

PART A - Initial Impact Assessment

Proposal Name: Crookes/Walkley Active Travel Neighbourhood

EIA ID: 2326

EIA Author: Paul Sullivan

Proposal Outline: A series of traffic management interventions, and improvements for residents were installed in the Crookes and Walkley areas on an experimental basis. This was undertaken to reduce through traffic on residential streets, and create a better environment for residents, visitors and businesses, while at the same time providing conditions to encourage walking and cycling. Including , three pedestrian crossings, a school street, various filters which allow active travel but restrict motorised vehicles, and waiting restrictions to improve sight lines, deliveries and general road safety.

Proposal Type: Non-Budget

Year Of Proposal: 22/23

Lead Director for proposal: William Stewart

Service Area: Transport Planning and Infrastructure

EIA Start Date: 30/08/2023

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

Equality Lead Officer: Ed Sexton

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:**

In creating a better environment to live and move around in we expect more people to be outside and engaging with their neighbours, thus potentially reducing isolation especially for more vulnerable members of society. The history of car centric planning has benefited those that can afford to move about by car, this intervention starts to redress that balance, therefore benefiting those who find travel difficult, but also those that cannot afford cars - so leading to less car dependency. Providing improved conditions to walk and cycle will encourage demographics outside of the traditional (white male middle class) to cycle. The school street will make it safer for children to access their local school, crossings will make it easier for those that struggle to cross roads to reach key destinations, local centres, green space.

Impacted characteristics:

- Age
- Cohesion
- Disability
- Health
- Poverty & Financial Inclusion
- Race
- Sex

Consultation and other engagement

Cumulative Impact

Does the proposal have a cumulative impact:

Yes

The Council has carried out engagement and consultation at various stages of the project with the local community on proposals to introduce Active Travel Neighbourhood style interventions into both Crookes and Walkley. Pre-engagement took place 8 months before implementation, this included a leaflet drop, and online workshops. Prior to the scheme going live a number of public drop in sessions were arranged (including weekends, and weekday evenings). Live consultation on the scheme encouraging feedback began around a month in advance of implementation, and continued for a minimum 6 months. One year-on, perception surveys were undertaken, both face to face, and online.

Impact areas:

Geographical Area, Year on Year

Initial Sign-Off

Full impact assessment required:

Yes

Review Date:

20/09/2023

Health

Staff Impacted:	No
Customers Impacted:	Yes
Description of Impact:	Interventions to make residential roads quieter with less traffic encourages people to be outside and to travel actively for short journeys.
Name of Lead Health Officer:	
Comprehensive Assessment Being Completed:	No
Public Health Lead signed off health impact(s):	

Age

Staff Impacted:	
Customers Impacted:	Yes
Description of Impact:	The young and old are more vulnerable crossing roads especially busy roads, reducing through traffic on residential, creating new pedestrian crossings on busier roads will help to address this. A slight negative is that for journeys of working age people, who may require a car or van in order to undertake their job, may be a little longer. The journey time data that has been collected as part of this experiment suggests this is seconds rather than minutes. There will be occasions where a journey might take over a minute or two longer.

Cohesion

Staff Impacted:

Customers Impacted:

Yes

Description of Impact:

People are more likely to spend time outside if the street is not used as a through route for traffic, noise is reduced, neighbours can stand and talk, and the roads are generally safer encouraging children to play outside.

Disability

Staff Impacted:

Customers Impacted:

Yes

Description of Impact:

The most significant (and welcome) intervention has been the addition of crossings to make it easier to cross busier roads. This benefits those with mobility issues, and more generally those slower members of society. The temporary interventions where we have placed planters have had a slight negative impact on crossing points, blocking some crossing points not necessarily on the desire line but any permanent arrangement will address this issue. This scheme does not preclude vehicle access for those that need it, and has had a minimal impact on parking. It has the flexibility to accommodate disability needs.

Poverty & Financial Inclusion

Staff Impacted:

Customers Impacted:

Yes

Description of Impact:

Improving conditions to cycle and walk encourages less car dependency, and the associated costs. This could also mean families can give up a second car.

Race

Staff Impacted:

Customers Impacted:

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Yes

Description of Impact:

The intervention starts to create the improved conditions for cycling which is currently dominated by white middle class men. We have run a number of succesful women only cycle training sessions targetting communities that would not normally cycle in this country. To date they have been restricted to parks and very quiet roads. Improving neighbourhoods reducing through traffic may encourage those communities to venture out onto their local roads.

Action Plan & Supporting Evidence

Outline of action plan:

If we make measures permanent we wil need to address some of the issues that have cropped up during the trial around visual impairment at crossing points. Permanent solutions tend to be more in keeping with the existing environment, less bulky and obtrusive. They are built in a varierty of ways and can include green space, seating, with clearly delineated ways through and access points.

Action plan evidence:

Changes made as a result of action plan:

Mitigation

Significant risk after mitigation measures: No

Outline of impact and risks:

Review Date

Review Date: 20/09/2023