

SSA EQUALITY IMPACT AND NEEDS ANALYSIS

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| Directorate | Environment Community Services |
| Service Area | Engineering Group 1 |
| Service/policy/function being assessed | Boroughwide Emergency Social Distancing Measures |
| Which borough (s) does the service/policy apply to | Richmond |
| Staff involved | Nick O'Donnell – assistant director Mike Gilroy – Head of EG1 Lisa Fenn – Principal Engineer |
| Date approved by Directorate Equality Group (if applicable) | |
| Date approved by Policy and Review Manager All EINAs must be signed off by the Policy and Review Manager | 062020 |
| Date submitted to Directors' Board | n/a |

SUMMARY

- In response to the major COVID 19 epidemic emergency and in accordance with Government guidance requesting local authorities to act, it has been necessary to implement emergency social distancing measures as outlined below. These are generally concentrated in town centres, at locations near schools or along key cycle routes.
- The emergency social distancing measures being deployed in Richmond are intended to increase safety for all road users, but especially for vulnerable road users and those from ethnic minorities and those with disabilities who statistically are more affected by COVID 19 than the general public.
- The positive effect of these measures is that a safer public realm environment will be created, and this will give confidence to residents and others to return to the high streets and schools while remaining safe and complying with evolving social distancing advice from government.
- Because of the medical emergency there has not been sufficient time to consult key stakeholders in advance of deploying the measures. However, the first phase of measures are largely temporary and can easily be adjusted on site to address any problems that may arise.

1. Background

COVID-19 has had profound impacts on the provision of transport services and the way people travel. These impacts were exaggerated during the period of lockdown but will

continue to some extent whilst any form of restrictions on activity remain in place. Moreover, a degree of permanent behavioural and societal change is expected.

The Council has developed a COVID 19 Transport Action Plan which will assist with social distancing across the borough and identified potential short term, medium term and long-term proposals. This focuses on town centres and areas of high pedestrian footfall. It considers what physical or other measures may need to be deployed to facilitate social distancing and make people feel more secure as the lockdown eases over time.

2. Analysis of need and impact

| Protected group | Findings |
|--------------------------------|--|
| Age | <p>GLA 2019 data</p> <p style="text-align: center;">Richmond</p> <p>0 to 15 20.8%</p> <p>16 to 24 63.8%</p> <p>65 and over 15.4%</p> |
| Disability | <p>ONS 2011 census data</p> <p style="text-align: center;">Richmond</p> <p>Disability or health problem that effects their day to day life 11.5%</p> |
| Gender (sex) | <p>ONS 2011 census data</p> <p style="text-align: center;">Richmond</p> <p>Male 49%</p> <p>Female 51%</p> |
| Gender reassignment | N/A |
| Marriage and civil partnership | <p>GLA 2019 data</p> <p style="text-align: center;">Richmond</p> <p>Divorced 7.9%</p> <p>Civil Partnership 0.4%</p> <p>Married 47.3%</p> <p>Separated 2.2%</p> <p>Single 36.7%</p> <p>Widowed 5.4%</p> |
| Pregnancy and maternity | <p>PHOF 2016 data</p> <p style="text-align: center;">Richmond</p> <p>Live births per 1000 females 64.57</p> |

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| | (15-44) |
| Race/ethnicity | GLA 2019 data <p style="text-align: center;">Richmond</p> Persons BAME 15.9% UK nationals 82.2% Non-UK nationals 17.3% |
| Religion and belief, including non belief | GLA 2019 data <p style="text-align: center;">Richmond</p> Buddhist 0.8% Christian 55.3% Hindu 1.6% Jewish 0.8% Muslim 3.3% Sikh 0.8% Other 0.5% No religion 28.4% |
| Sexual orientation | ONS annual population survey 2017 Approximately 2% of the population identify as LGBT (data inconclusive as often undeclared) |
| Across groups i.e older LGBT service users or bme young men | N/A |

| Data gap(s) | How will this be addressed? |
|--------------------|------------------------------------|
| None identified | N/A |

3. Impact

The measures deployed will have a positive impact for all road users, but particularly for those that are less mobile as it will help provide them with the confidence to return to the high streets without worrying that they may be putting themselves at risk by not being physically able to socially distance. However, many of the measures rely on temporary barriers and signage. Great care needs to be taken to ensure that these do not create obstacles for disabled people and those that are less mobile. Independent safety audits will be carried out on all the larger/significant schemes. Furthermore, we have set up a social distancing email address (socialdistancing@richmond.gov.uk) which is being actively monitored to rapidly pick up on any issues encountered. As the measures are largely temporary, they can be quickly modified if necessary, to react to any issue.

| Protected group | Positive | Negative |
|-------------------|--|---|
| Age | <p>The social distancing measures, whether long term or short term, are intended to create extra space to aid social distancing in our town centres and other localized areas where there are known pedestrian or cycling pinch points. These measures have a positive impact for all age groups, but particularly the older age groups who may be more at risk from Covid19.</p> <p>We are also installing funky footprints outside school entrances to provide 2 metre markings in a clear way. This will help the younger children to understand what 2 metres actually means in a fun and educational way.</p> <p>A number of the medium to longer term measures look at improvements to cycle facilities and/or pop up cycle lanes. By providing safe cycle routes we are supporting cyclists of all ages, especially though less confident cyclists who would not feel happy cycling on roads without measures in place.</p> | <p>A number of the measures being implemented require the suspension of parking bays to create additional space for pedestrians. These are generally within town centres. This may have a negative impact on those shoppers of an age where mobility is difficult. Blue badge holders will be able to find alternative parking close by and we will continue to monitor conditions once measures are in place.</p> |
| Disability | <p>As more shops and businesses re-open the Council will be considering the marking of footways to aid with queueing. Consideration will be given to the needs of pedestrians (particularly those with disabilities) passing queues to ensure that social distancing can be maintained</p> | <p>We do need to be very careful when considering and introducing measures to ensure no negative impact on those with disabilities. The first emergency scheme to be implemented back in May was advisory one-way footways across Richmond Bridge. We have had some concerns raised by partially sighted pedestrians who can't see signage and don't realise the one way is in operation. We have stressed that</p> |

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| | <p>as far as realistically possible. Therefore, the measures deployed will need to change and evolve over time.</p> <p>Other measures which have been implemented and are being considered include the provision of bus borders to create additional footway width where bus stops are positioned on narrow footways. These borders use temporary materials and provide access on to and off the bus for wheelchair users and those with mobility issues.</p> | <p>these measures are only advisory and there is no expectation that those with disabilities would change their route. Again, where we have barriered off traffic lanes to provide additional footway width, without provision of disabled ramps, we would not expect these areas to be used by those with disabilities. All schemes involving significant changes to the highway will be independently safety audited and this will consider the need of those with disabilities.</p> |
| Gender (sex) | Positive impact expected for all road users | None identified |
| Gender reassignment | Positive impact expected for all road users | None identified |
| Marriage and civil partnership | Positive impact expected for all road users | None identified |
| Pregnancy and maternity | Positive impact expected for all road users | None identified |
| Race/ethnicity | Positive impact expected for all road users | None identified |
| Religion and belief, including non belief | Positive impact expected for all road users | None identified |
| Sexual orientation | Positive impact expected for all road users | None identified |

4. Actions

| Action | Lead Officer | Deadline |
|---|---------------------|---------------------------------|
| All schemes will be monitored and quickly adjusted to address any issues. | Lisa Fenn | Ongoing |
| Independent safety audits will be carried out | Lisa Fenn | Ongoing as schemes are deployed |

5. Consultation. (optional section– as appropriate)

A number of the measures being implemented are under an emergency Traffic Order in the interests of personal safety and for these there is no requirements to consult. If these measures remain for longer periods, then the Council will need to consider a more permanent traffic order arrangement which will require formal consultation with local residents and businesses before a decision is made to make any measures permanent.