

PART A Introductory Information

Proposal name

Broomhill Traffic Reduction Order

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

In August 2020, a number of changes were made to the public space at Broomhill Shopping Precinct as part of the Covid 19 Emergency Response Programme. These works were undertaken under a Temporary Traffic Regulation Order.

The works included the widening of the walkways under the canopy area and the suspension of 11 parking spaces, including 2 disabled parking bays. Two disabled parking spaces were retained in front of the shops, and two further disabled parking spaces on Spooner Road and Taptonville Road were installed. These were available throughout the scheme build and have been retained. Footways on Glossop Road were also widened as part of this scheme to assist with the pedestrian access to the Royal Hallamshire Hospital and King Edward VII Upper School.

The widened footways on Glossop Road have since been removed following public feedback. Regarding the Broomhill Shopping Precinct, this element of the scheme received lots feedback, both positive and negative.

In order to obtain a formal statutory consultation, in March 2022, an Experimental Traffic Regulation Order was proposed. This was promoted through a local letter drop, discussion with Local Members, street notices and press advertisement.

The aim of the changes is to improve safety for pedestrians by increasing the space available to them and consequently reducing conflict between cars and pedestrians. The improved pedestrian environment is intended to promote active travel, as part of a long term vision to improve active travel infrastructure into the city. The scheme is also aiming to improve air quality by reducing congestion related to cars queuing for the car parking outside the shops or reversing out from the spaces. The scheme will also aim to enhance the public realm. Another key aim for the scheme is to improve disabled access to the Broomhill Shopping Precinct with the implementation of two additional disabled bays.

The purpose of this Equality Impact Assessment is to determine whether the proposal to only provide phone payment in some areas is appropriate, once it is understood how different groups will be affected and what mitigation can put in place.

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

- Coop Exec
- Committee (Transport, Regeneration and Climate change)
- 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

Julie Grocutt and Mazher Iqbal

Lead Director for Proposal

Kate Martin

Person filling in this EIA form

Sam Farrington

EIA start date

25/10/2022

Equality Lead Officer

- Adele Robinson
- Ed Sexton
- Annemarie Johnston
- Louise Nunn
- Bashir Khan
- 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

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

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

The introduction of an ETRO in Broomhill has been advertised in the local press, street notices put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals. The Executive Member for Climate Change, Environment and Transport, local Ward Members and Statutory Consultees were informed about the proposals at the time of publication.

There have been 2 responses to the consultation, 2 of these were objections.

Both responses expressed concern around the impact of the removal of parking on trade for local businesses. One comment stated how the 20 minutes free parking helped incentivise customers to stop and visit local businesses in the area. The BBEST Report on Travel to Broomhill Centre referenced in section 2.1 details how visitors arriving by car are among those who spent the least in the area. The 20 minutes free spaces incentivise short visits and limit the amount of time people can spend in the centre. This suggests that prioritising other modes over cars will benefit local businesses overall as visitors will be able to spend more time in the area. The opportunity to enhance the public realm combined with improved air quality, could encourage more people to visit the area and consequently increase spending in the area.

One comment explains how they previously used the parking spaces to visit their store to collect or deliver stock and are now having to either park on the road or pay for parking on the rooftop parking facility. Whilst this is an inconvenience for business owners, the parking at the Broomhill rooftop facility is relatively cheap (80p for 1 hour). Therefore this does not outweigh the benefits this report highlights such as improved air quality and enhanced public realm.

One comment suggests the pre-pandemic parking has not caused any issues until the changes were made. In response to this, the Council have been made aware of the issues related to cars queuing up to park at the shops and reversing out from the spaces onto the main road for many years. Since the removal of the parking, this has not been raised as an issue, with the exception of this comment. The removal of the parking will help resolve these issues as cars will no longer be queuing for the parking spaces or reversing out onto the main road.

One comment suggests the removal of the parking will increase air pollution. The reason to remove the parking and improve the public realm for pedestrians is to encourage people to travel to the area by other modes such as walking, cycling or bus. This should result in improved air quality in the area. Since the changes were implemented, nitrogen dioxide levels have decreased by 13% in the area (Whitham Road / Crookes, 2019-2021). This suggests the changes have not increased air pollution in the area.

One comment suggests since the changes have been made the disabled parking bays have been misused by people parking illegally and not disabled users. Abuse of highway restrictions is an ongoing issue in the area and the necessary mechanisms for enforcement are in place. Additional patrols by Parking Services' Civil Enforcement Officers has occurred to maintain the correct use of the parking bays.

Although not specifically related to the ETRO, and completed and submitted prior the launch of the ETRO, there was a Petition to the proposals totalling 1,318 signatures. The Petition was submitted by Williamsons Hardware, a local shop and was focused around the removal of parking spaces at the front of the premises. This is clearly a concern and one that should be respected, however, the parking capacity in the wider Broomhill area has been able to absorb the additional 9 parking spaces, with the disabled parking being retained at the front the shops.

Representatives of BBEST have been very supportive of the proposals, given the linkages to the policy direction of the adopted Neighbourhood Plan. The scheme aims to deliver the formative stages of a high quality public space in Broomhill and the longer term aspiration is to use this as a platform to investigate wider pedestrian access into the area has been requested.

A meeting has been held with the Chair of the Broomhill Independent Traders Association, representation of 45 local businesses, to understand the wider aspirations for the Broomhill area. This included linkages to the frontage improvements and general placemaking initiatives following the successful awards of the Business Covid Recovery Grant. It was noted that although the loss of parking can be seen as a negative, the removal of parking could potentially create a stronger aesthetic environment for the central area, giving pedestrians a more friendly atmosphere to spend time. The opportunity for further investment such as greening, benches, lighting and improved crossings was highlighted as an opportunity for future funding.

Ward Members have been in principle supportive of the scheme and the wider benefits a longer term solution would bring. There haven't been any objections raised through the ETRO.

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

Consultation to date has only captured the views of local residents and businesses. The ETRO was advertised on the Sheffield City Council website and the changes have been in place since August 2020.

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 type="radio"/> Carers
<input checked="" type="radio"/> Disability	<input type="radio"/> Voluntary/Community & Faith Sectors
<input checked="" type="radio"/> Pregnancy/Maternity	<input type="radio"/> Cohesion
<input type="radio"/> Race	<input checked="" type="radio"/> Partners
<input type="radio"/> Religion/Belief	<input type="radio"/> Poverty & Financial Inclusion
<input type="radio"/> Sex	<input type="radio"/> Armed Forces
<input type="radio"/> Sexual Orientation	<input type="radio"/> Other
<input 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

Initial Impact Overview

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

A broad initial screening exercise has been undertaken to assess whether or not it is necessary to carry out a Full Impact Assessment. This initial screening aims to assess if there are any likely impacts on any equality groups or if there are any gaps in knowledge about the likely impact. The screening is shown below.

Characteristic	Impact Level	Reasoning
Health (health inequalities)	Neutral	The proposals are not expected to have any significant health impacts.
Age (a person belonging to a particular age or range of ages)	Negative	The proposals are expected to have a minor negative impact on older people without a blue badge due to the removal of the parking outside the shops.
Disability (covers various impairments that effect a person's ability to carry out normal day-to-day tasks)	Neutral	The proposals are expected to have a neutral impact on disabled users. Disabled users will benefit from the implementation of two additional disabled bays. However the removal of the parking outside the shops is expected to lead to some misuse of the retained spaces.
Pregnancy/Maternity (a person being pregnant or on maternity leave in the employment context)	Negative	The proposals are expected to have a minor negative impact on expectant parents and parents with children due to the removal of the parking outside the shops.
Race (includes ethnicity, nationality, and colour)	Neutral	The proposals are not expected to impact users of a specific race.
Religion/Belief (any religion/belief, including a lack of religion/belief)	Neutral	The proposals are not expected to impact users with different religions/beliefs. Issues relating to race would be considered under that user group.
Sex (applies to men and women of any age)	Neutral	The proposals are not expected to have an impact on users of a specific 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 transgender users.
Carers (people who provide care on an unpaid basis for an older or disabled adult or a disabled child)	Neutral	The proposals are not expected to have any specific impact on individuals or organisations that provide care.
Voluntary/Community & Faith Sectors	Neutral	The proposals are not expected to have any specific impact on voluntary/community & faith sectors.
Cohesion (recognising, supporting and respecting diversity)	Neutral	The proposals are not expected to have any specific impact on cohesion.
Partners	Neutral	Overall, the proposals are expected to have a neutral impact on Partners. Minor negative impacts due to the removal of the parking spaces outside the shops is balanced out by an improved aesthetic environment.
Poverty & Financial Inclusion	Neutral	The proposals are not expected to have any specific impact on poverty & financial inclusion.
Armed Forces	Neutral	The proposals are provided to all users irrespective of being in the armed forces or not. Issues relating to disability would be under that user group.

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.

Initial Impact Sign Off (EIA Lead to complete)

EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. EIA signed off:

Yes No

Date agreed

EIA Lead

Part B

Full Impact Assessment

Health

Does the Proposal have a significant impact on health and well-being (including effects on the wider determinants of health)?

Yes No *if Yes, complete section below*

Staff

Yes No

Customers

Yes No

Details of impact

Comprehensive Health Impact Assessment being complete

Yes No

Please attach health impact assessment as a supporting document below.

Public Health Leads has signed off the health impact(s) of this EIA

Yes No

Name of Health Lead Officer

Age

Impact on Staff Yes No**Impact on Customers** Yes No**Details of impact**

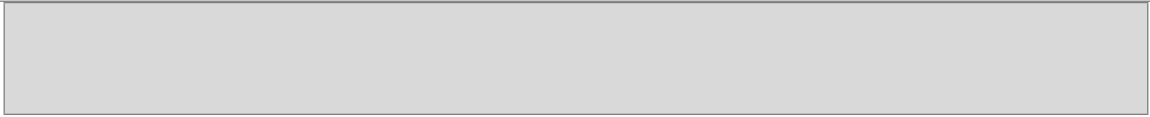
The proposals are expected to have a minor negative impact on older people without a blue badge due to the removal of the parking outside the shops. The removal of the parking outside the shops on Fulwood Road will have a negative impact on older people without a blue badge as they will no longer be able to park right outside the shops. This impact is only expected to be minor as there is sufficient parking nearby, such as Spooner Road car park or the rooftop car park, to cater for the additional demand after the removal of the parking spaces on Fulwood Road. Therefore the extent of the impact on older people without a blue badge will be having to walk slightly further to get to the shops in Broomhill.

Disability**Impact on Staff** Yes No**Impact on Customers** Yes No**Details of impact**

The proposals are expected to have a neutral impact on disabled users. Disabled users will benefit from the implementation of two additional disabled bays along with the retention of the 2 disabled bays on Fulwood Road. However the removal of the parking outside the shops is expected to lead to some misuse of the retained spaces. Overall, this is expected to result in a neutral impact on disabled users with the disbenefit of expected misuse of the disabled bays on Fulwood Road balanced out by the two additional disabled bays.

Pregnancy/Maternity**Impact on Staff** Yes No**Impact on Customers** Yes No**Details of impact**

The proposals are expected to have a minor negative impact on expectant parents and parents with children due to the removal of the parking outside the shops. The removal of the parking outside the shops on Fulwood Road will have a negative impact on expectant parents and parents with children as they will no longer be able to park right outside the shops. This impact is only expected to be minor as there is sufficient parking nearby, such as Spooner Road car park or the rooftop car park, to cater for the additional demand after the removal of the parking spaces on Fulwood Road. Therefore the extent of the impact on expectant parents and parents with children will be having to walk slightly further to get to the shops in Broomhill.



Race

Impact on Staff

Yes No

Impact on Customers

Yes No

Details of impact

Religion/Belief

Impact on Staff

Yes No

Impact on Customers

Yes No

Details of impact

Sexual Orientation

Impact on Staff

Yes No

Impact on Customers

Yes No

Details of impact

Gender Reassignment (Transgender)

Impact on Staff

Yes No

Impact on Customers

Yes No

Details of impact

Carers

Impact on Staff

Yes No

Impact on Customers

Yes No

Details of impact

Poverty & Financial Inclusion

Impact on Staff

Yes No

Impact on Customers

Yes No

Details of impact

Cohesion

Impact on Staff

Yes No

Impact on Customers

Yes No

Details of impact

Partners

Impact on Staff

Yes No

Impact on Customers

Yes No

Details of impact

The removal of the parking outside the shops on Fulwood Road will have a negative impact local business owners as their staff and customers will no longer be able to park right outside the shops. This impact is only expected to be minor as there is sufficient parking nearby, such as Spooner Road car park or the rooftop car park, to cater for the additional demand after the removal of the parking spaces on Fulwood Road. Therefore the extent of the impact on staff and customers of local businesses will be having to walk slightly further to

get to the shops in Broomhill.

A meeting has been held with the Chair of the Broomhill Independent Traders Association, representation of 45 local businesses, to understand the wider aspirations for the Broomhill area. This included linkages to the frontage improvements and general placemaking initiatives following the successful awards of the Business Covid Recovery Grant. It was noted that although the loss of parking can be seen as a negative, the removal of parking could potentially create a stronger aesthetic environment for the central area, giving pedestrians a more friendly atmosphere to spend time. The opportunity for further investment such as greening, benches, lighting and improved crossings was highlighted as an opportunity for future funding.

On balance, the small negative impact of the removal of parking is balanced out by the stronger aesthetic environment for the area.

Armed Forces

Impact on Staff

Yes No

Impact on Customers

Yes No

Details of impact

Other

Please specify

Impact on Staff

Yes No

Impact on Customers

Yes No

Details of impact

Action Plan and Supporting Evidence

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

No significant negative equality impacts identified.

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.

Detail any changes made as a result of the EIA

Following mitigation is there still significant risk of impact on a protected characteristic. Yes No

If yes, the EIA will need corporate escalation? Please explain below

Sign Off – Part B (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