

Equality Impact Assessment – Ref Number: 2240

PART A Introductory Information

Proposal name

South West Bus Corridors Project

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

The South West Bus Corridors scheme is an important part of Connecting Sheffield's plans for supporting the shift towards sustainable transport in and around the city.

The proposals aim to improve public transport access within the London Road, Abbeydale Road and Ecclesall Road corridors in south west Sheffield both to and from the city centre.

The scheme will include junction improvements and traffic management amendments at or near junctions, and camera enforcement on existing sections of bus lanes on London Road, Abbeydale Road and Ecclesall Road which will provide increased accessibility to the city centre as well as to local centres and other destinations along the route from large residential areas including Millhouses, Brincliffe and Parkhead.

Following the implementation of these works a review will be undertaken to determine if further bus priority measures are required. This may include options to amend bus lane hours of operation and the enhanced enforcement of parking and loading restrictions with red routes.

Any recommendations would be brought to a future Transport, Regeneration and Climate Policy Committee meeting.

This project, alongside the other sustainable transport projects has a key part to play in addressing health and wellbeing challenges, and also plays a role in economic growth through promoting sustainable access to facilities and services and environmental improvements.

It is envisaged that successful outcomes from the project will be gauged in terms of:

- More consistent and reliable bus journey times
- Improved perception of bus reliability, punctuality, and satisfaction
- Enhanced access to employment and other services

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

Clr Ben Miskell

Lead Director for Proposal

William Stewart

Person filling in this EIA form

Andrew Shearer

EIA start date

04/07/2023

Equality Lead Officer

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

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

<input checked="" 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

Consultation on the full proposals for the project has been undertaken and was widely advertised. This includes the above proposals along with options to amend bus lane hours of operation and the enhanced enforcement of parking and loading restrictions with possible red routes. A press release was issued at the commencement of the consultation to major regional and local media outlets.

Key community groups and businesses were invited to webinars to comply with Covid-19 restrictions, and meetings were also undertaken with relevant ward councillors and Members of Parliament. Consultation postcards were distributed to over 16,000 residential and business properties. In order to ensure the plans were readily available they were put on the Connecting Sheffield website.

A number of equalities groups were consulted, including educational groups, community and interest groups and local transport organisations in order to inform the project's design.

There were 3680 consultees. Overall project sentiment was 39% positive, 48% negative and 13% neutral. Though most consultees live in the area (2451) and of those people the sentiment was 45% positive, 43% negative and 14% neutral.

The main concerns raised by consultees were regarding any potential amendments to parking restrictions and bus lane operating hours. 1146 people were concerned that proposals for 12 hour bus lanes, and the resultant loss in parking and loading spaces would be negative for businesses. Businesses have also raised significant concerns following the consultation with any changes to bus lane hours resulting in the loss of parking and the enhanced enforcement of parking and loading restrictions with possible red routes.

Improved crossing points, the environmental benefits and better bus priority were the most popular elements of the scheme. Amendments to the Abbeydale Road and Bannerdale Road junction including controlled pedestrian crossings were well received. There were few concerns with the proposed works to improve bus priority at junctions or in close proximity to junctions along both corridors.

It is therefore recommended that this project would include the implementation of bus priority works at or near junctions along Abbeydale Road and Ecclesall Road with proposed amendments to localised Traffic Regulation Orders (TROs). Existing bus lane hours of operation would also be camera enforced.

Following the implementation of these works a review will be undertaken to determine if further bus priority measures are required. This may include options to amend bus lane hours of operation and the enhanced enforcement of parking and loading restrictions through red routes.

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

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 checked="" 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 checked="" type="radio"/> Pregnancy/Maternity	<input type="radio"/> Cohesion
<input checked="" type="radio"/> Race	<input type="radio"/> Partners
<input checked="" type="radio"/> Religion/Belief	<input checked="" type="radio"/> Poverty & Financial Inclusion
<input checked="" type="radio"/> Sex	<input type="radio"/> Armed Forces
<input checked="" 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

The project is part of a wider number of active travel and public transport projects which aim to provide high quality active travel infrastructure and public transport priority across the city.

Local Area Committee Area(s) impacted

- All Specific

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

Central, South, and South West

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 South West Bus Corridors 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 screening is shown below.

Characteristic	Impact Level	Reasoning
Health (health inequalities)	Minor Positive	<p>There is potential to improve access to healthcare by public transport and sustainable travel through this project.</p> <p>Some groups are more likely to rely on public transport¹ such as young people, older people, women and people from certain ethnic groups.</p> <p>These groups are less likely to drive or have access to a car and therefore improvements in sustainable travel access for these groups will be of benefit.</p> <p>Actions to improve sustainable travel could potentially increase uptake of these transport options which could contribute to the improvement of air quality.</p> <p>Some groups are more vulnerable to the adverse health effects of transport related emissions² including children, older people and disabled people. Therefore, actions to reduce emissions could also reduce health inequalities for these groups.</p>
Age (a person belonging to a particular age or range of ages)	Minor Positive	<p>Improvements to bus services will generally have a positive effect by giving more opportunities to people in all age groups to access services, employment, education, medical facilities, leisure and recreational opportunities. This will give independence to older and younger people, and parents with young children.</p> <p>An increase in bus patronage will also remove car journeys from the local highway network, and thus, provide health, environmental and societal benefits to people across the area.</p>
Disability (covers various)	Minor Positive	People with health-related mobility

¹ Transport and Inequality, NatCen, 2019.

² Transport, Health, and Wellbeing, NatCen, 2019.

<p>impairments)</p>		<p>impairments tend to have more limited access to private transport and therefore are expected to have lower private vehicle use than those without mobility impairments.</p> <p>Therefore, improvements to infrastructure for better accessibility is important.</p> <p>The project is expected to increase the accessibility of local services for disabled people and thereby improve their access to employment and services, and their general independence.</p> <p>Disabled people, including those with weak respiratory systems are more likely to be affected by poorer air quality due to traffic related emissions.</p> <p>The project will help support reducing emissions and therefore improve air quality.</p>
<p>Pregnancy/Maternity (a person that is pregnant or on maternity leave in the employment context)</p>	<p>Minor Positive</p>	<p>Exposure to poor air quality and pollutants can affect foetal development and cause low birth weights, premature births as well as still births and miscarriages³.</p> <p>The project will help support reducing emissions and therefore improve air quality.</p>
<p>Race (includes ethnicity, nationality, and colour)</p>	<p>Minor Positive</p>	<p>Some groups are less likely to have access to private transport and are more likely to need to rely on public transport to access employment³.</p> <p>The delivery of improved accessibility through improved bus journey times and more reliable services can help create a more equal and fairer society by providing a viable means of travel for all members of society, regardless of race.</p> <p>Safety, and perceptions of safety, are particularly important for a number of groups when using the pedestrian environment and public transport. This includes people from particular religious or faith communities, for whom concern about hate crime is a particular issue⁴.</p>
<p>Religion/Belief (any religion/ belief, including a lack of religion/ belief)</p>	<p>Minor Positive</p>	<p>The project is expected to reduce bus travel times and make services more reliable. This would provide residents with improved access to religious places of worship.</p>
<p>Sex (applies to men and women of any age)</p>	<p>Minor Positive</p>	<p>Women have more limited car access than men but use cars as frequently. They use buses more frequently^{Error!} Bookmark not defined.</p>

³ Position statement Outdoor air pollution and human health in the UK, RCOG, 2021.

⁴ Future of Transport - Equalities and access to opportunity DfT, 2020.

		<p>A lack of adequate public transport is a barrier to women accessing employment and educational opportunities.</p> <p>Younger men aged 16-19 are more likely to be victims of crime on the public transport network compared to men of all other age groups Error! Bookmark not defined.</p> <p>The delivery of the project is expected to improve the frequency and reliability of public transport in the area and will be beneficial in providing a better network for multiple journeys throughout the day.</p> <p>Furthermore, the project should help improve the perception of safety and thus confidence in travelling by bus.</p>
Sexual Orientation (whether a person's attraction is towards their own sex, the opposite sex or both sexes)	Neutral	<p>As with religious and faith and other protected characteristic groups, safety and security, and perceptions of safety and security when using public transport are a key issue for lesbian, gay and bisexual people Error! Bookmark not defined.</p> <p>The proposals are not expected to have any specific positive or negative impacts on this.</p>
Transgender (term for people who express their gender differently from what society expects of the sex they were assigned at birth)	Neutral	<p>As with sexual orientation and other protected characteristic groups, safety and security, and perceptions of safety and security when using public transport are a key issue for transgender passengers Error! Bookmark not defined.</p> <p>The proposals are not expected to have any specific positive or negative impact on this.</p>
Carers (people who provide care on an unpaid basis for an older or disabled adult or a disabled child)	Minor Positive	<p>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.</p>
Voluntary/Community & Faith Sectors	Neutral	<p>The proposals are not expected to have any specific impact on voluntary/community & faith sectors. Issues relating to religion would be under that user group.</p>
Cohesion (recognising, supporting and respecting diversity)	Neutral	<p>No specific impact.</p>
Partners	Neutral	<p>The proposals are not expected to have any specific impact on partners. However businesses have raised concerns regarding any amendments to bus lane hours of operation and the enhanced enforcement of parking restrictions with red routes.</p> <p>No amendments to bus lane hours of operation or red routes are recommended to Committee for their endorsement at this stage.</p>
Poverty & Financial Inclusion	Minor Positive	<p>People with low personal incomes have considerably more limited car access but only slightly lower car use than people with higher incomes and make greater</p>

		use of buses <small>Error! Bookmark not defined.</small> People who depend more on the bus network for work tend to be lower paid. The implementation of this project should enhance accessibility improvements to employment and education.
Armed Forces	Neutral	No specific impact.

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 South West Bus Corridors suggests that the implementation of infrastructure improvements at or near junctions, traffic signal upgrades with buses given priority at junctions and the enhanced enforcement of existing bus lane hours of operation with cameras is unlikely to result in negative equality impacts for any protected group. Therefore, no mitigation measures are proposed. Currently blue badge holders are permitted to park for up to 3 hours on yellow lines along both corridors, where there are no loading restrictions in place.

The project will generally have a positive effect by giving more opportunities to people in all groups to access services, employment, education, medical facilities, leisure and recreational opportunities. This will give independence to older and younger users, parents with young children, and those with disabilities.

Increasing the proportion of journeys made by public transport will bring about improvements in air quality, which will benefit the health of local residents and workers.

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

10/07/2024

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