

PART A - Initial Impact Assessment

Proposal Name: EATF Legacy Projects: Division Street (EIA ID: #2119)

EIA Author: Sam Farrington

Proposal Outline: In August 2020, a number of changes were made to Division Street as part of the Covid 19 Emergency Response Programme. Traffic was temporarily restricted in the area under a Temporary Traffic Regulation Order, made in accordance with the Traffic Orders Procedure (Coronavirus) (amendment) (England) regulations 2020 (Statutory Instrument No. 536) ("the SI") that came into force on 23 May 2020. The temporary restrictions, implemented because of the likelihood of danger to the public and for purposes connected with coronavirus, facilitated the works. The works included the prohibition of driving on Division Street from its junction with Canning Street to its junction with Rockingham Street. Driving was prohibited except for permit access and loading at permitted times on Canning Street and Division Street from its junction with Westfield Terrace and its junction with Canning Street. The one-way direction was reversed on Westfield Terrace to provide an exit for vehicles from Devonshire Street with Trafalgar St temporarily closed due to works. The on-street parking bays between Eldon Street and Westfield Terrace were removed and instead used as widened footpaths. The parking laybys between Rockingham Street and Carver Street were removed and are also now being used as widened footpaths.

Proposal Type: Non-Budget

Year Of Proposal: 21/22

Lead Director for proposal: Tom Finnegan-Smith

Service Area: Transport
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EIA Start Date: May 23, 2023

Lead Equality Objective: Leading the city in celebrating and promoting inclusion

Equality Lead Officer: Ed Sexton

Decision Type

Committees: Policy Committees

- Transport, Regeneration & Climate

Portfolio

Primary Portfolio: City Futures

EIA is cross portfolio: No

EIA is joint with another organisation: No

Overview of Impact

Overview Summary: The scheme is expected to have a positive impact on people walking and cycling through the city-centre in general. The scheme is expected to have a positive impact on health as it makes travelling by walking and cycling more attractive through the city centre as opposed to driving. The scheme will also have a positive health impact associated with improved safety. The scheme is expected to have a minor negative impact on elderly people as they will not be able to be dropped off on the closed section of Division St. However the overall impact on elderly people is neutral as they will benefit from improved safety. The scheme is expected to have a minor negative impact on disabled people as they will not be able to be dropped

off on the closed section of Division St. However the overall impact is neutral as they will benefit from improved safety. The scheme is expected to have a minor negative impact on expectant parents and parents with children as they will not be able to park or be dropped off on the closed section of Division St. However the overall impact is neutral as they will benefit from improved safety. The scheme is expected to have a positive impact on local businesses along Division St due to increased footfall. Hospitality businesses along the closed section of Division St also benefit from the ability to offer outdoor seating. The majority of feedback from the ETRO has been positive related to the increased footfall and outdoor seating. However a hairdressers within the pedestrianised zone has objected to the scheme. A shop just outside of the pedestrianised zone has also objected to the scheme.

Impacted characteristics:

- Age
- Disability
- Partners
- Pregnancy/Maternity
- Health

Impacted local area(s):

Central

Consultation and other engagement

Cumulative Impact

Does the proposal have a cumulative impact:

No

Impact areas:

Geographical Area

Initial Sign-Off

Full impact assessment required: Yes

Review Date: June 5, 2023

PART B - Full Impact Assessment

Health

Staff Impacted: Yes

Customers Impacted: Yes

Description of Impact: The scheme is expected to have a positive impact on health as they make travelling by walking and cycling through the city centre more attractive as appose to driving. Any mode shift from driving to walking/cycling will have a positive health impact due to increased exercise. The scheme will also offer a positive health impact due to improved safety on Division St by reducing through traffic.

Name of Lead Health Officer:

Comprehensive Assessment Being Completed: No

Public Health Lead signed off health impact(s):

Age

Staff Impacted: No

Customers Impacted: Yes

Description of Impact: The scheme is expected to have a minor negative impact on elderly people as they will not be able to be

dropped off or park in the closed section of Division St. The impact is only expected to be minor as there are other roads close by where they could be dropped off or park e.g. Westfield Terrace or Rockingham St. They will also benefit from improved safety within the pedestrianised section of Division St making the overall impact neutral.

Disability

Staff Impacted: Yes

Customers Impacted: Yes

Description of Impact: The scheme is expected to have a minor negative impact on disabled people as they will not be able to be dropped off or park in the closed section of Division St. The impact is only expected to be minor as there are other roads close by where they could be dropped off or park e.g. Westfield Terrace or Rockingham St. They will also benefit from improved safety within the pedestrianised section of Division St, making the overall impact neutral.

Partners

Staff Impacted: Yes

Customers Impacted: Yes

Description of Impact: The scheme is expected to have a positive impact on local businesses along Division St due to increased footfall. Hospitality businesses along the closed section of Division St also benefit from the ability to offer outdoor seating. The majority of feedback on the ETRO has been positive related to the increased footfall and outdoor seating. However two businesses have objected to the scheme. The main points within the objections were: difficulty loading and unloading, vehicles parked in pedestrian area when restrictions are active, cyclists on the pavement, abuse of Westfield Terrace one-way, lack of enforcement from parking services and the police and inability for clients to be picked up/dropped off directly outside the business. However other businesses have also come back with

positive feedback around no problems loading and unloading as well as increased footfall and outdoor seating. Overall the scheme has a positive impact on local businesses.

Pregnancy / Maternity

Staff Impacted: Yes

Customers Impacted: Yes

Description of Impact: The scheme is expected to have a minor negative impact on expectant parents and parents with children as they will not be able to be dropped off or park within the closed section of Division St. The impact is only expected to be minor as there are other roads close by where they could be dropped off or park e.g. Westfield Terrace or Rockingham St. They will also benefit from improved safety within the pedestrianised section of Division St, making the overall impact neutral.

Action Plan & Supporting Evidence

Outline of action plan: If the decision was made to make the changes permanent the council would look to use a re-deployable enforcement camera to enforce restrictions within the pedestrianised zone. Once the Kangaroo Works construction is complete (expected to be around September 2023) the council would review the changes as this would mean that Trafalgar St and Devonshire Lane would be back open.

Action plan evidence: Evidence used is described within EIA, mainly consultation responses.

Changes made as a result of action plan:

Mitigation

Significant risk after mitigation measures: No

Outline of impact and risks:

Review Date

Review Date:

June 5, 2023

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