will better the health and wellbeing of children and women using footways and cycleways. Alongside, create a safer and easier route to bring people together as spoken about in our One Coventry plan. These surveys and consultations created positive feedback allowing people to use their community freely and develop physical health going forward.

Cycling is a clean air form of transportation. It does not create air pollution. Every time you cycle just one mile instead of driving, you save over 300 grams of toxic CO2 greenhouse emissions. The use of vehicles will be able to reduce air quality and also prevent accidents and traffic build up by giving people the freedom to cycle to destinations quicker and safer.

Baseline data and information

Sustrans developed a model with Eunomia which is the first of its kind to quantify the contribution of walking and cycling to improving air quality. It found savings to the economy of £5.67 billion over 10 years would be realised from improved air quality, by delivering and meeting the targets to double cycling and increase walking set out in the UK Government's Cycling and Walking Investment Strategy in England. It would also mean more than 8300 premature deaths from air pollution would be prevented over this time.

Public Health England has also recently published a report on interventions to improve outdoor air quality which recommends a targeted reduction in traffic emissions with investment in, and promotion of active transport such as walking and cycling. This will allow us to monitor air quality going forward and improve the amount of people on the road cycling and walking.

Further data will be introduced at later date following the extension of the Cycleway.

Protected groups

Age 0-18	Positive impact - Positive impact - Younger people generally feel safer cycling on segregated cycleways than roads. The designation of the cycleways should support reduction in road traffic accidents involving young cyclists. Increased independence for both younger people as there is a safer, more efficient and reliable transport service that doesn't rely on the ability to drive. Easy access to links supermarkets and around the community.
Age 19-64	Positive impact - Positive impact - People aged 19-64 can be encouraged to cycle or walk using the segregated cycleway and footpaths which can make them feel safer and less vulnerable to vehicles. This can also influence them to be more confident and independent when it comes to travelling to the nearest supermarket or round the community. Also the use of a signalised roundabout will give people safer access to crossing the roads.
Age 65+	Positive impact - Positive impact - Older people may be more adversely affected than the general population. Older people may be less mobile or have hearing or visual impairments and consequently feel more vulnerable/less safe sharing the footway with cyclists. However, we know that this age group may be more susceptible to the impact of COVID-19 and poor air quality and this extra transport option offers an alternative to public transport and reduces car use in the city.
Disability	Positive impact - Positive impact - Safe, high-quality cycle and pedestrian routes could offer increased independence for many people with disabilities, who may potentially be able to walk or cycle, but might feel unsafe cycling on or crossing the road. The opportunity for increased physical activity through active commuting could have benefits in preventing and mitigating chronic illnesses that can exacerbate disabilities. Shared pathways may increase conflict between cyclists and in particular more vulnerable pedestrians such as the mobility or visually impaired, hence a segregated facility is proposed.
Gender reassignment	No impact -

Pregnancy and maternity

Positive impact - Positive impact - Evidence suggests that air pollution can affect the growth of the unborn baby and may be linked to premature birth. Encouraging greater use of sustainable modes will help lower levels of air pollutants in the local area, benefitting health. Pregnant women may feel vulnerable on a shared use path, hence a segregated facility is proposed. Providing protected cycle lanes can increase the propensity of pregnant women or women with very young children to cycle, thereby improving their mental and physical health. Wider cycle lanes can also more easily be used by parents who use cargo cycles. The lanes have been designed to accommodate larger cycles such as cargo cycles.

Race No impact -

Religion and belief No impact -

Sex

Positive impact - Positive impact - In a national survey, 69% of women surveyed stated that it is too dangerous for them to cycle on the road compared to 53% of men. Improved cycling facilities will reduce this barrier to cycling for some women. This will also allow them to feel more confident that there is a linkage between the cycleways and that they are able to safely travel around the city to their destination.

Sexual orientation No impact -

Care experienced

Positive impact - People who have care experienced will benefit from cycleways as it gives them the freedom and independence to safely use a segregated cycleway to get to supermarkets and City Centre. This allows them to confidently travel and directs them into a healthy lifestyle to impact fitness and health in a positive way. This can also have a positive impact on mental health and encourage the use of walking and cycling to support that. Cycleways will become more accessible and footpaths will also be segregated for pedestrians to allow them the safety of walking reducing any cyclist impact.

Health inequalities (HI)

This proposal will help reduce inequalities and contributes to the Marmot Principles below as part of the idea to influence cycling and walking and creating a safer transport system with environmental benefits stated below:

How HI will be reduced

- Give every child the best start in life
- Enable all children, young people and adults to maximise their capabilities and have control over their lives
- Ensure a healthy standard of living for all
- Create and develop healthy and sustainable places and communities
- Strengthen the role and impact of ill health prevention

Evidence showing how HI will be reduced

The information we have to show this proposal will reduce health inequalities is by using the Coventry City Council Transport Strategy working to offer a safe, sustainable and resilient transport system which allows residents and visitors to get round the city easy and safely. We are improving air quality with more sustainable cars as well as influencing walking and cycling as a safe option to tackle local challenges with improving the regional and national connections. The national government schemes will be expected to generate up to 16million more walking and cycling trips a year across the country. This creates a healthier lifestyle and independence to safely travel around the city.

Groups of people who face HI

The groups of people who will face the biggest benefit to health in regard to the new cycleway and footway are people with no access to cars as public transport and cycling can help them get round the city. Elderly people can also find it easier and safer to move around the area with cycling and signalised junctions which can encourage them to visit the supermarket and local parks.

Pedestrians and school children will also be positively impacted as using the footpaths and cycleways can reduce anxiety and mental health and give school children the confidence of independence. A safer form of transport can boost children to use cycleways and footways on their journey, allowing them to have the freedom and improve physical health. The cycleways will link ASDA Roundabout to the sections of London Road North and Abbey road to Tollbar End (London Road South) that will allow linkage into the City Centre and Binley Cycleway making it easier for cyclists to travel around the city and meet their destination.

**How to improve HI
for groups
identified**

Health Equity will be improved by this a safer facility, as pedestrians have their own footpath and cyclists are not riding on the carriageway. The wider strategy linking into the One Coventry plan contributes by reducing traffic and allowing a safe and efficient way to get round the city. This brings people to become more active and boosts travel options.

identified Air pollution can also be improved which relates to the One Coventry plans to make a greener environment and bringing communities together. This overall will improve road safety, congestion and wellbeing in people who will choose active travel. One Coventry can also be promoted as this will link a number of cycleways to other cycleways into the City Centre.

Digital inequalities (DI)

Impact to DI	N/A
Opportunities to reduce DI	N/A

Next steps

Inequality	Action	Owner	Timescale

**Monitor and
evaluation**

Footfall and cycling surveys to monitor changes to pedestrian and cyclist use
Feedback from local people
Any recorded accident data

Impact on Council staff

Will there be an impact?	No
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Completion statement

**Potential equality
impact**

No impact has been identified for one or more protected groups