

PART A Introductory Information

Proposal name Active Travel Fund 3: East Bank Road (Sheaf Valley Extension)

Brief aim(s) of the proposal and the outcome(s) you want to achieve

The East Bank Road Active Travel Scheme is part of the Sheffield City Region Active Travel Implementation Plan and will become a critical extension to the communities just south of the City Centre, connecting with and beyond the Sheaf Valley Cycle Route, to the Grey to Green project, wider Transforming Cities Fund programme, and the City's transformational Connecting Sheffield Programme.

Road transport is already the single biggest contributor to poor air quality, responsible for some 80% of harmful roadside nitrogen dioxide (NO₂) concentrations. The Cabinet Office has estimated that motorised road transport costs English urban areas between £38 to £49 billion a year, as a result of excess delays, accidents, physical inactivity, air pollution, greenhouse gas emissions and noise.

The overarching Vision for Transport in the region is to put pedestrians and cyclists at the centre of all transport plans and increase the levels of walking and cycling by 21% and 350% respectively, by 2040.

Improvements and changes are needed to achieve SCC, MCA, and Government spending objectives and strategies, address the challenges, and deliver the future vision.

The East Bank Road Active Travel Scheme is therefore not just about cyclists, it's also about pedestrians and access to bus stops, and will deliver significant improvements to active infrastructure along Farm Road/East Bank Road between Granville Square and Daresbury Road Junction, with a spur onto Duchess Road. The route covers a distance of around 4km (2.5mils).

The scheme plans to include several new crossing points and introduce Low Traffic Neighbourhood type interventions to support walking to school, to the shops, to work and the promotion of all movement that doesn't rely on the private car.

The route is a mix of classified unnumbered and unclassified roads which are locally important and connect into the communities Heeley, Arbourthorne, Meersbrook, Gleadless Valley, and more.

The area contains major employment sites and educational institutions including Sheffield College and connects to Sheffield Midland Railway Station. The route identified in this scheme is largely free from bus movements to avoid conflict with heavier vehicles.

This project is geared to enable travel by sustainable modes and could replace some shorter-distance journeys by car thereby reducing travel demand.

The consequential benefits of increased walking and cycling are wide reaching, and include:

- Enhanced personal well-being;
- Improved physical and mental health;
- Reduced traffic congestion; and
- Improved air quality and reduced carbon footprint from cutting down on car use.

Proposal type

- Budget Non Budget

If Budget, is it Entered on Q Tier?

- Yes No

If yes what is the Q Tier reference

Year of proposal (s)

<input type="radio"/> 22/23	<input type="radio"/> 23/24	<input checked="" type="radio"/> 24/25	<input checked="" type="radio"/> 25/26	<input type="radio"/> other
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Decision Type

- Coop Exec
- Committee (Transport, Regeneration and Climate Change)
- Leader
- Individual Coop Exec Member
- Executive Director/Director
- Officer Decisions (Non-Key)
- Council (e.g., Budget and Housing Revenue Account)
- Regulatory Committees (e.g. Licensing Committee)

Lead Committee Member

ClIrs Mazher Iqbal and Julie Grocutt

Lead Director for Proposal

Gillian Duckworth

Person filling in this EIA form

David Whitley

EIA start date

22/09/2022

Equality Lead Officer

- | | |
|--|--|
| <input type="radio"/> Adele Robinson | <input checked="" type="radio"/> Ed Sexton |
| <input type="radio"/> Annemarie Johnston | <input type="radio"/> Louise Nunn |
| <input type="radio"/> Bashir Khan | <input type="radio"/> Beverley Law |

Lead Equality Objective ([see for detail](#))

<input type="radio"/> Understanding Communities	<input type="radio"/> Workforce Diversity	<input checked="" type="radio"/> Leading the city in celebrating & promoting inclusion	<input checked="" type="radio"/> Break the cycle and improve life chances
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Portfolio, Service and Team

Is this Cross-Portfolio

Yes

No

Portfolio/s

City Futures

Is the EIA joint with another organisation (e.g. NHS)?

Yes

No

Please specify

Consultation

Is consultation required? (Read the guidance in relation to this area)

Yes

No

If consultation is not required, please state why

If consultation has already been carried out, please provide details of the results with equalities analysis

Are Staff who may be affected by these proposals aware of them?

Yes

No

Are Customers who may be affected by these proposals aware of them?

Yes

No

If you have said no to either please say why

The project is currently at Initial Business Case stage and therefore no consultation has yet been undertaken.

Consultation with the community, interest groups, businesses, and stakeholders will be undertaken as the proposals are developed. We aim to ensure that there is a good representation, reflective of the community.

This Equality Impact Assessment will be reviewed and updated following public consultation.

Initial Impact

Under the [Public Sector Equality Duty](#) we have to pay due regard to the need to:

- eliminate discrimination, harassment and victimisation
- advance equality of opportunity
- foster good relations

For a range of people who share protected characteristics, more information is available on the [Council website](#) including the [Community Knowledge Profiles](#).

Identify Impacts

Identify which characteristic the proposal has an impact on tick all that apply

<input checked="" type="radio"/> Health	<input type="radio"/> Transgender
<input checked="" type="radio"/> Age	<input checked="" type="radio"/> Carers
<input checked="" type="radio"/> Disability	<input type="radio"/> Voluntary/Community & Faith Sectors
<input type="radio"/> Pregnancy/Maternity	<input type="radio"/> Cohesion
<input checked="" type="radio"/> Race	<input type="radio"/> Partners
<input type="radio"/> Religion/Belief	<input checked="" type="radio"/> Poverty & Financial Inclusion
<input checked="" type="radio"/> Sex	<input type="radio"/> Armed Forces
<input type="radio"/> Sexual Orientation	<input type="radio"/> Other

Cumulative Impact

Does the Proposal have a cumulative impact?

- Yes No

<input checked="" type="radio"/> Year on Year	<input type="radio"/> Across a Community of Identity/Interest
<input checked="" type="radio"/> Geographical Area	<input type="radio"/> Other

If yes, details of impact

Cumulative impact along with other active travel projects.

Local Area Committee Area(s) impacted

- All Specific

If Specific, name of Local Committee Area(s) impacted

East, South and Central LACs

Initial Impact Overview

Based on the information about the proposal what will the overall equality impact?

A broad initial screening exercise has been undertaken to assess whether or not it is necessary to carry out a Full Impact Assessment.

The screening considers the individual groups with protected characteristics and how the cycling and walking trails project may affect them. A 'score' has been assigned to each of the relevant groups. Provisional scoring criteria used is set out below:

- A **Major Positive** or **Major Negative** score would be given where the project is likely to have a disproportionate effect on large numbers of the relevant group;
- A **Minor Positive** or **Minor Negative** score has been given where the project is likely to affect small numbers of the relevant groups; and
- A **Neutral** score has been given where there is no clear relationship between the project and the relevant group.

The impact area of the East Bank Road Active Travel scheme has been set around assessing an initiative that is aimed at reducing demand for different motorised modes over relatively short distances. Therefore, the underpinning analysis has focussed on a sub-area that reflects the catchment area of the scheme proposals. The sub-area is broadly based on a 30 min cycling isochrone with the Wards intersecting the isochrone being used to represent the demographic characteristics, namely:

- Park and Arbourthorne;
- City;
- Manor Castle;
- Gleadless Valley; and
- Nether Edge and Sharrow

The screening is shown below.

Characteristic	Impact Level	Reasoning
Health (health inequalities)	Minor Positive	<p>New research shows that the construction of safe walking and cycling routes can improve population health and reduce health inequalities¹.</p> <p>The research by MRC Epidemiology Unit & Centre for Diet and Activity Research (CEDAR) at the University of Cambridge and the Centre for Public Health & Wellbeing at the University of the West of England was published in the Journal of Transport and Health.</p> <p>The findings are very clear that creating new walking and cycling routes or improving existing routes will support physical activity in groups for which exercise can fall below the recommended levels.</p> <p>This includes supporting physical activity among older people, people living in deprived</p>

¹ A natural experimental study of new walking and cycling infrastructure across the United Kingdom: The Connect2 programme (March 2021).

		<p>areas and people living with a disability or long-term illness.</p> <p>This research is important because it spells out the role that walking and cycling can play in responding to Covid-19 and in addressing the wider 'levelling-up' agenda.</p> <p>The recent landmark reports by the Institute of Health Equity ('The Marmot Review – ten years on' and 'The Covid-19 Marmot Review', both commissioned by the Health Foundation) spell out how walking and cycling can help address both health inequalities and pandemic response.</p> <p>On walking and cycling, the reports outline the following: "The provision of policies for equitable active travel such as cycling and walking is highly important ... to reduce health inequalities; ...active travel improves physical health and mental health as a result of the physical activity".</p> <p>The scheme provides cycling improvements for all users which will help support improvements in health and aid a reduction in health inequalities.</p>															
<p>Age (a person belonging to a particular age or range of ages)</p>	<p style="background-color: #90EE90;">Minor Positive</p>	<p>The following table shows the breakdown of ages across both the catchment area, and the wider Sheffield area.</p> <table border="1" data-bbox="847 949 1353 1115"> <thead> <tr> <th>Age Group</th> <th>Catchment Area</th> <th>Sheffield</th> </tr> </thead> <tbody> <tr> <td>0-15</td> <td>16.0%</td> <td>18.2%</td> </tr> <tr> <td>16-24</td> <td>26.0%</td> <td>16.7%</td> </tr> <tr> <td>25-64</td> <td>47.2%</td> <td>49.6%</td> </tr> <tr> <td>65+</td> <td>10.8%</td> <td>15.5%</td> </tr> </tbody> </table> <p>Census 2011</p> <p>It can be seen from the table above that there are some differences in the proportion of the age groups based on location, namely:</p> <ul style="list-style-type: none"> • The proportion of children (0-15) is slightly lower than across Sheffield as a whole; • The proportion of younger people (16-24) within the catchment area is significantly higher than across the wider Sheffield area; • The proportion of people of working age (25-64) is slightly lower in than across Sheffield as a whole; and • The proportion of older people (65+) is lower in the catchment area than across the wider Sheffield area. <p>This data indicates that there is a younger population in the catchment area around the scheme, whose needs should be considered.</p> <p>Younger people (16-24 yrs.) are also less likely to drive² and are more likely to cycle³ regularly than all other age groups than other older age groups.</p>	Age Group	Catchment Area	Sheffield	0-15	16.0%	18.2%	16-24	26.0%	16.7%	25-64	47.2%	49.6%	65+	10.8%	15.5%
Age Group	Catchment Area	Sheffield															
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		Enhancing cycling and walking facilities, and the provision of additional formal crossing facilities will provide safer spaces for people to cycle by providing segregation from vehicles. These proposals are likely to have a positive impact on all users, irrespective of age, but overall, it is likely that the benefits will be felt more by younger people than older people.									
Disability (covers various impairments that effect a person's ability to carry out normal day-to-day tasks)	Minor Positive	<p>The following table shows the breakdown of activity limitation due to long term health problems or disability across both the catchment area, and the wider Sheffield area.</p> <table border="1"> <thead> <tr> <th>Limitation</th> <th>Catchment Area</th> <th>Sheffield</th> </tr> </thead> <tbody> <tr> <td>Day-to-day activities limited</td> <td>16.5%</td> <td>18.8%</td> </tr> <tr> <td>Day-to-day activities not limited</td> <td>83.5%</td> <td>81.2%</td> </tr> </tbody> </table> <p>Census 2011</p> <p>It can be seen from the table above that the proportion of individuals living in the catchment area suffering with a long-term health problem or disability that limits their day-to-day activities is slightly lower than in the wider Sheffield area.</p> <p>This highlights that there is unlikely to be a disproportionate impact relative to the wider Sheffield area, but those with disabilities or long-term health conditions can face numerous barriers relating to travel. This could include specific travel requirements, limited mobility (related to Non-Motorised User routes), difficulty walking longer distances to access travel, or difficulties accessing public transport.</p> <p>There are also issues around accessibility with the fear of not being able to navigate busy, cluttered and visually oriented environments a major barrier for disabled people to participate in normal life⁴.</p> <p>The scheme will provide active travel improvements for all users including disabled people. Providing segregated provision away from vehicles, will have positive impacts on disabled people by providing them the infrastructure to walk, wheel, or cycle safely.</p> <p>Also see Health section.</p>	Limitation	Catchment Area	Sheffield	Day-to-day activities limited	16.5%	18.8%	Day-to-day activities not limited	83.5%	81.2%
	Limitation	Catchment Area	Sheffield								
Day-to-day activities limited	16.5%	18.8%									
Day-to-day activities not limited	83.5%	81.2%									
Pregnancy/Maternity (a person being pregnant or on maternity leave in the employment context)	Neutral	The proposals are not expected to have any specific impact on the pregnancy and maternity group. Issues relating to sex are considered under that user group.									
Race (includes ethnicity, nationality, and colour)	Minor Positive	<p>The following table shows the Black or Minority Ethnic profile in comparison to the Sheffield wide average.</p> <table border="1"> <thead> <tr> <th>Profile</th> <th>Catchment Area</th> <th>Sheffield</th> </tr> </thead> <tbody> <tr> <td>BAME</td> <td>26.0%</td> <td>16.3%</td> </tr> </tbody> </table> <p>Census 2011</p> <p>It can be seen from the table above that the catchment area has a high Black or Minority Ethnic profile in comparison to the Sheffield wide average.</p>	Profile	Catchment Area	Sheffield	BAME	26.0%	16.3%			
	Profile	Catchment Area	Sheffield								
BAME	26.0%	16.3%									

		<p>This high BAME profile needs to be considered.</p> <p>Sustrans' 2019 Bike Life survey⁵ found that more people from ethnic minority groups want to start cycling more than any other group. However, people from ethnic minority groups currently cycle less than White people and whilst safety is a significant barrier, people from ethnic minority groups experience other barriers far more than other people (e.g. lack of cycling skills and a feeling of not belonging).</p> <p>The delivery of well-planned cycling and walking provision in the area can help create a more equal and fairer society by providing a viable means of travel for all members of society, regardless of ethnic group.</p>									
Religion/Belief (any religion/belief, including a lack of religion/belief)	Neutral	The proposals are not expected to have any specific impact on the Religion/Belief group maternity group. Issues relating to race are considered under that user group.									
Sex (applies to men and women of any age)	Minor Positive	<p>The following table shows the breakdown of gender across both the catchment area, and the wider Sheffield area.</p> <table border="1"> <thead> <tr> <th>Sex</th> <th>Catchment Area</th> <th>Sheffield</th> </tr> </thead> <tbody> <tr> <td>Male</td> <td>50.9%</td> <td>49.3%</td> </tr> <tr> <td>Female</td> <td>49.1%</td> <td>50.7%</td> </tr> </tbody> </table> <p>Census 2011</p> <p>It can be seen from the table above that the gender split of individuals living in the catchment area is relatively consistent with the wider Sheffield area.</p> <p>Walking and cycling statistics collected by DfT⁶ outlines the following key headlines:</p> <ul style="list-style-type: none"> In 2020, women on average made 28% more walking trips than men (265 trips compared to 207 trips by men), continuing the trend seen in previous years; and In 2020, men made more than double the amount of cycle trips than women (28 trips per person compared to 13 trips per person) and cycled on average more than double the distance (127 miles per person compared to 50 miles per person). <p>National research shows that safety issues are of a particular concern in relation to cycling for women, attributable in part to women having a more risk averse attitude to mixing with traffic. Segregated cycle provision, reducing conflict between cyclists and vehicles will therefore empower more women to cycle.</p>	Sex	Catchment Area	Sheffield	Male	50.9%	49.3%	Female	49.1%	50.7%
	Sex	Catchment Area	Sheffield								
Male	50.9%	49.3%									
Female	49.1%	50.7%									
Sexual Orientation (whether a person's sexual attraction is towards their own sex, the opposite sex or both sexes)	Neutral	The proposals are not expected to have any specific impact on Sexual Orientation.									
Transgender (term for people who understand or express their gender differently from what society expects of the sex they were assigned at birth)	Neutral	The proposals are not expected to have any specific impact on the Transgender group.									

⁵ Bike Life 2019: Sustrans (July 2020).

⁶ Walking and cycling statistics, England: 2020: DfT (September 2021).

Carers (people who provide care on an unpaid basis for an older or disabled adult or a disabled child)	Minor Positive	The minor positive impact of the scheme on disabled people can potentially also support unpaid carers in making it easier for them to provide the necessary support.
Voluntary/Community & Faith Sectors	Neutral	The proposals are not expected to have any specific impact on Faith Sectors. Issues relating to race would be under that user group.
Cohesion (recognising, supporting and respecting diversity)	Neutral	The proposals are not expected to have any specific impact on Cohesion.
Partners	Neutral	The proposals are not expected to have any specific impact on Partners.
Poverty & Financial Inclusion	Minor Positive	In their report Walking Works, 2013, Ramblers and Macmillan found that active travel addresses many of the reported barriers to people being physically active, such as lack of time, money and physical limitations. It is also accessible to those who could most benefit from being physically active, such as people on low incomes. The scheme links the communities of Heeley, Arbourthorne, Meersbrook, Gleadless Valley to the city of Sheffield. With new developments taking place right across this route, the scheme has the potential to connect people with jobs, education, skills and training.
Armed Forces	Neutral	The proposals are not expected to have any specific impact on Partners.

Is a Full impact Assessment required at this stage? Yes No

If the impact is more than minor, in that it will impact on a particular protected characteristic you must complete a full impact assessment below.

Action Plan and Supporting Evidence

What actions will you take to mitigate any equality impacts identified? Please include an Action Plan with timescales

The screening and assessment of equality impacts of the East Bank Road Cycle Scheme is unlikely to result in any negative equality impacts for any protected group. Therefore, no mitigation measures are proposed.

Consultation with the community, interest groups, businesses, and stakeholders will be undertaken as the proposals are developed. We aim to have good representation, reflective of the local community.

This EIA will be reviewed and updated following analysis of the consultation.

Supporting Evidence (Please detail all your evidence used to support the EIA)

The evidence used is described above within the relevant sections of the EIA.

Sign Off – Part A (EIA Lead to complete)

EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. Has this been signed off?

Yes No

Date agreed

Name of EIA lead officer

Review Date