

PART A Introductory Information

Proposal name

Kelham and Neepsend parking scheme

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

There are high demands on the available parking spaces in many areas of the city. The Kelham and Neepsend area is no different and is very popular for long stay commuter parking because of its close proximity (within a 20min walk) to the city centre and also because parking is free and unrestricted.

Parking pressure is anticipated to continue to grow as the area is developed. There are planned to be around an additional 2,000 new homes developed in Kelham over the next 10-15 years.

The Council has previously implemented a number of Controlled Parking Zones (CPZs), mainly in the area immediately around the city centre as well as in the district shopping centre at Hillsborough. These were areas which suffered from the effects of high levels of unrestricted commuter parking.

There is also a need to introduce restrictions that complement the change of use of sections of roads in the area through the Transforming Cities Housing Zone North scheme. This includes 'no through roads', bus priority and revisions to 'one-way' sections. In total, the parking capacity in the area will be reduced from over 760 spaces to around 480.

The council proposes to introduce a parking scheme in Kelham and Neepsend that would operate Monday to Sunday between the hours of 8.00am and 8.30pm. Initially this would be pay and display in Kelham only but could extend to Neepsend once more work has been undertaken with local businesses. This additional work has now been undertaken, so this EIA is an update from EIA number 2236.

The marked bays would allow for shared use pay & display and permit holder parking. All other sections of the road that are not marked up for parking will have a no waiting at any time restriction (i.e. double yellow lines). Residents who do not live in a car free development will be able to apply for up to two resident parking permits per household. Businesses were initially able to apply for up to two businesses parking permits, but the additional work with businesses has highlighted that they would appreciate the ability to purchase more permits, not least as some start at 0600 where public transport alternatives are very limited. The concern for businesses was that significant parking charges would lead to a loss of staff which would undermine the sustainability of many businesses.

Much of the area in and around the City Centre is already covered by CPZs, with the implementation of further parking schemes (that include similar restrictions to CPZs, but are signed in a different way) being underway or planned and which are required to support the Transport Strategy and Emerging Draft Sheffield Plan.

Parking schemes form part of Sheffield's 2018 Local Transport Strategy (adopted in 2019) and Emerging Draft Sheffield Plan. The vision for the city requires more effective management of parking and use of kerbside space. In managing this, the aim is to maintain good access to homes and businesses and try to reduce the amount of avoidable congestion from traffic circulating seeking a parking space.

High levels of parking can also restrict the access for service vehicles and emergency services, as well as parking for business customers and visitors. However, it is always difficult to strike a balance between the often conflicting needs of residents, businesses and visitors to an area.

In deciding whether to implement the scheme proposals (or what changes could be proposed to the original scheme in Neepsend) proper consideration must be given to any representations, to the original objectives behind the proposals, to the financial and legal implications and to the Equalities Impact Assessment. This EIA has therefore been prepared to assess the impact of the proposals on the needs and requirements of the community and determine whether these affect or discriminate directly or indirectly against people from some racial groups, sexuality, gender, age, faith or belief or disability etc.

Proposal type

- Budget Non-Budget

If Budget, is it Entered on Q Tier?

- Yes No

If yes what is the Q Tier reference

Year of proposal (s)

<input type="radio"/> 21/22	<input type="radio"/> 22/23	<input checked="" type="radio"/> 23/24	<input checked="" type="radio"/> 24/25	<input type="radio"/> other
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Decision Type

- Coop Exec
- Committee (e.g., Health Committee) which committee
- Leader
- Individual Coop Exec Member
- Executive Director/Director
- Officer Decisions (Non-Key)
- Council (e.g., Budget and Housing Revenue Account)
- Regulatory Committees (e.g. Licensing Committee)

Lead Committee Member

Lead Director for Proposal

Person filling in this EIA form

EIA start date

Equality Lead Officer

- | | |
|--|--|
| <input type="radio"/> Adele Robinson | <input checked="" type="radio"/> Ed Sexton |
| <input type="radio"/> Richard Bartlett | <input type="radio"/> Louise Nunn |
| <input type="radio"/> Bashir Khan | <input type="radio"/> Beverley Law |

Lead Equality Objective ([see for detail](#))

<input type="radio"/> Understanding Communities	<input type="radio"/> Workforce Diversity	<input checked="" type="radio"/> Leading the city in celebrating & promoting inclusion	<input type="radio"/> Break the cycle and improve life chances
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Portfolio, Service and Team

Is this Cross-Portfolio?

- Yes No

Portfolio/s

Operational

Is the EIA joint with another organisation (e.g. NHS)?

- Yes No

Please specify

Consultation

Is consultation required? (Read the guidance in relation to this area)

- Yes No

If consultation is not required, please state why

The Council has carried out formal consultation with the local community on proposals to introduce a parking scheme in the Kelham and Neepsend area.

If consultation has already been carried out, please provide details of the results with equalities analysis

The statutory legal consultation began on the 1st February 2022 and concluded on the 24th February 2022. The parking scheme proposal were advertised in the local press, street notices were put up throughout each affected area and letters were delivered to all affected properties inviting residents to comment on the proposals. The Cabinet Member for Transport and Development, local Ward Members, and Statutory Consultees have been informed about the proposals.

Equalities data is available from responses received (666) via the Citizen Space portal, but not for responses received by email (39). It should be noted that this consultation is not a demographically robust random sampling of public opinion, nor was it designed to specifically request feedback on the impact of the parking scheme on groups sharing protected characteristics. Respondents have freely chosen to take part, or not, so the views expressed through Citizen Space don't necessarily represent the views of everyone.

The following information provides details of the available equalities data of those providing feedback in relation to the Kelham and Neepsend parking scheme proposals, and whether they support the scheme or not.

Age Range	Percentage of Respondents	Percentage Support the Scheme	
		Yes	No
24 and under	12%	13%	87%
25-34	44%	18%	82%
35-44	20%	24%	76%
45-54	10%	32%	68%
55-64	9%	35%	65%
65-74	4%	28%	72%
75-84	<1%	100%	0%
85 and over	0%	-	-
Not Answered	1%	-	-

Disability or a Long-term Health Condition	Percentage of Respondents	Percentage Support the Scheme	
		Yes	No
Yes	13%	14%	86%
No	87%	23%	77%
Not Answered	1%	-	-

Sex	Percentage of Respondents	Percentage Support the Scheme	
		Yes	No
Male	55%	22%	78%
Female	43%	23%	77%
Other	1%	20%	80%
Not answered	2%	-	-

Overall, it can be seen that the majority of respondents did not support the scheme, whether they belong to a protected group or not. The concerns of the objectors were predominantly (76%) spread across three main categories, namely:

- Personal affordability;
- Harmful to businesses; and
- Accessing permits (typically relating to 'Car Free' developments).

Personal Affordability

In common with other highway authorities, the Council applies a fixed tariff that does not distinguish between a person's ability to afford the charges. Whilst this means that requiring to park in the parking scheme during its operational periods would be proportionally less affordable to those on low income, it would be disproportionate in terms of cost and complexity to operate any other method (e.g. a means-based cost).

Harmful to Business

Some people (residents, visitors and businesses) said the scheme will prevent delivery and business vehicles from unloading/loading; and will deter customers as one of the attractions to the area is because it's free to park. Unloading/loading could be undertaken on double yellow lines proposed within the scheme. Improving the unloading/loading opportunities for businesses was a key aim of the scheme. The scheme aims to mitigate the concern relating to customers in part by having a short (20 minute) free period. A ticket would still have to be displayed, but this free short stay period could help local businesses that rely on short stay passing trade. Also, parking schemes can discourage commuter parking and other long-stay parking, so there are more likely to be parking spaces for customers to park.

The current parking strategy (which includes a scheme design standard) defines the bay types, but it is proposed to look further at ways to reduce the impact of the scheme on businesses – particularly in Neepsend where business is the predominant land use. These include:

- Being more flexible in the provision of business permits;
- Reducing the scale of the pay and display scheme or changes to days and times of the week of the pay and display scheme;
- Working with the South Yorkshire Mayoral Combined Authority (MCA) to understand the feasibility of providing a Public Transport Season Ticket Trial for employees in the area; and
- Expanding the existing E-bike/E-cargo bike hire trial.

Also, having considered the objections, an amendment has been to the scheme in the short term. It is proposed to initially introduce pay and display (P&D) parking in Kelham Island, and not in Neepsend at this time due to a desire to undertake additional work with businesses and their employees to see how the effects of the originally proposed scheme could be mitigated.

This additional work has now been undertaken and businesses have said that the best that the scheme could change to reduce the impact for them is to be more flexible with the permit allocation criteria (essentially allowing them to purchase more than two permits), followed by the times of scheme operation then the days of the week that the scheme would operate. Allowing additional permits is achievable, but (during the working day) this is likely to have an effect on the amount of spaces available for residents and visitors to businesses as well as the income from the scheme. The full effect of this won't be known without monitoring, so it is suggested that monitoring take place over the first twelve months of the scheme operation.

Accessing permits (typically relating to 'Car Free' developments)

The Council has a number of policies which have the effect of managing parking demand. One mechanism to do this is by restricting access to parking permits for on street spaces from occupiers of new developments which are designated as car-free during the planning process and where the implications of that development are assessed to have an adverse impact on parking demand. It is one of a suite of measures which also have the effect of reducing car use and encourage travel by other means, including walking, cycling and public transport. This use of car free developments and their entitlement to permits was confirmed at the Transport, Regeneration and Climate Change Committee in December 2022.

The Council sometimes consider applications for additional permits, but allowing unlimited access to permits would cut across the Council's Transport and Clean Air Strategies. Furthermore, new residents moving in should have been made aware of the designation of car/permit-free status (as detailed in the planning permission decision notice) through the conveyancing process if purchasing a property, or within the lease if renting.

However, residents may still be able to apply for carer, visitor and disabled badge holder permits.

The proposed Kelham Island and Neepsend parking scheme is expected to:

- Provide some improvement for local businesses and residents by helping to manage the availability of convenient parking spaces through charging mechanisms and issuing permits. It is acknowledged that there could be an impact from potential decreased car-user customers
- However, the changes proposed in tandem with the proposed Transforming Cities Fund project are expected to increase the appeal of the area with improvements to other travel/access options (bus/cycling/walking) which will help to reduce the impact of decreased customer car usage.

- Improve access through the area and loading and unloading opportunities for all vehicles (especially larger ones) by removing parking at or near junctions; and
- Improve conditions for sustainable travel modes – the Kelham/Neepsend parking scheme includes restrictions that enable improved facilities for walking and cycling, as well as ensuring that public transport is not impeded by inappropriate parking.

Are Staff who may be affected by these proposals aware of them?

- 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

Initial 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

For a range of people who share protected characteristics, more information is available on the [Council website](#) including the [Community Knowledge Profiles](#).

Identify Impacts

Identify which characteristic the proposal has an impact on tick all that apply

<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 checked="" 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
<input checked="" type="radio"/> Cumulative	

Cumulative Impact

Does the Proposal have 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 type="radio"/> Other

If yes, details of impact

Local Area Committee Area(s) impacted

All Specific

If Specific, name of Local Committee Area(s) impacted

Central LAC

Initial Impact Overview

Based on the information about the proposal what will be the overall equality impact?

A screening exercise has been undertaken to record the Initial Impact Assessment. The screening considers the individual groups with protected characteristics and how the Kelham and Neepsend parking scheme may affect them. A 'score' has been assigned to each of the relevant groups. Provisional scoring criteria used is set out below:

- A **Major Positive** or **Major Negative** score would be given where the scheme is likely to have a disproportionate effect on large numbers of the relevant group;
- A **Minor Positive** or **Minor Negative** score has been given where the scheme is only likely to affect small numbers of the relevant groups; and
- A **Neutral** score has been given where there is no clear relationship between the scheme and the relevant group.

The Kelham and Neepsend parking scheme is aimed at maintaining good access to homes and businesses and try to reduce the amount of avoidable congestion from traffic circulating seeking a parking space. The underpinning analysis has focussed on a sub-area that reflects the parking area of the scheme proposals. The sub-area is based on two MSOAs being used to represent the demographic characteristics, namely:

- E02001632 (Burngreave & Grimesthorpe); and
- E02006843 (Cathedral & Kelham).

The Initial Impact Assessment screening is shown below (Impact Level) alongside the Full Impact Assessment (Full Impact Reasoning).

Characteristic	Impact Level	Full Impact Reasoning
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<p>Health (health inequalities)</p>	<p>Major Positive</p>	<p>Sheffield aspires to be a city where health inequalities are reduced, and air is healthy for all to breathe¹.</p> <p>Air pollution can have a negative impact on the health of all Sheffield's residents. The adverse effects range from worsening respiratory symptoms and poorer quality of life to premature deaths from cardiovascular and respiratory diseases¹.</p> <p>Transport is the biggest source of emissions damaging to health in Sheffield - around half of emissions (nitrogen oxides and particulate matter) come from road transport¹.</p> <p>These pollutants are collectively estimated to cause around 500 equivalent deaths every year in Sheffield and impose an economic cost somewhere between £160 million per year¹.</p> <p>While this is expected to reduce over time due to an increasing proportion of cleaner vehicles in Sheffield, evidence from the World Health Organization (WHO)² suggests that exposure to nitrogen oxide concentrations is associated with adverse health effects even when it's below the UK limit values.</p> <p>The communities suffering most from poor air quality are often the most vulnerable. Air pollution contributes to widening health inequalities as levels of emissions are higher on roads with the heaviest traffic which are used more by disadvantaged people as places where they live, work and shop³</p> <p>Parking schemes remove free on-street commuter and other non-residential car parking spaces, thereby reducing traffic levels, and helping boost use of non-car modes. They also help to reduce overall traffic, improve traffic flow and tackle congestion.</p> <p>The introduction of this parking scheme will largely result in the reduction of transport emissions in the Kelham and Neepsend area and will therefore, have a beneficial effect on health. This could also help other areas that the traffic travels through including those neighbourhoods which have elevated air pollution.</p>															
<p>Age (a person belonging to a particular age or range of ages)</p>	<p>Minor Negative</p>	<p>The following table shows the breakdown of ages across the Kelham and Neepsend area, and the wider Sheffield area.</p> <table border="1" data-bbox="847 1648 1358 1816"> <thead> <tr> <th>Age Group</th> <th>Catchment Area</th> <th>Sheffield</th> </tr> </thead> <tbody> <tr> <td>0-15</td> <td>17.1%</td> <td>18.0%</td> </tr> <tr> <td>16-24</td> <td>30.4%</td> <td>14.8%</td> </tr> <tr> <td>25-64</td> <td>47.8%</td> <td>50.2%</td> </tr> <tr> <td>65+</td> <td>4.7%</td> <td>17.0%</td> </tr> </tbody> </table> <p>Census 2021</p> <p>It can be seen from the table above that there are some differences in the proportion of the age groups based on location, namely:</p>	Age Group	Catchment Area	Sheffield	0-15	17.1%	18.0%	16-24	30.4%	14.8%	25-64	47.8%	50.2%	65+	4.7%	17.0%
Age Group	Catchment Area	Sheffield															
0-15	17.1%	18.0%															
16-24	30.4%	14.8%															
25-64	47.8%	50.2%															
65+	4.7%	17.0%															

¹ Air Quality Action Plan: Sheffield City Council (2015)

² Review of Evidence on Health Aspects of Air Pollution: WHO (2013)

³ Transport & health: Briefing statement: UK Faculty of Public Health (2013)

- The proportion of children (0-15) is slightly lower than across Sheffield as a whole;
- The proportion of younger people (16-24) within the catchment area is significantly higher than across the wider Sheffield area and therefore their needs should be considered;
- The proportion of people of working age (25-64) is slightly lower in than across Sheffield as a whole; and
- The proportion of older people (65+) is significantly lower in the catchment area than across the wider Sheffield area.

There is no age data available to determine which group is parking with the Kelham and Neepsend area.

Children and young people under the age of 17 who do not drive will not be directly impacted by the proposals.

The Kelham and Neepsend area is home to a large student population who live in halls of residence or private accommodation that has car free status, this coupled with their likely low car ownership suggests younger people over the age of 17, won't be disproportionately affected.

The Kelham and Neepsend area is home to a larger number of young professionals (up to 24) who live in private accommodation that has car free status. Many may well still have a car and have chosen to rent or buy in the area as there has been free access to parking on the public highway, even though their developments may well have private parking, albeit charged at an extra cost. This suggests younger professionals could therefore be disproportionately affected, even though the 'car free' status of some developments have been in place for many years.

Those people of working age who have to drive to work and choose to park in the area may be more impacted than other car users. This is more likely in Neepsend than Kelham. Having considered the objections, amendments have been to the scheme in the short term. It is proposed to initially introduce pay and display (P&D) parking in Kelham Island, and not in Neepsend at this time. Although there is an expectation that there would still be a scheme in Neepsend, there was a desire to undertake additional work with businesses and their employees to see how the effects of the originally proposed scheme could be mitigated. This has now been completed. Availability of permits was the main outcome of this additional consultation.

Older people may have less disposable income to be able to pay the parking charges when visiting the area, but they do have access to free bus travel. Issues relating to disability are considered under that user group.

The parking scheme will reduce commuter parking, inconsiderate and indiscriminate parking from residential streets which collectively are expected to help improve the street scene and can make streets safer and more accessible for all road users including younger people.

<p>Disability (covers various impairments that effect a person's ability to carry out normal day-to-day tasks)</p>	<p>Minor Positive</p>	<p>The following table shows the breakdown of activity limitation due to long term health problems or disability across both the Kelham and Neepsend area, and the wider Sheffield area.</p> <table border="1" data-bbox="849 253 1358 465"> <thead> <tr> <th>Limitation</th> <th>Catchment Area</th> <th>Sheffield</th> </tr> </thead> <tbody> <tr> <td>Day-to-day activities limited</td> <td>11.8%</td> <td>18.8%</td> </tr> <tr> <td>Day-to-day activities not limited</td> <td>88.2%</td> <td>81.2%</td> </tr> </tbody> </table> <p>Census 2011</p> <p>It can be seen from the table above that the proportion of individuals living in the Kelham and Neepsend parking scheme area suffering with a long-term health problem or disability that limits their day-to-day activities is lower than in the wider Sheffield area.</p> <p>Although this groups population is lower than in the wider Sheffield area it is worth noting that people with disabilities or long-term health conditions can face numerous barriers relating to travel. This could include specific travel requirements, limited mobility, and issues around accessibility with the fear of not being able to navigate areas where there is indiscriminate parking.</p> <p>Parking schemes can reduce commuter parking, inconsiderate and indiscriminate parking from residential streets which collectively are expected to help improve the street scene and can make streets safer and more accessible for all road users including people with disabilities (also see Health section).</p> <p>The specific operational measures that will be in place to support people with disabilities will be identified as the scheme progresses, however, it is expected that they will likely include the following:</p> <ul style="list-style-type: none"> • Blue badge parking bays will be reserved for the use of Blue Badge holders; • Blue Badge holders will be able to apply for a disabled parking space near their home; • Blue Badge holders will be able to park without time limit in any parking bay. Provided the vehicle does not cause an obstruction, they can also park for up to 3 hours on yellow lines, where there are no loading restrictions in place; and • Residents will be able to apply for visitor parking permits which will be able to be used by their visitors to help them park 	Limitation	Catchment Area	Sheffield	Day-to-day activities limited	11.8%	18.8%	Day-to-day activities not limited	88.2%	81.2%
Limitation	Catchment Area	Sheffield									
Day-to-day activities limited	11.8%	18.8%									
Day-to-day activities not limited	88.2%	81.2%									
<p>Pregnancy/Maternity (a)</p>	<p>Minor Positive</p>	<p>Exposure to poor air quality and pollutants</p>									

person being pregnant or on maternity leave in the employment context)		<p>can affect foetal development and cause low birth weights, premature births as well as stillbirths and miscarriages; sometimes having long-lasting effects on the health of the baby⁴.</p> <p>Parking schemes remove free on-street commuter and other non-residential car parking spaces, thereby reducing traffic levels, and helping boost use of non-car modes. They also help to reduce overall traffic, improve traffic flow and tackle congestion.</p> <p>The introduction of this parking scheme will largely result in the reduction of transport emissions in the Kelham and Neepsend area and will therefore, have a beneficial effect on exposure to poor air quality and pollutants. This could also help other areas that the traffic travels through including those neighbourhoods which have elevated air pollution.</p>
Race (includes ethnicity, nationality, and colour)	Neutral	The proposals are not expected to have any specific impact on the Race group. Issues relating to religion/belief are considered under that user group.
Religion/Belief (any religion/belief, including a lack of religion/belief)	Neutral	The proposals are not expected to have any specific impact on specific Religions or Beliefs. Issues relating to race and faith sectors are considered under those user groups.
Sex (applies to men and women of any age)	Neutral	The proposals are not expected to have any specific impact on Sex.
Sexual Orientation (whether a person's sexual attraction is towards their own sex, the opposite sex or both sexes)	Neutral	The proposals are not expected to have any specific impact on Sexual Orientation.
Transgender (term for people who understand or express their gender differently from what society expects of the sex they were assigned at birth)	Neutral	The proposals are not expected to have any specific impact on the Transgender group.
Carers (people who provide care on an unpaid basis for an older or disabled adult or a disabled child)	Minor Positive	<p>The minor positive impact of the scheme on disabled people can potentially also support unpaid carers in making it easier for them to provide the necessary support.</p> <p>Also, where essential care is being provided residents can apply for a resident's carer permit which allows their carer to use on street parking bays, without a time limit, while they're providing care.</p>
Voluntary/Community & Faith Sectors	Neutral	<p>There are two places of worship listed in the Council's address database, namely: Potters House Christian Fellowship located on Burton Road in Neepsend, and City Life Christian Church located on South Parade in Kelham.</p> <p>There is likely to be a perceived negative impact on places of worship as a result of introducing the parking scheme. However, the scheme is expected to assist in ensuring a turnover of spaces thereby improving the availability for all visitors, including churchgoers.</p> <p>The City Life Christian Church has a private</p>

		<p>car park with a capacity of around 20 spaces.</p> <p>Blue Badge holders will be able to park without time limit in any parking bay. Provided the vehicle does not cause an obstruction, they can also park for up to 3 hours on yellow lines, where there are no loading restrictions in place.</p> <p>The churches are well served by a number of bus routes.</p> <p>Visitors who own Ultra Low Emission Vehicles (ULEVs) will be able to apply for a green parking permit which will allow them to park in the vicinity of the church for free.</p> <p>Also, on Sundays it was proposed to be a flat £2 all-day rate rather than an hourly charge. Following additional consultation in Neepsend, it is not now proposed to operate a scheme on Sundays.</p> <p>Overall, the proposals are not expected to disproportionately impact on Faith Sectors. Issues relating to race would be under that user group.</p> <p>The proposals are not expected to have any specific impact on other voluntary or community sectors.</p>
<p>Cohesion (recognising, supporting and respecting diversity)</p>	<p>Neutral</p>	<p>Although the proposals are not expected to have any specific impact on Cohesion (in terms of the definition based on diversity) allowing additional permits to businesses at the same time that the overall number of parking spaces in the area will be reduced could lead to differing views between the residential and business communities. Spaces may be less likely to be available for visitors to the area too. The detailed effect of this won't be known without monitoring, both or communications from people living and working in the area as well as parking surveys undertaken too.</p>
<p>Partners</p>	<p>Neutral</p>	<p>During the consultation businesses said the scheme will prevent delivery and business vehicles from unloading/loading; and will deter customers as one of the attractions to the area is because it's free to park.</p> <p>Unloading/loading could be undertaken on double yellow lines proposed within the scheme. Improving the unloading/loading opportunities for businesses was a key aim of the scheme.</p> <p>The scheme aims to mitigate the concern relating to customers in part by having a short (20 minute) free period. A ticket would still have to be displayed, but this free short stay period could help local businesses that rely on short stay passing trade. Also, parking zones can discourage commuter parking and other long-stay parking, so there should more parking spaces for customers to park, although this could be reduced with enabling additional permit numbers to businesses in the area.</p> <p>The current parking strategy (which includes a scheme design standard) defines the bay types, but it is proposed to look further at ways to reduce the impact of the scheme on businesses. These include:</p>

		<p>business permits;</p> <ul style="list-style-type: none"> • Reducing the scale of the pay and display scheme or changes to days and times of the week of the pay and display scheme; • Working with the South Yorkshire Mayoral Combined Authority (MCA) to understand the feasibility of providing a Public Transport Season Ticket Trial for employees in the area; and • Expanding the existing E-bike/E-cargo bike hire trial. <p>Also, having considered the objections, an amendment has been to the scheme in the short term. It is proposed to initially introduce pay and display (P&D) parking in Kelham Island, and not in Neepsend at this time due to a desire to undertake additional work with businesses and their employees to see how the effects of the originally proposed scheme could be mitigated. This has now been completed. Availability of permits was the main outcome of this additional consultation.</p>
<p>Poverty & Financial Inclusion</p>	<p>Minor Negative</p>	<p>The introduction of parking charges for parking on-street within the parking scheme area is likely to have a negative impact on people on low incomes or who are from financially excluded backgrounds.</p> <p>Equalities data is not available exclusively for existing users of on-street spaces within the proposed Kelham and Neepsend parking area, but it is expected that they could come from any area within the City and elsewhere. Also, residents in any property (excluding car free developments) in the proposed parking scheme who keep and use a vehicle will be eligible for residential and visitor permits. Therefore, parking scheme and city-wide area data has been used for the purpose of evaluating the impact on Poverty & Financial Inclusion.</p> <p>The last indices of multiple deprivation in 2019 provides the most up to date indicate on overall household poverty it is assumed that deprived areas include a higher proportion of low income households) in the immediate parking scheme areas and the wider Sheffield area. This found that nearly a quarter of Sheffield's LSOAS are in the most deprived 10% nationally. However, in these areas only around 50% have access to a car. In the immediate vicinity of the scheme (Burngreave & Grimesthorpe and Cathedral & Kelham) the rank of average deprivation scores range from 16th to 236th most deprived out of a total of 345 within the wider Sheffield area with only 41% having access to a car. This is likely to be partly due to the high student population within the Kelham and Neepsend area along with the Burngreave & Grimesthorpe MSOA being in the bottom income quintile being linked to a lack of access to a car.</p> <p>This would indicate that whilst users from the most deprived areas will likely be impacted more than those on higher incomes, they have low levels of car ownership per household and the scheme should not bring about a disproportionate impact on low-income households.</p> <p>Also, if the Kelham and Neepsend area parking scheme is effective at limiting demand for driving, the introduction of the parking scheme can contribute to alleviating problems</p>

		of health inequality (see Health section).
Armed Forces	Neutral	The proposals are not expected to have any specific impact on the Armed Forces.

Is a Full impact Assessment required at this stage? Yes No

If the impact is more than minor, in that it will impact on a particular protected characteristic you must complete a full impact assessment below.

Action Plan and Supporting Evidence

What actions will you take to mitigate any equality impacts identified? Please include an Action Plan with timescales

Having considered the objections, an amendment has been made to the scheme in the short term. It was proposed to initially introduce pay and display (P&D) parking in Kelham Island, and not in Neepsend at this time due to a desire to undertake additional work with businesses and their employees to see how the effects of the originally proposed scheme could be mitigated. This has now been completed. Availability of permits was the main outcome of this additional consultation, which may have a negative impact on cohesion in the area as managing the demand for limited spaces between the oft conflicting needs of residents, businesses and visitors is difficult. The effect on cohesion will be monitored through correspondence during the schemes operation and will be backed up by parking surveys too. This may lead to proposed changes to the scheme in the future.

Overall, the screening and assessment of equality impacts of the Kelham and Neepsend parking Scheme is only likely to result in a minor negative equality impact for the Age (based on the likely number of young professionals in the area) and Poverty and Financial Inclusion group. Although no additional mitigation measures are proposed, the effect on Cohesion will be monitored through correspondence during the schemes operation and will be backed up by parking surveys too. This may lead to proposed changes to the scheme in the future.

This EIA will be reviewed and updated as the scheme progresses.

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

The evidence used is described above within the relevant sections of the EIA.

Sign Off – Part A (EIA Lead to complete)

EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. Has this been signed off?

Yes No

Date agreed

Name of EIA lead officer

Review Date

21/07/2024

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