

PART A - Initial Impact Assessment

Proposal Name: Sheaf Valley Cycle Route

EIA ID: 2296

EIA Author: Dominic Sweeting

Proposal Outline: Provision of a safe, active travel route along the Sheaf valley through various on-highway interventions.

Proposal Type: Budget

Entered on QTier: Yes

QTier Ref: # 00120769931711177000

Year Of Proposal: 23/24, 22/23, 21/22

Lead Director for proposal: Kate Martin

Service Area: City Futures

EIA Start Date: 15/08/2023

Lead Equality Objective: Break the cycle and improve life chances

Equality Lead Officer: Ed Sexton

Decision Type

Committees:

Policy Committees
Page 177
• 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:

Cycling is often perceived to be a sport or leisure pursuit reserved for the brave and the bold rather than a serious alternative to car travel for people of all backgrounds. Certain demographics may be less likely to cycle as a mode of travel or transport, this is certainly true of women and girls, with men being more likely to ride bikes. There may also be certain age groups that are less able to ride and cultural barriers that mean certain ethnic groups may also be less likely to use cycling to get around. Safety is often cited as the number one barrier to cycling. This scheme is designed to provide a safer cycling corridor through reduced traffic. A key objective of this approach is to empower more groups with protected characterises to walk, wheel or ride including women, children, young people, the elderly or those from different socio-economic or cultural/ethnic groups. The scheme has the potential to benefit people of all backgrounds. Those people on lower incomes without access to a car as well as young people, families or retirees may see the greatest benefit. Given that the scheme helps to reduce car dependency and encourage modal shift away from motorised vehicle journeys, it also has the potential to create a more efficient and resilient road network with few traffic congestion events both now and in the future. This will be of particular benefit to those that depend on their car to get around as well as public transport users. Furthermore, it will help to meet net zero targets and will improve overall air quality, which benefits people however they choose to travel, making our roads and streets better place to live, work, learn and play and supporting a thriving economy.

Potential conflict between cyclists and pedestrians needs consideration as this may have a greater impact on those with disabilities. This is balanced against reduced risk of collision with larger motorised vehicles that have a greater potential to cause injury or death to all road users. Overall, there are likely to be positive equalities impacts from this proposal. People with certain protected characteristics (age, gender, sex, cultural background) may be less likely to cycle than others. This scheme is more likely to provide benefits to those groups that are less well represented than it is to provide disbenefits, ultimately giving all people greater travel choices with minimal impact on those that depend on motorised vehicles to get around. Potential benefits such as better work-life balance, less congestion (meaning shorter journey times), feeling safer to cycle and walk, and finding walking / cycling in their local area easier, safer and more pleasant. Cycling and walking interventions have potential to bring about positive health benefits through increased physical activity and encourage more people to spend time outdoors and interacting with others. As well as cyclists and pedestrians being among the most satisfied transport users, active commuters tend to be physically and mentally healthier. Physical activity has also been associated with higher school grades and improved learning. (Investing and Walking & Cycling: Rapid Evidence Review, A report for the Department for Transport, Oct 2016). This scheme helps to ensure that cycling isn't just the reserve of the bold and brave or those that traditionally cycle (white, middle-aged men). For everyone else, if we can make roads and streets healthier and more people friendly, there can be positive impacts for overall mental wellbeing and reductions in isolation and loneliness. The development of active travel infrastructure offers an opportunity for modal shift away from private car use which helps to reduce congestion and so tail pipe emissions contributing to improved air quality for all. The interventions have been identified to seek abstraction away from private car where there is evidence for this, in particular utilising the Propensity to Cycle Tool. The proposals are in line with and informed by the Sheffield Transport Strategy - as such proposals seek to separate main cycle routes from main routes for motor traffic wherever possible. This will help minimise any adverse health impacts associated with increased exposure to poor quality air (which in any event are expected to be more than outweighed by the benefits of increased activity). Sheffield City Council should continue to liaise with stakeholder groups and project partners to examine further ways to support those groups with protected

characterises which are less likely to walk and cycle and to work to identify solutions, which improve access to routes the council creates.

Impacted characteristics:

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

Consultation and other engagement

Cumulative Impact

Does the proposal have a cumulative impact:

Yes

Pre intervention consultation through Connecting Sheffield (Commonplace) online platform promoted to over 13,000 properties through a postcard. Meetings, webinars and stakeholder drop-in sessions. Formal public consultation through the initial experimental traffic regulation order period including 467 feedback responses mostly by email. Public drop-in session events. Intercept surveys carried out along the route around 1 year after interventions in place as well as on-line and door-to-door perception surveys with residents and businesses. Further monitoring and evaluation carried out assessing the impact of the scheme on traffic flows including vehicles, cycles and pedestrians. Liaison with ward members and committee members throughout

Impact areas:

Year on Year, Other

Initial Sign-Off

Full impact assessment required:

Yes

Review Date:

15/08/2023

PART B - Full Impact Assessment

Health

Staff Impacted:

No

Customers Impacted:

Yes

Description of Impact:

Cycling and walking interventions have potential to bring about positive health benefits through increased physical activity. Potential benefits such as better work-life balance, less congestion (shorter journey times), feeling safer to cycle and walk, and finding walking / cycling in their local area pleasant. As well as cyclists and pedestrians being among the most satisfied transport users, active commuters tend to be physically and mentally healthier. Physical activity has also been associated with higher school grades and improved learning. (Investing and Walking & Cycling: Rapid Evidence Review, A report for the Department for Transport, Oct 2016). The development of active travel infrastructure also offers the opportunity for modal shift away from private car use which helps to reduce congestion and environmental impacts associated with vehicle traffic. The interventions have been identified to seek abstraction away from private car where there is evidence for this, in particular utilising the Propensity to Cycle Tool. The proposals are in line with and informed by the Sheffield Transport Strategy - as such proposals seek to separate main cycle routes from main routes for motor traffic wherever possible. This will help minimise any adverse health impacts associated with increased exposure to air pollutants from vehicle traffic (which in any event are expected to be more than outweighed by the benefits of increased activity).

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 provision of active travel 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 cycle networks 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. It should be noted that short local journeys of working age people (who may be more likely reliant on a car or van to undertake their job), may now be longer. The journey time data that has been collected as part of this experiment suggests this results in average delays of seconds rather than minutes. There will be occasions (in peak traffic) where a journey might take over a minute or two longer.

Cohesion

Staff Impacted:

No

Customers Impacted:

Yes

Description of Impact:

Reducing through traffic and provision of low-traffic, safer cycle routes, means more people are likely to walk, cycle and wheel more of their daily journeys, more often. If roads and streets are not used as a through route for traffic, they become more people friendly spaces. Noise is reduced, safety improves, people spend more time outside in their community, people interact more with neighbours, friends, business

etc. This supports community cohesion, may help to combat isolation and loneliness, encourages children to play outside and has far reaching benefits for health and wellbeing - promoting a thriving local economy and making the city a healthier, greener, friendlier place to live, work, learn and play.

Disability

Staff Impacted:

No

Customers Impacted:

Yes

Description of Impact:

The overall impact of this scheme is likely to be positive, with new provision for cycling and walking. High quality cycle routes (meeting government LT1/20 standards), with lower traffic would benefit all users who want to walk, wheel or ride including those with disabilities. However, some consideration must be given to those dependent public transport or those reliant on motorised vehicles who may need to alter their journeys. There is also potential conflict between cyclists and pedestrians which may more adversely affect those with disabilities. Disability Sheffield and Transport 4 All have been contacted for comments. Although they have not raised any significant concerns at this stage, they have highlighted the following: - Where temporary interventions are currently being used (planters, blocks or bollards) consideration must be given to what a permanent solution should look like and how this will best serve disability groups. Disability Sheffield and Transport 4 All would like to feed into this design process. Best practice would include a site visit with stakeholders. - Permanent bollards or planters should ensure a minimum width for adapted cycles and wheelchairs - Drop kerbs should be used where appropriate - Measures should be taken to minimise opportunity for pavement parking - Where works are taking place along planned and future schemes, appropriate diversions should be put in place as is the case for motorised vehicles. Ideally these would include information about the length of the diversion. - Measures should be put in place to support segregations of pedestrians and cycles where possible. This is particularly true of the route along Little London Rd where footpaths may be narrow at the location of one of the modal filters at the rail bridge. - Disability groups may be more likely to use public transport than other modes of travel and more reliant on public

transport than other demographics. Therefore, assurances that public transport is not adversely affected by schemes are welcome. Sheffield city council recognise the importance of public transport as part of the transport mix and its potential to support greater modal shift away from cars, which may be greater than for walking and cycling - particularly of journey distances of around 2-5 miles. It is imperative that any impact on bus journey times is kept to a minimum. Planned Southwest bus corridor schemes intend to make improvements in the highway along Chesterfield Rd, Abbeydale Rd and Ecclesall Rd that will support reduced journey times for buses and should complement the Sheaf Valley Cycle Route. Responses to consultation have raised concerns about the impact of the proposed scheme on people with disabilities. To mitigate these concerns, we have implemented measures on an experimental basis where appropriate using an Experimental Traffic Regulation Order and customers have been able to feedback as part of that process. Where measures need to be permanent these will require a Traffic Regulation Order and customers will have the opportunity to feed back as part of that process. We will look to relocate parking wherever possible, and people will be able to request a disabled parking by using the current Council process. Feedback opportunities also include through the Connecting Sheffield website, postcard drops etc. and dedicated email / telephone numbers for customers to provide feedback specifically about this project. There will be some disruption on streets during construction of various scheme elements. Typical traffic management strategies for projects of this type will be in place while the scheme is under construction. This will include signing alternative routes for cycles and other vehicles, making safe provision for pedestrians, and providing alternative crossing points if necessary. A monitoring and evaluation plan has been developed for this project and the measures will be monitored to evaluate increases in active travel. Safe, high-quality cycle and pedestrian routes could offer increased independence for many disabled people, 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, or making short local journeys actively, could have benefits in preventing and mitigating chronic illnesses that can exacerbate disabilities. Experience and consultation with groups representing disabled people indicates cycling infrastructure can present obstacles for some people with disabilities, as approaching cyclists and/or complex highway layouts may not be readily apparent or familiar for visually impaired people. Our strategy of

seeking to manage traffic to reduce the need for separate infrastructure should reduce the complexity of layouts and bring co-benefits for people with disability in terms of reducing danger from traffic, enabling simpler infrastructure arrangements, and reducing noise and other stimuli may make using the highway difficult. Where separate infrastructure is required, there are expected to be tensions and challenges in respect of ensuring these layouts remain (or are made to be) accessible - we will continue to engage with groups including Transport4All and Access Liaison Group to ensure proposals meet the needs of disabled people.

Poverty & Financial Inclusion

Staff Impacted:

No

Customers Impacted:

Yes

Description of Impact:

Local insight data from the 2021 census shows that the percentage of households without access to a car along the Sheaf Valley ranges from over 20% in parts of Woodseats and Meersbrook; 40% to 50% in parts of Lowfield and Highfield; and as high as nearly 75% in parts of the city centre. Improved conditions for cycling, and in particular walking, should provide new and/or better low- or zero-cost options for travel, improving access to services and opportunities for those who are financially excluded from, or constrained in their use of, private or public motorised transport. This may be of particular benefit to locations within the city and inner-city residential areas where car ownership is particularly low. Also see Health section. Concerns have been raised by local businesses and we will implement the measures on an experimental basis in areas of concern. The measures have been monitored to evaluate increases in active travel. A monitoring and evaluation plan has been developed for this project. The local community has had regular and varied opportunities to feedback at regular intervals before, during and sometime after interventions have been put in place - through the Connecting Sheffield website, postcard drops etc., dedicated email / telephone numbers as well as varied surveys for customers to provide feedback specifically about this project.

Race

Staff Impacted:

No

Customers Impacted:

Yes

Description of Impact:

Cycling is often seen as the pursuit of the white middle class. White people certainly make up a huge percentage of the representation of cycling as a sport. There are many complex socio-cultural and economic reasons why different minority ethnic groups may be less likely to cycle or walk for sport, leisure or to travel from A to B. Sheffield City Council Officers and elected members should work together to support people from all background and cultures to access active travel along this route corridor. Sheffield City Council have previously supported a number of successful women only cycle training sessions in other parts of the city. In Darnall, this has included training and led-rides that have largely been attended by women from minority ethnic groups including those from Black and South Asian communities - supporting groups that may be less likely to cycle. It may be possible to explore similar initiatives along the Sheaf Valley with support of partners such as Heeley Development Trust subject to funding and resources. All groups with protected characteristics (including ethnic minorities) that have less opportunity to cycle or travel actively and independently are likely to have less experience or confidence to access active travel routes such as the Sheaf Valley Cycle Route. Where they do take steps to build confidence or experience, they may be restricted to parks, greenspaces and very quiet residential roads. Improving neighbourhoods, reducing through traffic, and providing safer, quieter cycle infrastructure goes some way to supporting individuals from all ethnic communities to walk, wheel and ride in their local area. This can be further maximised through community outreach, training, stakeholder engagement and other behaviour change schemes designed to empower people to travel actively.

Action Plan & Supporting Evidence

Outline of action plan:

A huge range of consultation approaches have been carried out as part of this scheme including: • Pre delivery online perception surveys promoted to over

13,000 properties. • An online 'Connecting Sheffield' programme platform for sharing updates and information related to this scheme and other active and sustainable travel schemes. • Meetings, webinars and public drop-in sessions with key stakeholders. • Discussions through the Cycle Forum and Access Liaison Group representing disabled user groups • Formal consultation with use of email inboxes, phone lines. • Post delivery perception surveys with route users, local residents, businesses and organisations

Contact has been made with local businesses, economic groups, community interest groups, faith groups including churches and mosques, ward members, the local MP, education establishments, cycle campaigners, transport groups and public sector organisations. Petitions both in favour and against the scheme have been considered. Overall, thousands of correspondences have been received and considered both formally and informally. Some of the feedback includes demographic data which could potentially be used to monitor any impact the route is having on specific demographic groups. The outcomes of the scheme have also been monitored using a range of sources including: - Cycle and pedestrian counts - Vehicle counts at key junctions - Telematic journey time data - Bus journey time data - Collision data - Local insight data - Crime data - Speed data Some of the data has limited use because the scheme has not been in place long enough to monitor any significant or reliable long-term trends. Further analysis going forward will help to track these changes both good and bad. Consideration must be given to how change might affect some demographics. Continued dialogue with key stakeholders (including groups and group leaders that represent people with protected characteristics) will help to identify both benefits and issues with the scheme. Analysis and consideration of public feedback (including less formal, face-to-face interactions) will be used to inform this and future schemes going forward. This is particularly important when designing or planning what scheme interventions might look like should they be approved to make permanent as well as feeding into other similar schemes. The level of public engagement and co-design, as well as the scope and scale of the design depends on funding allocations but it offers a real opportunity to provide benefits for all sections of the community. This might be related to making the roads feel more welcoming for certain demographic groups through improved street lighting, improved access for wheelchair users, greenspace, murals, play equipment

Action plan evidence:

Sheffield's Transport Strategy (Investing and Walking & Cycling: Rapid Evidence Review, A report for the Department for Transport, Oct 2016).

Changes made as a result of action plan:

Mitigation

Significant risk after mitigation measures: No

Outline of impact and risks:

Review Date

Review Date: 15/08/2023