

# Equality Impact Assessment

## Introductory Information

### Budget/Project name

COVID-19 Emergency Transport Action Plan

### Proposal type

- Budget
- Project

### Decision Type

- Cabinet
- Cabinet Committee (e.g. Cabinet Highways Committee)
- Leader
- Individual Cabinet Member
- Executive Director/Director
- Officer Decisions (Non-Key)
- Council (e.g. Budget and Housing Revenue Account)
- Regulatory Committees (e.g. Licensing Committee)

### Lead Cabinet Member

Cllr Robert Johnson, Transport and Development

### Entered on Q Tier

- Yes
- No

### Year(s)

<input type="radio"/> 14/15	<input type="radio"/> 15/16	<input type="radio"/> 16/17	<input type="radio"/> 17/18	<input type="radio"/> 18/19	<input type="radio"/> 19/20	<input checked="" type="radio"/> 20/21	<input checked="" type="radio"/> 21/22
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### EIA date

29/05/2020

### EIA Lead

- |   |                                       |
|---|---------------------------------------|
| <input type="radio"/> Adele Robinson                | <input type="radio"/> Ed Sexton       |
| <input checked="" type="radio"/> Annemarie Johnston | <input type="radio"/> Louise Nunn     |
| <input type="radio"/> Bashir Khan                   | <input type="radio"/> Michael Bowles  |
| <input type="radio"/> Beth Storm                    | <input type="radio"/> Michelle Hawley |
| <input type="radio"/> Diane Owens                   | <input type="radio"/> Rosie May       |

### Person filling in this EIA form

Matthew Reynolds

### Lead officer

Edward Highfield

### Lead Corporate Plan priority

<input type="radio"/> An In-Touch Organisation	<input checked="" type="radio"/> Strong Economy	<input type="radio"/> Thriving Neighbourhoods and Communities	<input type="radio"/> Better Health and Wellbeing	<input type="radio"/> Tackling Inequalities
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## Portfolio, Service and Team

### Cross-Portfolio

- Yes       No

### Portfolio

Place

Is the EIA joint with another organisation (eg NHS)?

- Yes       No

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

The Council is working with its Highways Delivery Partner (Amey) to temporarily reallocate road space to enable social distancing and promote active travel. This is being undertaken in accordance with the Government's social distancing guidelines for Covid-19.

The Government has announced a specific funding allocation of £250m to support the implementation of social distancing and cycling and walking measures and this will be managed by Sheffield City Region Combined Authority (SCRCA).

The SCR is awaiting confirmation of circa £5m, with Sheffield expecting to receive in the region of £2m.

The report sets out the financial exposure that the Council faces in light of what has been delivered to date and what is in the process of implementation.

## 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

More information is available on the [Council website](#) including the [Community Knowledge Profiles](#).

Note the EIA should describe impact before any action/mitigation. If there are both negatives and positives, please outline these – positives will be part of any mitigation. The action plan should detail any mitigation.

### Overview

**Briefly describe how the proposal helps to meet the Public Sector Duty outlined above**

The proposals will enable social distancing and promote active travel, so enable people to travel safely around Sheffield.

## Impacts

### Proposal has an impact on

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

Give details in sections below.

### Health

**Does the Proposal have a significant impact on health and well-being (including effects on the wider determinants of health)?**

Yes     No    *if Yes, complete section below*

#### Staff

Yes     No

#### Impact

Positive     Neutral     Negative

#### Level

None     Low     Medium     High

#### Details of impact

#### Customers

Yes     No

#### Impact

Positive     Neutral     Negative

#### Level

None     Low     Medium     High

#### Details of impact

The present Covid-19 emergency provides an unprecedented opportunity for the necessary behaviour changes to improve public health locally. Sheffield residents have accepted major disruption, and adopted enormous behavioural changes for the wider social good at a scale probably not seen since WWII. This is the scale of change needed to address persistent systemic problems which injure public health such as obesity, inactivity, air pollution, climate change.

These changes have anecdotally brought a range of benefits such as better work-life balance, re-investing commuting time into productive work, less congestion meaning shorter journey times, feeling safer to cycle and walk, and finding walking in their local area pleasant as other leisure opportunities have been curtailed due to "Stay at Home" restrictions. These beneficial changes must be preserved in recovery from Covid-19.

This funding is an opportunity to make bold changes and we are sanctioned by the Department for Transport (DfT) to make quick, temporary changes to reallocate the share of road space to walking and cycling, including full and light segregation. Importantly, the DfT sanctions these changes

taking place on arterial routes and strategic corridors. The DfT describe the present period as providing a "window of opportunity" to embed walking and cycling as part of long term commuting and describe the health, air quality, and congestion benefits of doing so.

We should ensure that we are ambitious and use this opportunity to target key routes into the city centre which have persistent problems with air pollution and pollutant levels above EU health limit values.

This period will see new and inexperienced cyclists on a variety of cycle types, not all of which are designed for commuting, and may see people begin cycling who have caring responsibilities and need to make partial journeys with children. Therefore, the infrastructure design must take account of this. This is crucial to widen participation in cycling beyond confident road cyclists.

This should also have a mixed impact regarding mental health, promoting getting out and about safely for those who may have been shielding for a period of time. There needs to be consideration of those shielding or who have been unable to use outdoor space. The removal of traffic, leading to reduced noise, improved air and limiting potential conflict should assist with acclimatisation of urban environments.

**Comprehensive Health Impact Assessment being completed**

Yes       No

*Please attach health impact assessment as a supporting document below.*

**Public Health Leads has signed off the health impact(s) of this EIA**

Yes    No

**Health Lead**

**Susan Hird**

## Age

### Staff

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

### Customers

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

The provision of widened footway measures are expected to improve road safety for users and reduce road traffic casualties amongst less experienced and more vulnerable users, including adolescent and elderly groups. Improved walking networks in the core city area by removed traffic severance would also increase the independence for both older and younger people as there is a safer and more efficient form of transport that doesn't rely on the ability to drive. Government guidance has specifically requested vulnerable groups not to use public transport and the provision of these measures helps to deliver a viable alternative.

The installations of social distancing interventions in local areas are expected to make it easier for the elderly and those accompanied by young children to access shops and key services. Without these measures in place, local centres would be daunting for COVID 19 vulnerable groups and these measures are specifically designed to enable continued access during the crisis.

Better accessibility to a higher quality walking network through the city centre should improve usability for this protected characteristic group.

During the construction of the improvements, age groups reliant on walking/cycling may experience reduced accessibility as works disrupt normal routes.

Shared cycle and pedestrian routes may increase the perceived vulnerability of older and younger people using pedestrian facilities. Best practice research showed that European countries that have invested in safe cycling infrastructure (e.g. the Netherlands) have far higher levels of cycling than the UK among older people as well as lower casualty rates. The provision of the temporary cycle routes is a first step in delivering these changes on a permanent basis.

The relocation of bus services is likely to increase walking distances and gradients to city centre amenities. The bus stops are being arranged to minimise this impact and being placed as close to crossing points as possible

and routes into the Town Hall area will be designed to be as free from traffic as possible.

## Disability

### Staff

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

### Customers

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

Safe pedestrian routes could offer increased independence for many people with disabilities, who may potentially be able to walk (or cycle), but might feel unsafe cycling on or crossing the road.

The opportunity for increased physical activity through active commuting could have benefits in preventing and mitigating chronic illnesses that can exacerbate disabilities.

Improvements to the surface quality and width of footways, provision of formal crossing facilities and dropped kerbs will aid movement for wheelchair and mobility scooter users. These will be maintained within the design and build process to ensure that accessibility is retained.

Outcomes of the scheme aim to facilitate a modal shift from private car to sustainable modes which should have a positive impact on the local air quality and benefit those who suffer from or at risk to chronic illnesses.

Those with disabilities reliant on wheeled accessibility and other mobility related disabilities may temporarily experience reduced accessibility whilst construction works are ongoing. For certain trips in the city centre this may also continue throughout the closure period.

The social distancing measures require the loss of parking. Where possible, spaces will be reallocated in the local area and disabled parking will be

prioritised in this process to maintain best possible access. This may include the increase in provision at nearby Council owned off street car parks.

The proposed distance markings will be painted in contrasting colours to aid visual identification; however they will not be textured. The bus stop marking and pedestrian markers will also be painted with fading paint (expected to last 6 months) and as time continues they will become less distinguished.

The informative traffic signs will be produced to complement the physical changes/works will be produced to Department of Transport standards, therefore meeting national guidelines on approved supporting signage.

Where changes are proposed in local centres, there is the opportunity to implement changes to current parking provision, including the relocation of disabled spaces to meet current needs, or increase provision where available.

There will be changes to bus stop locations, particularly within the city centre. Advertising of the changes will be communicated using all available media and open data, allowing online journey planning tools to show the changes and integrate into these systems. Social media will also be undertaken, as well as information on the SYPTE and SCC website. There will also be city centre ambassadors and SYPTE staff to help manage the initial change in the first period of operation.

The relocation of bus stops will have an impact on accessibility for some users, distances may be shorter or longer depending on what shops, services, employment is being accessed. This will be managed as best as possible through the communications but also the designation of appropriate routing avoiding difficult surfaces and gradients, whilst also avoiding pinch points and congregation of pedestrians where social distancing maybe difficult to achieve.

## Pregnancy/Maternity

### Staff

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

### Customers

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

**Details of impact**

Installing new pedestrian crossings and improving existing crossings will increase the actual and perceived safety of the road network for this group.

Encouraging greater use of sustainable modes will help lower levels of air pollutants in the local area, benefitting health.

While works are ongoing to deliver improvements, pedestrian/pram access may be restricted.

Access to bus stops and relocation of parking may result in a higher level of severance, although it depends on end destination. Some distances may be shorter, some maybe longer depending on what shops, services, employment is being accessed.

**Carers**

**Staff**

Yes  No

**Impact**

Positive  Neutral  Negative

**Level**

None  Low  Medium  High

**Details of impact**

[Empty text box for details of impact]

**Customers**

Yes  No

**Impact**

Positive  Neutral  Negative

**Level**

None  Low  Medium  High

**Details of impact**

It is possible that the proposed schemes may improve accessibility for carers and the person they are supporting. Increased accessibility through pedestrian and cycle improvements should make travel for carers easier. However, consideration needs to be given regarding the availability of carers and the that these changes may require carers to be present when previously they were not required.

While works are ongoing to deliver improvements, pedestrian/wheel chair access may be restricted.

## Cohesion

### Staff

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

### Customers

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

The social distancing measures proposed will provide Sheffield residents with the opportunity to follow the 2m social distancing guidance when in local areas. The current proposals are focused at key local centres to avoid pinch points in areas with high footfall.

The wider programme allows the opportunity for public suggestions to be considered and resources will be allocated to those locations with the best strategic fit.

The provision of cycle routes on key corridors will aim to reduce cycle conflict with other road users, including pedestrians whilst allowing them to socially distance.

## Poverty & Financial Inclusion

### Staff

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

### Customers

Yes  No

### Impact

Positive  Neutral  Negative

**Level** None Low Medium High**Details of impact**

This proposal should assist with businesses in local centres being able to open and customers to access the routes to these safely through active travel.

These changes must be at scale to encourage significant modal shift to walking and cycling particularly to major employment sites such as the City Centre and its environs, the Universities and the Hospitals, noting that the budget allocation from Government is not yet determined. At the same time the implications on public transport on our arterial corridors must be carefully considered.

**Cumulative Impact****Proposal has a cumulative impact** Yes No

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

*If yes, details of impact*

Links with other measures being implemented across the city to support social distancing due to COVID 19.

**Proposal has geographical impact across Sheffield** Yes No*If Yes, details of geographical impact across Sheffield*

Across the city footpaths and highways.

**Local Partnership Area(s) impacted** All Specific*If Specific, name of Local Partnership Area(s) impacted*

## **Action Plan and Supporting Evidence**

### **Action Plan**

Using simple, clear and accessible images and messaging to explain guidelines, with consideration for groups whose first language may not be English or where alternative formats may be required. This will be undertaken corporately through the existing COVID 19 channels. The scheme proposals will be placed online to allow access.

Signs should be placed strategically to maximise impact and will be produced in accordance with Department of Transport guidance

Information on changes will take the form of painted markings on the floor at pedestrian crossings in the city centre and bus stops across the wider city.

Marking appropriate spaces for queuing, accounting for queues and space required by neighbouring premises whilst taking security considerations into account.

Consideration of the impact of the changes to bus routes/stops and accessibility to facilities e.g. moving a bus stop a lot further from their local shops could potentially impact on ability to access them due to having to walk further.

Cycle parking will be provided in key locations around the city centre. There is a procurement exercise being undertaken to determine the type of parking to be provided. It is expected that this will be standard cycle parking without electricity connections (for ebike docking etc).

Ensure standards for new cycling and social distancing infrastructure are of sufficient quality that they will feel safe for use by all, including young children  
Identifying the most dangerous pedestrian areas (or the most congested parts of the road network) to place pedestrian crossings.

Consider areas that currently have poor accessibility and popular destinations as part of scheme prioritisation and use of existing datasets to evidence base the process.

During construction steps will be taken to minimise the impacts of works on routes by providing, where possible, additional signage and alternative routes. The scheme will be designed with this mind to enable construction to be planned appropriately.

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

Department for Transport - Cycling and walking investment strategy: active travel investment models

Department for Transport Propensity to Cycle Tool

Sustrans Research – A completed review into the effectiveness of Active Travel Schemes found 61 out of 84 interventions were effective at increasing walking, cycling or physical activity. This includes 36 out of 50 walking interventions, and 41 out of 60 cycling interventions (some covered both). There is strong, substantial evidence that active travel interventions are effective at increasing walking, cycling and physical activity. Evidence is strongest for town or citywide approaches often made up of several interventions working together across a whole place. This demonstrates the achievement of a number of positive impacts of the EIA.

Bikeability research found that women tend to be less confident as cyclists. This is supported by national research which shows that safety issues are of a particular concern in relation to cycling for women.

Approximately 72% of cycling trips in the UK are made by men.

The research, published in The Lancet Respiratory Medicine journal, found that exposure to air pollutants increased the risk of babies being born weighing less than 2.5kg, and reduced average head circumference.

Air pollution has been shown to exacerbate and increase the risk of a number of respiratory and cardiopulmonary illnesses (British Medical Bulletin, 2003).

15% of disabled people actively travelled for transport in 2014 (TFL, 2015). National research shows cycling is the third most popular sport amongst disabled people with approximately 10% taking part in cycling.

## Consultation

### Consultation required

Yes  No

### If consultation is not required please state why

Temporary and Experimental Traffic Regulation Orders will be used and some temporary measures implemented without consultation due to the nature of the measures. If any of the temporary measures are to be considered as permanent then the feedback will be used to inform this.

A discussion with Disability Sheffield has been held and update to the Access Liaison Group and Transport for All has also taken place. Matters raised have been taken into account and ongoing issues will be managed through the review periods.

- 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**

## Summary of overall impact

### Summary of overall impact

Overall there are no significantly differential, positive or negative equality impacts from this proposal. All of the temporary measures will consider access requirements such as having appropriate ramps where there is a difference in footway level etc. and overall this should be a positive outcome for access for vulnerable users and health outcomes.

In general the impact of the scheme is anticipated to be positive for the majority of the residents of Sheffield and the wider area.

There are specific positive impacts as follows:

- Improved safety and accessibility.
- Increased independence.
- Health benefits from modal shift away from private vehicle (including air quality and active travel).

Negative impacts are as follows:

- Temporary disruption of current routes during the construction of the scheme.
- Relocation of parking from local centres
- Relocation of bus stops within the city centre

### Summary of evidence

All evidence suggests that the implementation of active travel measures encourages use and has an overall benefit.

There is limited evidence regarding social distancing, however, the implementation of these measures are in accordance with central government guidance.

No changes have been made as a result of the Equalities Impact Assessment.

Impacts on protected characteristics groups have been considered from the start of scheme development.

Overall, the proposals are expected to have a positive impact on the protected groups.

## Escalation plan

**Is there a high impact in any area?**

Yes  No

**Overall risk rating after any mitigations have been put in place**

High  Medium  Low  None

**Review Date**

06/05/2021

### Actions Taken Following the Review Date

- The closure of Pinstone Street and Leopold Street was originally planned to be a water filled barrier treatment which provided the highway width to enable safe social distancing. However, following a review, it was considered that the presence of the existing kerblines was a barrier for use by a number of protected characteristics groups. To rectify this, tarmac backfill and new kerbing has been constructed along this route to remove the previous kerb line and provide a step free walking platform along the route.
- Access to bus stops remains a key issue for users, specifically for those users that are experiencing more substantial bus route changes. In some cases, this has meant a reduction in walking distances, but for others there has been an increase. Walking routes that avoid paving changes have been incorporated into the route designation, ensuring that navigable routes are promoted.
- The shared space arrangement on Pinstone Street mixes cyclists and pedestrians. The original proposal was to introduce a segregated route for both types of movements, but given the need to retain a 3.5m width highway northbound on Pinstone Street for refuse, delivery and construction vehicles coupled with the existing hoarding line on the west side and the future hoarding line on the east side, the remaining space would not permit the introduction of a separate cycle lane. As the cycle route on Union Street is also to be impacted by the development of Mid City house, the only option was to promote a shared space. Signage has been included in the design to manage the arrangement.

- There is an ongoing mis understanding of the works and greater communication is taking place through Council media channels as to the purpose of the works. This has also been picked up through discussion with the press.
- The Broomhill Area Social Distancing has included recommendations from the Access Liaison Group to maintain disabled parking where possible. The scheme was altered to retain the two disabled bays prominently in front of the shops. During construction, two new bays were created, and these have been retained through the scheme, effectively doubling disabled parking in the area.
- The removal of all purpose parking has been raised. The closure of Pinstone Street and Division Street has led to a total removal of 3 disabled parking bays and 33 all purpose parking bays in the Division Street and Carver Street location. All other disabled parking bays in the city centre have been retained or slightly moved within a very close proximity. The disabled bays on Surrey Street, Norfolk Street, Union Street for example are all still active.
- In total there has been 36 car parking spaces removed, from over 1,500 on-street City Centre car parking spaces. It should also be noted that the demand for car parking spaces is very low and is far below the pre covid levels. Therefore, there are significant amounts of available capacity both on street and within private and Council owned car parks meaning that at the present, searching for an available parking is easier as there is less demand for the spaces.
- In addition, access to public and private off street car parking has been maintained. This has been a key requirement of the works. However, whilst works have been underway, there has been some temporary diversions in place, but access was available with signage being provided.
- Accessible channels of communication remains a key issue as the message to digitally excluded segments of society remain hard to reach. However, through discussions with key stakeholder groups, including Transport for All, Access Liaison Group, the Press and Councillors, the messages are being communicated as widely as we can within existing channels.
- Additional input from E. Chambers, J Martin and Access Liaison Group/Transport 4 All.