

SSA EQUALITY IMPACT AND NEEDS ANALYSIS

Directorate	Environmental and Community Services
Service Area	Spatial and Transport Strategy
Service/policy/function being assessed	Queenstown Road
Which borough (s) does the service/policy apply to	Wandsworth
Staff involved in developing this EINA	Shonelle Eccles
Date approved by Directorate Equality Group (if applicable)	
Date approved by Policy and Review Manager All EINAs must be signed off by the Policy and Review Manager	14/02/2024
Date submitted to Directors' Board	

1. Summary

Please summarise the key findings of the EINA.

Queenstown Road is a classified road, forming part of the A3216 and Cycle Superhighway 8. It runs north to south and maintains a 20mph speed limit. The vehicle movements per day for the road can be as high as 25,000. Along with being a primary traffic corridor, Queenstown Road serves a mix of commercial, residential and light industrial activities. The road is located in both Battersea Park and Shaftesbury and Queenstown wards, however the proposed section of development is in Battersea Park.

Queenstown Road has a poor safety record, with high numbers of injury collisions involving cyclists, particularly at the vehicle access to the Shell service station. Accordingly, a corridor study was commissioned in 2019 for the entirety of the road. The purpose of the study was to determine how the road could be improved for pedestrians, cyclists, and buses, while also encouraging active travel, reducing collisions, and improving the public realm. The road was broken down into five segments. The segment subject to this EINA is Segment 1: Chelsea Bridge to Queen's Circus.

The preferred options for each segment were presented at committee in February 2020. Approval was given for the project's objectives and the preferred options as presented. The preferred design for Segment 1 was to improve cycle provisions so that it is in line with TfL's Cycleway criteria, with a 2.0m stepped track cycle lane in both directions. This portion of Queenstown Road forms part of Cycle Superhighway 8 and has the greatest cycle movements in the borough. Also included in this option was improved pedestrian crossings across Queenstown Road and at side roads, along with trees and plantings included where possible.

Elements of the design were implemented under a temporary traffic order as part of the Council's COVID response in 2020. These elements included wands in place of the out of hours car parking to segregate the southbound cycle lane between Chelsea Bridge and Queens Circus, extending the hours of the northbound bus lane to 24 hours and lowering the speed limit to 20mph.

In March 2021 an informal engagement questionnaire was carried out for the northern section of the road between Chelsea Bridge Road and Battersea Park Road. The purpose of the engagement was to request feedback on preferred design options and how the scheme could maximise local benefits, while also gathering information on how respondents use the road. The outcome of the engagement has been discussed in section 2.b. below.

Following the results of the initial engagement, approval was given at the June 2021 committee to proceed to consultation on a permanent design for Segment 1 and convert the temporary traffic order to permanent. Accordingly, a public consultation was launched over November 2021, which focused on the introduction of stepped-track cycle lanes, improved pedestrian crossings and new trees and greening. The outcome of the consultation has been discussed in section 2.b. below.

The positive impacts of the scheme include reduced risk of collisions for cyclists and pedestrians, improved provisions for cyclists and pedestrians, lower maintenance costs associated with the removal of the wands, improved public realm through decluttering and the introduction of more greenery.

The potential negative effects of the scheme relate solely to the introduction of two bus stop boarders near the southern end of the segment and one bus stop bypass near the northern end of the segment. Bus stop boarders and bypasses are best suited to bus stops with less frequent services and low passenger and pedestrian volumes. In this instance, the selected bus stop designs were considered appropriate for their location as they are the most practical option and the safest option for cyclists, and are consistent with the London Cycle Design Guide. The Council understands the potential negative effects for some users with the inclusion of this design. More details on what groups are considered affected by this element of the proposal

and why is provided in section 4 below.

2. Evidence gathering and engagement

a. What evidence has been used for this assessment? For example, national data, local data via DataRich or DataWand

Evidence	Source
Local data	DataWand
National data	ONS, Census 2021
National data	Marmot Indicators

b. Who have you engaged and consulted with as part of your assessment?

Individuals/Groups	Consultation/Engagement results	Date	What changed as a result of the consultation
Residents, businesses, and groups of Queenstown Road.	<p>In total, 336 questionnaire responses were completed, with most being nearby residents.</p> <p>Overall, 66% of respondents either supported or strongly supporting the plans for permanent changes on Queenstown Road, while 20% either opposed or strongly oppose the plans for changes.</p> <p>Sixty percent of respondents said that the emerging plans would help them to walk or cycle more and plans to incorporate landscaping and tree-planting were well supported. The removal of overnight parking was supported by 60% of respondents.</p> <p>Support for the temporary measures was generally high. Respondents were most positive about the impact of the temporary measures on cycling. Respondents were most negative about the temporary measures fitting into the existing streetscape. Those who disagreed or strongly disagreed with most statements regarding the temporary scheme were concerned with the potential impacts from congestion.</p> <p>Additional comments were made regarding the proposed bus stop design, particularly the bus stop bypass located in the northern section of the northbound cycle track and the large volumes of people that use the bus stop.</p>	15/03/21 – 05/04/21	Following the results of this initial questionnaire, the design proposal was refined. The design at this stage included two sets of bus stop boarders, and following this initial consultation and discussion with local stakeholder groups, this was amended to bus stop bypasses at the northern, busier bus stops with the bus stop boarders retained at the quieter southern bus stops.

Residents, businesses, and groups of Queenstown Road.	<p>In total, there were 225 responses to this consultation, of which 79% were residents.</p> <p>The responses indicated strong support for the proposals and were broadly comparable with the responses from the first round of public engagement.</p> <p>Respondents were asked if they supported or opposed the eight scheme components. Each of the scheme components recorded over 60% support from respondents. The component with the most support was new greenery, including trees and sustainable drainage systems (85%), followed by decluttering (77%). The least popular component was the improvement to cycle lanes through the introduction of stepped tracks with 30%. Although this was still supported by 67%. The next least popular was the changes to bus stop designs with 26% opposing. However, 64% of respondents still supported this measure.</p> <p>Respondents were then asked what impact they thought it might have on how they travel. Over half (55%) of respondents felt that they would cycle more often along Queenstown Road because of the scheme.</p>	01/11/21 – 05/11/21	The findings of the consultation were overwhelmingly positive so few changes have been proposed. The primary change is the removal of the bus stop bypass at the northern northbound bus stop, given the proximity of the stop to Chelsea Bridge and the end of the cycle lane.
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3. Analysis of need

Potential impact on this group of residents and actions taken to mitigate impact and advance equality, diversity and inclusion

Protected group	Findings																																			
Age	<table border="1"> <thead> <tr> <th colspan="3" data-bbox="363 1597 1471 1635">ONS Census 2021</th> </tr> <tr> <th data-bbox="363 1641 778 1680">Geography</th> <th data-bbox="783 1641 1134 1680">Battersea Park (%)</th> <th data-bbox="1139 1641 1471 1680">Wandsworth (%)</th> </tr> </thead> <tbody> <tr> <td data-bbox="363 1686 778 1724">Aged 0 – 4</td> <td data-bbox="783 1686 1134 1724">5.29</td> <td data-bbox="1139 1686 1471 1724">5.71</td> </tr> <tr> <td data-bbox="363 1731 778 1769">Aged 5 – 9</td> <td data-bbox="783 1731 1134 1769">4.84</td> <td data-bbox="1139 1731 1471 1769">5.16</td> </tr> <tr> <td data-bbox="363 1776 778 1814">Aged 10 – 14</td> <td data-bbox="783 1776 1134 1814">4.72</td> <td data-bbox="1139 1776 1471 1814">4.79</td> </tr> <tr> <td data-bbox="363 1821 778 1859">Aged 15 – 19</td> <td data-bbox="783 1821 1134 1859">3.86</td> <td data-bbox="1139 1821 1471 1859">3.99</td> </tr> <tr> <td data-bbox="363 1865 778 1904">Aged 20 - 24</td> <td data-bbox="783 1865 1134 1904">6.88</td> <td data-bbox="1139 1865 1471 1904">7.27</td> </tr> <tr> <td data-bbox="363 1910 778 1948">Aged 25 – 29</td> <td data-bbox="783 1910 1134 1948">13.62</td> <td data-bbox="1139 1910 1471 1948">14.55</td> </tr> <tr> <td data-bbox="363 1955 778 1993">Aged 30 – 34</td> <td data-bbox="783 1955 1134 1993">11.97</td> <td data-bbox="1139 1955 1471 1993">11.75</td> </tr> <tr> <td data-bbox="363 2000 778 2038">Aged 35 - 39</td> <td data-bbox="783 2000 1134 2038">8.15</td> <td data-bbox="1139 2000 1471 2038">8.95</td> </tr> <tr> <td data-bbox="363 2045 778 2083">Aged 40 - 44</td> <td data-bbox="783 2045 1134 2083">7.51</td> <td data-bbox="1139 2045 1471 2083">7.51</td> </tr> </tbody> </table>			ONS Census 2021			Geography	Battersea Park (%)	Wandsworth (%)	Aged 0 – 4	5.29	5.71	Aged 5 – 9	4.84	5.16	Aged 10 – 14	4.72	4.79	Aged 15 – 19	3.86	3.99	Aged 20 - 24	6.88	7.27	Aged 25 – 29	13.62	14.55	Aged 30 – 34	11.97	11.75	Aged 35 - 39	8.15	8.95	Aged 40 - 44	7.51	7.51
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Aged 45 – 49	6.52	6.35
Aged 50 – 54	6.23	5.74
Aged 55 – 59	5.58	4.96
Aged 60 – 64	3.95	3.70
Aged 65 – 69	2.99	2.78
Aged 70 – 74	2.72	2.53
Aged 75 – 79	1.87	1.75
Aged 80 – 84	1.74	1.28
Aged 85 +	1.56	1.23

Battersea Park ward and Wandsworth borough population is represented the most in the age group of 25 to 29 years with 13.62% (Battersea Park) and 14.55% (Wandsworth). The next age group for both locations is 30 – 24, with 11.95% for Battersea Park and 11.75% for Wandsworth. The data outlines that both areas have a young population. It is assumed that majority of this age group would be relatively active and would benefit from a project of this nature. The elderly age group using the bus stops could receive negatives effects from the introduction of the bus stop bypass and boarders.

Disability

ONS Census 2021		
Geography	Battersea Park (%)	Wandsworth (%)
Day-to-day activities limited a lot	5.2	4.5
Day-to-day activities limited a little	6.8	6.9
Has long term condition but not limited	5.2	6.2
No long-term conditions	82.9	82.4

Figures identify that 5.2% of the ward, compared to 4.5% of the borough, indicated that they have a long-term condition, which limits their day-to-day activities a lot. 82.9% of the ward, compared to 82.4% of the borough, indicated that they have no long-term conditions. Residents who indicated they have a disability may receive more adverse effects from elements of the proposal such as the bus stop boarder or bypass.

Sex

ONS Census 2021			
Geography	Wandsworth (%)	London (%)	England (%)
Females	52.6	51.5	51
Males	47.4	48.5	49

Figures show that for each geographical location the female population is greater than the male population. Wandsworth borough has the greatest difference between the genders, with females exceeding the male population by 5.2%.

Gender reassignment	Data at the borough level on gender reassignment was published for the first time following the 2021 Census. This reported that 92.86% of the borough population said their gender identity was the same as their sex registered at birth, higher than London and England. In total, 1,691 (0.62%) Wandsworth residents indicated a change in gender identity with 713 (0.26%) stating their gender identity was different to that of birth but did not provide a write in response to what they identified with. Of the 1,690 residents who indicated a change in gender identity, there was an even split between males and females. 3 in 5 were aged under 44 years of age.																							
Marriage and civil partnership	<table border="1" data-bbox="373 506 1465 1182"> <thead> <tr> <th colspan="3" data-bbox="373 506 1465 546">ONS Census 2021</th> </tr> <tr> <th data-bbox="373 546 708 586">Geography</th> <th data-bbox="708 546 1086 586">Battersea Park (%)</th> <th data-bbox="1086 546 1465 586">Wandsworth (%)</th> </tr> </thead> <tbody> <tr> <td data-bbox="373 586 708 712">Never married and never registered in civil partnership</td> <td data-bbox="708 586 1086 712">57.4</td> <td data-bbox="1086 586 1465 712">55.8</td> </tr> <tr> <td data-bbox="373 712 708 837">Married or in a registered civil partnership</td> <td data-bbox="708 712 1086 837">29</td> <td data-bbox="1086 712 1465 837">33</td> </tr> <tr> <td data-bbox="373 837 708 909">Divorced or civil partnership dissolved</td> <td data-bbox="708 837 1086 909">7.5</td> <td data-bbox="1086 837 1465 909">6.4</td> </tr> <tr> <td data-bbox="373 909 708 1025">Widowed or surviving civil partnership partner</td> <td data-bbox="708 909 1086 1025">3.9</td> <td data-bbox="1086 909 1465 1025">3.0</td> </tr> <tr> <td data-bbox="373 1025 708 1182">Separated, but still legally married or still legally in a civil partnership</td> <td data-bbox="708 1025 1086 1182">2.2</td> <td data-bbox="1086 1025 1465 1182">1.8</td> </tr> </tbody> </table> <p data-bbox="373 1189 1465 1384">The category with the highest percentage for the ward is never married and never in a registered civil partnership, with 57.4%. An assumption has been made that this is due to the ward's young population, as outlined above. Further, increasingly more people are opting not to get married or be in a registered civil partnership. The proposal would not have any adverse effects on this category.</p>			ONS Census 2021			Geography	Battersea Park (%)	Wandsworth (%)	Never married and never registered in civil partnership	57.4	55.8	Married or in a registered civil partnership	29	33	Divorced or civil partnership dissolved	7.5	6.4	Widowed or surviving civil partnership partner	3.9	3.0	Separated, but still legally married or still legally in a civil partnership	2.2	1.8
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<p>Across groups i.e older LGBT service users or Black, Asian & Minority Ethnic young men.</p>	<p>There is no service data available to determine any findings across groups. Feedback from consultation has not identified any impacts.</p>																																	

Socio-economic status (to be treated as a protected characteristic under Section 1 of the Equality Act 2010)

Include the following groups:

- **Deprivation (measured by the 2019 English Indices of Deprivation)**
- **Low-income groups & employment**
- **Carers**
- **Care experienced people**
- **Single parents**
- **Health inequalities**
- **Refugee status**

Deprivation – Indices of Deprivation 2019			
<p>The English Indices of Deprivation 2019 rank each small area (Lower Super Output Area) in England from most deprived to least deprived, with 1 being the most and 10 being the least. Income, employment, education, health, crime, barriers to housing and services and living environment are the seven domains of deprivation.</p> <p>Between 2015 and 2019 Wandsworth was within the least deprived third of Local Authorities (LAs) in London. The borough ranks amongst the least deprived third of LAs in London for five of the seven deprivation domains (Income, Employment, Education, Skills & Training, Barriers to Housing & Services and Crime). Throughout 2015 and 2019, Wandsworth moved from the 50% least deprived to the 50% most deprived London boroughs in the Health Deprivation & Disability domain.</p>			

Low-income groups & employment – DWP 2023			
Measures	Wandsworth (%)	London (%)	England (%)
People on Universal Credit	10.3	16.2	15
People claiming out of work benefits	3.4	5	3.8
<p>Wandsworth has a lower percentage of residents claiming Universal Credit or out of work benefits compared to London and England.</p>			

Fuel Poverty - BEIS 2020		
Measure	Battersea Park (%)	Wandsworth (%)
Households living in fuel poverty – Low Income/ Low energy Efficiency (2020)	8.5	8.6

Low Income – DWP 2021/22			
Measure	Wandsworth (%)	London (%)	England (%)
Children under 16 living in families with absolute low income	8.5	12	14.7
Children under 16 living in families with relative low income	10.7	15	19.2

Occupation (Carers) – ONS Census 2021
<p>5.8% of the borough’s population were providing unpaid care and 1.4 were providing 50 or more hours. For Battersea Park, 5.7% of the ward’s population were providing unpaid care and 1.4% were providing 50 hours or more a week.</p>

Single parent – ONS Census 2021			
Measure	Wandsworth (%)	London (%)	England (%)
Lone parent family	10.2	13.3	11.1

Health Inequalities – ONS Marmont Indicators			
Measures	Wandsworth (years)	London (years)	England (years)
Inequality in life expectancy at birth – females (2018 – 20)	5.8	5.4	7.9
Inequality in life expectancy at birth – males (2018 – 20)	5.9	7.5	9.7

The figures above outline that Wandsworth has a lower inequality in life expectancy at birth compared to London and England for males. However, Wandsworth females have a higher inequality in life expectancy compared to London females but not England females.

Health Inequalities – ONS Marmont Indicators		
Measures	Wandsworth (years)	England (years)
Life expectancy at birth in least deprived decile – females (2018 – 20)	88.7	86.3
Life expectancy at birth in least deprived decile – males (2018 – 20)	83.4	83.2
Life expectancy at birth in most deprived decile – females (2018 – 20)	81.6	78.3
Life expectancy at birth in most deprived decile – males (2018 – 20)	76.6	73.5

The figures above show that Wandsworth has a higher life expectancy in both its least and most deprived deciles compared to England, for both female and male residents. In addition, the most deprived deciles had a lower life expectancy, compared to higher deciles in Wandsworth for both male and female.

Life expectancy interconnects with people's socio-economic situations. Characteristically, lower decile people will live shorter lives as they are subject to greater health inequalities. Among other factors, inequalities range from a lack of access to quality health services, the wider environments such as poor-quality housing, work settings, education, or access to green space, and behavioural risks to health such as drinking, smoking, physical inactivity, or poor diet. In turn, these inequalities can lead to long term health conditions and mental illness. Refugees or migrants can be exposed to greater health challenges from severe health inequalities. This is worsened as they tend to use fewer health services compared to that of the local populations.

Data gaps

Data gap(s)	How will this be addressed?
No data gaps identified	

4. Impact

Protected group	Positive	Negative
<p>Age</p>	<p>As shown in the data above, both the ward and the borough have a young population. Accordingly, the working age group who commute into central London for work are assumed to benefit the most from this proposal. By providing segregated cycling facilities, existing and new cyclists can safely and efficiently get in and out of the city without the added stress of navigating HGVs, buses or vehicles. Similarly, children and their parents, teenagers or adults trying to access Battersea Park or Battersea Power Station could cycle in confidence knowing they have additional protection from wider road users. Further, improved footpaths and pedestrian crossings will help overall accessibility for all age groups but particularly elderly and children. All age groups would benefit from improved air quality and reduced traffic congestion.</p>	<p>Both bus stop bypasses and boarders require shared spaces between pedestrians and cyclists. While a pedestrian crossing between the pavement and the bus stop has been proposed, there is still a risk that a collision could occur between the different users. This is a particular area of concern for elderly bus passengers when trying to cross from the pavement to the bus stop, specifically if it is busy and a cyclist fails to give way. A greater issue is created by anti-social e-bikes and the user’s tendencies to speed. This environment is an added layer of anxiety for elderly people trying to navigate a busy road, such as Queenstown Road. To try mitigate these effects, prior to implementation the Council would continue to review best practice bus stop designs and would revise the designs if an alternative option, which is safe for all road users, is provided. If the proposal is implemented with any bus stop bypasses or boarders, then the Council will continually monitor the bus stop and users’ safety.</p>
<p>Disability</p>	<p>In its current state, Queenstown Road has a lack of safe and accessible cycle facilities. By providing segregated cycle lanes that cater for all types of cyclists, it will encourage people of all abilities to take up this active travel option. Additionally, improved footpaths and pedestrian crossings will help overall accessibility for people with disabilities, and particularly those</p>	<p>Like above, individuals with disabilities, particularly people with visual impairments, hearing impairments, or wheelchair users, could receive negative effects from the chosen bus stop designs. For bus stop boarders, a main concern is that bus users step out of the bus into the line of the cyclists. Similarly, if you’re a wheelchair user, the ramp would also come out into the</p>

	requiring a wheelchair. All people would benefit from better air quality and reduced traffic congestion.	cycle lane. If a cyclist fails to give way, then there could be a collision. The conflict or the thought of a potential conflict that could occur may decrease the individual's confidence and deter them entirely from using the bus stop. In this instance, the mitigation options would remain the same as above, where the Council would review best practice designs prior to implementation and if installed would monitor the bus stop and users' safety.
Sex	In 2022/23 London wide, females averaged 0.85 walking trips per person per day, while males averaged 0.76. In contrast, males averaged 0.09 trips per person per day via cycle, while females averaged 0.02 (Travel in London Annual Overview, 2023). While both males and females would receive benefits from the proposal, females are more likely to be advantaged by the pedestrian improvements and males by the cycle facilities. It is assumed that numbers for active travel modes would further increase for females when commuting if a well-designed, safe, and accessible proposal is implemented, especially if travelling alone at night or with children. Both males and females would receive positive impacts from reduced traffic congestion and improved air quality.	It is considered that neither male nor females would be adversely affected by any elements of the proposal, when considering sex as an individual category.
Gender reassignment	There is no data suggesting impacts specific to gender reassignment.	There is no data suggesting impacts specific to gender reassignment.
Marriage and civil partnership	There is no data suggesting impacts specific to marriage and civil partnerships.	There is no data suggesting negative impacts specific to marriage and civil partnerships.
Pregnancy and maternity	The proposal would improve the overall safety and accessibility of the environment for parents who are wanting to transport their children via cargo bikes, cycle alongside their children or simply walk or navigate the footpaths with a stroller. Babies, children, and pregnant women would benefit from reduced congestion and improved air quality.	There is a possibility that bus users requiring prams may be negatively impacted from the use of the bus stop boarder and bypass. When using the boarder, a pram would need to get through the cycle lane to access the bus or pavement. A conflict could occur if the cyclist is unable to give way and the bus user is unable to see the cyclists until it is too late. The mitigation

		options would remain the same as discussed above.
Race/ethnicity	<p>People of Black and Asian minority ethnic groups are currently underrepresented in walking and cycling compared to people of white backgrounds. In 2022/23, 15% of people from Asian backgrounds and 15.2% of people with Black backgrounds cycled at least once in the last year, compared to 29% of people with White backgrounds (Travel in London Annual Overview, 2023). For walking, people of Asian backgrounds averaged 0.7 trips per person per day, people of Black backgrounds averaged 0.65 and people of White backgrounds averaged 0.95 (Travel in London Annual Overview, 2023). When comparing the ethnicity data in section 3 and these walking and cycling statistics then people of White backgrounds would benefit most from this project. However, if the proposal is implemented it may encourage people of Black or Asian backgrounds to cycle or walk where they previously haven't before because they would feel safer to do so in a better protected environment.</p>	Race and ethnicity as a category on its own, is not considered to receive any negative implications from any elements of the proposal, including the bus stop designs.
Religion and belief, including non belief	There is no data suggesting impacts specific to religion and beliefs.	There is no data suggesting negative impacts specific to religion and beliefs.
Sexual orientation	There is no data suggesting impacts specific to sexual orientation.	There is no data suggesting negative impacts specific to sexual orientation.
<p>Socio-economic status (to be treated as a protected characteristic under Section 1 of the Equality Act 2010) Include the following groups:</p> <ul style="list-style-type: none"> • Deprivation (measured by the 2019 English Indices of Deprivation) • Low-income groups & employment • Carers 	<p>It is assumed that different socio-economic groups would benefit from well-connected and well-designed cycle and walking facilities as it enables people to access different locations quickly, safely and easily within the city. This is particularly beneficial if people have tight timeframes going between jobs or activities. Further, cycling or walking is typically more reliable and an affordable option when compared to that of a private vehicle or some forms</p>	Socio-economic status as a category on its own, is not considered to receive any negative implications from any elements of the proposal, including the bus stop designs.

<ul style="list-style-type: none"> • Care experienced people • Single parents • Health inequalities • Refugee status 	<p>of public transportation. All socio-economic groups outlined would receive positive impacts from reduced traffic congestion and improved air quality.</p>	
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5. Actions to advance equality, diversity and inclusion

Action	Lead Officer	Deadline
Continue to review best practice for bus stop designs and incorporate into the design.	Margo Turner	Prior to implementation
If the scheme is implemented, continually monitor the chosen bus stop design and users' safety.	Margo Turner	After implementation
Incorporate more trees and SuDS into the final design for this section.	Margo Turner	Prior to implementation