

Appendix D

Equality Impact Assessment Screening

Equality Impact Assessment Screening Document

Department: Sheffield City Region Executive

Service Area: Transport Strategy

1. Please give a brief description of the current function and its aim:

Sheffield City Region: Get Going, Keep Going. Access Fund for Sustainable Travel Bid.

This Equality Impact Assessment Screening Exercise has been undertaken for the proposals presented in the Sheffield City Region Access Fund for Sustainable Travel Bid which has been developed to meet the DfT's objectives of supporting local economic growth and actively promoting increased levels of physical activity through walking and cycling. This aligns well with our Access Fund objectives to get people active, get people connected, keep people safe and keep people active. It also complements our South Yorkshire Local Transport plan objectives to reduce emissions, support economic growth, enhance social inclusion and health and maximise safety.

The bid seeks to extend the best performing parts of the existing LSTF programme. Our existing programme addresses the local challenges faced by those trying to enter employment and for business looking to locate and grow in SCR. The bid works with a variety of groups located across South Yorkshire, predominantly focussed upon some of the most deprived communities within the region. The bid aims to address the national, regional and local health inequalities through encouraging behaviour switches to active travel. This will be done by providing training and awareness courses, access to physical activity, events and promotional activities and directly targeting schools, businesses, families and workplaces.

Further information is contained within the Bid document which can be accessed at:

www.inmotion.co.uk/STTF

Manager Responsible for Area:

Julie Hurley, Director of Transport

Date screening completed: 31/08/2016

2. Is the function dedicated to a particular Protected Group?

Yes

✓ No, accessible for all groups

If Yes, please tick the box for each group to whom the function is dedicated to

Race

Gender

Sexual Orientation

Age

Religious Belief

Disability

Transgender or Transsexual

Pregnancy and Maternity

Marriage and Civil Partnership

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*Provide relevant evidence

3a. Is it likely that there will be a positive impact on one or more Protected Groups?

✓ Yes

No

If Yes, please select from the following by ticking the box of the group(s) that will have a positive impact from the function:

Race
Gender
Sexual Orientation
Age
Religious Belief

✓ Disability
Transgender or Transsexual
Pregnancy and Maternity
Marriage and Civil Partnership

3b. If you have answered Yes to 3a please list and give details of the positive impacts associated with this function.

This function is not solely beneficial to the groups indicated above, however, some elements of the function are targeted and assisting those with disabilities and Special Educational Needs. This assistance aims to enhance independence as a consequence of travel training which will be delivered to a variety of age groups.

The Travel Training works with young people with special educational needs and disabilities attending school/college and for similarly vulnerable adults and older people attending social, educational or employment activities. The project delivers independent travel training and travel 'buddying' services to increase independence and reliance upon council supported transport.

Other elements of this function target young people and offer assistance to finding employment. This involves the adoption of a multi-agency approach, to overcome any perceived and/or actual cost barriers to accessing employment. The schemes which are targeted to assisting specific groups of people are listed below alongside the group/s they assist.

Wheels 2 Work – Not in Employment, Education and Training (NEET) categories, benefit claimants, unemployed

Independent Travel Training - Post-16 and young adults, NEETs and adult learners, covering all ability levels, Elderly

Safety Awareness Programme - Vulnerable road users, HGV drivers, riders at a variety of levels and participating businesses.

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4a. Is it likely that there will be a negative impact on one or more Protected Groups?

Yes

✓ No

If Yes, please select from the following by ticking the box of the group(s) that will suffer a negative impact from the function:

Race Gender
Sexual Orientation Age
Religious Belief Disability

Transgender or Transsexual
Pregnancy and Maternity
Marriage and Civil Partnership

4b. If you have answered Yes to 4a please list and give details of the negative impacts associated with this function.

n/a

5 Have you completed consultation with stakeholders (staff, public, unions) or reviewed existing information regarding this function?

✓ Yes

No

Describe the positive and negative responses/feedback received from a Protected Group(s) following consultation, or any positive or negative issues identified in any information reviews.

As part of the existing LSTF project, a consultation process was conducted in early 2011. Formal and informal engagement with a wide range of stakeholders across the Sheffield City Region (SCR) took place continuously until December 2011. Consultation with businesses and the general public took place over a one month period, from 3 October to 31 October 2011, during which our "initial proposal" and other supporting documents were available for the public to view, for further information. Further consultation with businesses and scheme users has been undertaken throughout 2015/16 to ensure the services meet the needs of the market.

Each of the schemes contained within the existing function have been selected for continuation, following their success in the existing LSTF programme, follow-on programmes and the Sustainable Travel Transition Year programme. The schemes have been monitored by the responsible owners, to identify which should be extended/continued through our current bid. This monitoring and evaluation has demonstrated the benefits of each of the schemes, the results of which are displayed in the table below.

SCHEME BENEFITS

Air Quality

Traffic is the biggest contributor to air pollution affecting health in the UK. Transport emissions are a major contributor to poor air quality with air pollution responsible for around 40,000 deaths. Evidence is now suggesting links with other cancers, stroke, low birth weight babies and neurodevelopmental problems in children. The SCR faces significant air quality challenges within its geography, having a total of 20 Air Quality Management Areas in South Yorkshire.

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As the schemes within this fund are delivered, it is expected that the SCR air quality will improve, particularly over the long-term. This would be due to the modal shift and behavioural changes caused by our schemes encouraging more uptake in cycling and walking particularly for school and commuting journeys. Should funding not be allocated in SCR, there is an expected negative impact on the air quality from the number of people choosing vehicles instead of active travel.

Cycle Boosts

In 2012, 55% of participants said they would have otherwise driven to work and of these, 75% said they would continue to use their bike. In Rotherham, in 2013, trials of free electric and pedal cycle hire attracted (on average), 28 trips to work, 3 days a week, totalling an estimated 58,000kms from car to bike. Further to this, our cycle hubs have been extremely successful and have been expanded in our STTY funding. In LSTF 2 for one cycle hub alone there were 392 long-term and 109 short-term bike hires.

We have 180 schools participating in Sustrans Bike It project with plans to increase this by 12 schools per year. This covers 135,000 pupils, 30,000 parents and 22,500 staff participating in the events. 20% of the existing cyclists who took up cycle challenge started riding to work once a week or more. 20% of new cyclists continue to cycle at least once a week.

Wheels 2 Work

33% of LSTF1 respondents were claiming unemployment benefit before using the scheme. All of these were in work after participation, equating to a reduction of 92 benefit claims (a net reduction in the tax burden of £1,483,408). 55.9% of W2W beneficiaries were located in the 20% most deprived neighbourhoods. We expect over the course of this delivery programme to have 250 people per annum accessing employment, education and training resulting in the majority of these coming off benefits.

Business to Business Engagement Team

Following the delivery of ITT using LSTF1, we found that successful trainees will not revert to council supported transport. The cost savings made by the scheme have been calculated on the basis of £19 per day – totalling £3610 per school year. The existing programme will be continued to provide training for around 300 individuals in the region. Under the Sheffield Travel Buddy scheme, 49 disabled young people were trained to use public transport resulting in 224 travel buddy trips and 6 number of paid jobs. We expect this number to increase as a result of expanding this scheme to include the South Yorkshire region. We are expecting 15,000 commuters to receive travel training per annum and 10,500 job seekers and NEETs to receive travel training per annum.

Inmotion! And Promotion

The co-ordinated programme of cross-scheme activity and scheme-specific promotions delivered across on- and offline channels continues to drive full recruitment to many individual schemes. This sustained and planned programme of work resulted in 36k unique visitors making over 72.5k visits to the Inmotion! website (www.inmotion.co.uk) between April 2015 and March 2016, with the visitor figure increasing by 14% when compared to the previous year. A complementary CRM system has also been developed and has now grown to include over 7,200k contacts from more than 6,500 businesses and organisations across the Sheffield City Region.

6. Is a **FULL IMPACT ASSESSMENT** required?

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✓ **No** – If there are no negative impacts, or they can be addressed within current resource please **DO NOT CONTINUE**. Record how you plan to address any negative impact in the extra evidence space. Just date and sign at the end of the form

No –there are negative impacts but they cannot be addressed within current resource please **DO NOT CONTINUE**. Sign and date the form, and provide details of investigation into current resource in the extra evidence field, and highlight in the relevant field at the sign off section.

Yes – If you have concluded that there are negative impacts that require further assessment. Please note, if this impact assessment refers to removal of a service or legal compliance issues please complete a full impact assessment.

Outcome of initial impact assessment: Positive Impact

Sponsor responsible for Impact Assessment: Julie Hurley



01/09/2016

Signed

Date