

Equality Impact Assessment

Name of policy/project/decision: Levenshulme Active Neighbourhood

Name of person(s) writing EIA: Andrew Crompton

Date: 30 April 2020

What are the brief aims of the policy/project/decision?

The aim of the scheme is to create a filtered neighbourhood through closing of roads that are not on the key route network with modal features that allow cycling and walking but prevent driving

Are there any potential Council staffing implications, include workforce diversity? No

Areas of possible impact	Impact (Positive, Negative, None)	Impact level (High, Medium, Low)	Explanation and evidence (Details of data, reports, feedback or consultations. This should be proportionate to the impact.)
Age	Positive	Medium	<p>TfGM commissioned a study in transport and age 'Age Friendly Transport for Greater Manchester' (September 2018). The report identified a number of issues for walking including :-</p> <ul style="list-style-type: none">Poor quality pavements,Obstructions on pavements,Pedestrian crossings – length of time given to cross was seen as too short and crossings often placed in the wrong place with a lack of dropped kerbs and issues with blistered paving, Poor street lighting. <p>For cycling - It would help cyclists and also pedestrians and drivers if dedicated cycle paths were built.</p> <p>Manchester Older People's Board responded to the Bee Lines Network consultation in September 2018. General comments included for routes :- provision of outdoor seating, street lighting to promote outdoor safety, consistency in route design, obstruction free routes, crossings to be non-slip and have adequate time to cross. Routes</p>

			<p>should also have dropped kerbs to road level, be free from obstruction and be well maintained and reserved for pedestrians. Footways to be of sufficient width for wheelchairs, walking frames and mobility aids.</p> <p>Cycling specific comments – cycling needs to be a safe, comfortable, convenient, enjoyable experience for older cyclists; traffic lights to have advance stop lines for cyclists to allow them to move forward first.</p> <p>Walking specific comments – routes to have dropped kerbs to road level, be free from obstruction and be well maintained and reserved for pedestrians. Footways to be of sufficient width for wheelchairs, walking frames and mobility aids. The footway surface to be non-slip and non-reflective.</p> <p>The cycle BOOM study by Oxford Brookes University was undertaken to better understand how the design of the built environment shapes cycling as people get older.</p> <p>In the UK, only 1% of older people's journeys are currently made by cycle which is significantly lower proportion than in some European countries. One of the recommendations of Cycle BOOM is to design outdoor space to offer a safe, comfortable, convenient and enjoyable experience for cycling.</p> <p>The planned improvements to existing crossings and additional crossings at identified desire lines, linked to the filtering of roads will provide extra and safer opportunities for crossing.</p> <p>At grade crossings will be provided</p>
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			<p>with tactile paving and dropped crossings that meet current standards.</p> <p>All signalised crossings will be managed by UTC who have worked with Living Streets to increase crossing times at a number of key junctions across Manchester, this is expected to continue on all improvements or new schemes.</p> <p>This improvement scheme will provide segregated cycle facilities which should help to encourage cycling journeys and minimise the conflict between pedestrians and cyclists sharing the same space.</p> <p>Through filtering of roads, it is expected that traffic volume and speed on residential routes will be reduced, making the streets adjacent to people's homes safer and the air cleaner.</p> <p>All of this will be monitored as part of the trial implementation of the scheme and we will seek feedback from specific groups to ensure the interventions are fit for purpose.</p>
Disability	Positive	Medium	<p>Engagement with the Disability Design Reference Group (DDRG) on highway improvements generally revealed an issue related to how cyclists and pedestrians would interact at the junctions, and therefore could create issues for people with disability. The DDRG identified items to be considered within highway improvements :-</p> <ul style="list-style-type: none"> • Avoid uncontrolled crossing points • Minimise the extent of shared use cycleway / footways • Seating to be sited at

			<p>convenient locations</p> <ul style="list-style-type: none"> Consider 'look left / look right' arrows at crossing points <p>A community driven street clutter survey has taken place to identify where there footways have restricted widths or have too many obstacles to get past. The outcome has been fed into the development of the scheme. The scheme aims to reduce, wherever practical, obstacles from the footway.</p> <p><u>Mental health and travel – Centre for Transport Studies was published in June 2019. Of the recommendations in the report, 3 related to highway improvement schemes :-</u></p> <ul style="list-style-type: none"> <u>Recommendation 26: Local authorities should provide more signposting on the street, having consulted people with mental health conditions about the design so that it meets their needs.</u> Recommendation 32: Local authorities should make the pedestrian environment more friendly for people with mental health conditions by developing 'quiet routes' through noisy urban areas and showing these on maps. <u>Recommendation 33: Local authorities should develop more off-road cycle lanes.</u> <p>The proposed scheme introduces a number of controlled crossing points and reduces the number of uncontrolled crossing points.</p> <p>Designs are in line with MCF design guidance which includes minimum crossing timings for controlled crossings and guidance on spacing of crossings of busy roads.</p> <p>The proposed scheme is also looking</p>
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			<p>to introduce bus gates to ensure that current bus routes are not impacted. There are no plans to relocate any bus stops.</p> <p>The inclusion of filtered roads mean that cyclists can use the road safely so will be less inclined to use the footway. Where there are recognised clash points at crossings or junctions, segregation will be used to ensure pedestrians and cyclists do not need to share the same space.</p> <p>The scheme includes the provision of road markings and traffic signing which will include advice to pedestrians and cyclists.</p> <p>There are no plans for the filtered neighbourhood to remove any designated disabled parking bays.</p> <p>As part of the trial implementation, the filter locations will be reviewed to ensure that access is still maintained for any residents with disability or mobility restrictions.</p> <p>All of this will be monitored as part of the trial implementation of the scheme and we will seek feedback from specific groups to ensure the interventions are fit for purpose.</p>
Pregnancy/ maternity	Positive	Medium	<p>Mothers and expectant mothers may have greater difficulty than the general population in negotiating the existing footpath and subway network through the junction as these features do not comply with current standards at some locations.</p> <p>A double buggy width requirement is one of the fundamental requirements of a Mayor Challenge funded scheme.</p> <p>All of this is to be monitored as part</p>

			of the trial implementation of the scheme and we will seek feedback from specific groups to ensure the interventions are fit for purpose.
Race	None	Low	Although the scheme does not seek to target any specific race/religion/sex/sexual orientation/transgender groups as we understand there to be no impacts, we have an activation plan to try to increase numbers of people being active in the area.
Religion/belief	None	Low	
Sex	None	Low	
Sexual orientation	None	Low	
Transgender	None	Low	
Carers	None	Low	<p>Although filters are intended to prevent motor vehicles gaining access to a particular road, access for residents and pedestrians will be maintained at all times.</p> <p>Through the trial implementation it is expected that we can identify if any locations are not suitable and restrict access – this would include if someone needed access for a carer</p>
Voluntary, community & faith sector	None	Low	There are understood to be no impacts of the proposal
Financial inclusion, poverty, social justice: Cohesion	Positive	Low	<p>The social value proposals from the contractor are expected to have a positive impact.</p> <p>As the scheme is intended to encourage active modes of travel, it is expected to benefit a wider range of the community as walking/cycling are relatively low cost activities.</p>
Other/additional : Vulnerable road users	Positive	High	The works seek to provide a safer environment for vulnerable road users (cyclists and pedestrians) and the scheme is supported by the Walking & Cycling Commissioner.

Overall summary of possible impact :

The overall impact of the scheme is expected to be positive

If you have identified significant change, med or high negative outcomes or for example the impact is on specialist provision relating to the groups above, or there is cumulative impact you **must** complete the action plan.

Review date: upon completion of the trial interventions

Action plan needed: No

Approved (Lead Manager):



Date: 26th June 2020


Does the proposal/ decision impact on or relate to specialist provision: NO

Risk rating: Low

Action plan

Area of impact	Action and mitigation	Lead, timescale and how it will be monitored/reviewed
Disability	Engagement with DDRG.	DDRG engagement is provisionally planned for the July meeting. Trials are due to start around this time so any feedback from the meeting will be collated with ongoing trial feedback
Disability	Site Visit requested by DDRG.	A site visit will be arranged once COVID restrictions have been lifted and members of DDRG feel safe to visit
All	Further EQIA review	We will review and update this EQIA upon completion of the trials

Approved (Lead Manager):



Date: 26th June 2020