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2.4 Existing documentation and data

3 Key Findings

This section presents the key findings and impacts identified on each of the protected characteristic groups. As a lot of similarities were identified between schemes of the same nature, the key findings have been grouped into three types: Pop-up cycle lanes, Low Traffic Neighbourhoods/City Centre Segments and Covid-19 measures.

3.1 Age

3.1.1 Pop-up cycle lanes

Pop-up cycle lanes aim to provide safer spaces for people to cycle by providing, in most cases, light segregation from vehicles. These proposals are likely to have a positive impact on all users, irrespective of age. It is likely that the benefits will be felt more by younger people than older people, as enabling children to cycle at an earlier age and develop their confidence and skills. This is particularly true for children travelling unaccompanied, and this can create a greater sense of independence.

Some potential adverse impacts on certain age groups were identified however, many of these are as a result of the implementation rather than the design. These include:

- ¼ Removal of on-street parking – some older people may be more dependent on their private vehicle to travel locally. Removal of on-street parking may result in them parking further away from their destination;
- ¼ Lack of signage and wayfinding making it difficult for people of all ages to follow where the cycle route goes, particularly at crossings when the cycle lane switches to the other side of the road;
- ¼ Lack of signing provision in shared use areas may result in pedestrians not being aware they are walking within an area where cyclists may be present; and
- ¼ Poorly maintained road surfaces which may create trip hazards for cycle users of all age groups.

3.1.2 Low Traffic Neighbourhoods/City Centre Segments

All ages will experience some positive benefit as a result of the implementation. It is likely that younger people will receive greater benefits as the scheme minimises the risk of conflict with motor vehicles.

It is likely that the implementation of LTNs will help to improve the lung health of all age groups. This will be

Elderly users will likely benefit from this scheme the most as scientific evidence has proven that diagnosis rates increase with age for both males and females. When compared to all-cause mortality in previous years, deaths from Covid-19 have a slightly older age distribution.

There were some instances where human intervention, whether it be local residents or businesses, had moved the barriers onto the footway or out of position so that vehicles could park on the road thereby removing any benefits from the widened footways, in turn increasing the risk of potential transmission of Covid-19 as well as the risk of infection for all age groups.

3.2

Tarmac ramps between the kerbside and the carriageway are in good condition and are of good quality for

