

Equality impact assessment

Lichfield City Centre ETRO

Last updated: April 2023



Section 1: About the service area

Your name:	John Smith
Your service area:	Major Projects
Your assistant director:	Simon Fletcher
Your cabinet member:	CLlr Doug Pullen

Section 2: Overview

Name of service/policy you are assessing:	<p>An Experimental Traffic Regulation Order (ETRO) that will pedestrianise eight Lichfield City Centre streets (see below) for up to 18 months, with an initial six-month formal consultation process between March and August 2023.</p> <p>An ETRO allows an area to trial a traffic proposal for a temporary period. As such it allows local authorities to gather views and feedback to understand the full impact of a proposed change on protected characteristics and wider user/community groups, before making any permanent decisions.</p> <p>As such, this equality impact assessment is being updated ongoing throughout the ETRO trial period to ensure that all the feedback we receive from the consultation activities we are carrying out is fed into the trial and all potential impacts on protected characteristics and wider user/community groups is properly considered.</p>
Detail of proposed change:	<p>Experimental Traffic Regulation Order that will pedestrianise Lichfield City Centre streets including:</p> <ul style="list-style-type: none">• Market Street• Tamworth Street• Conduit Street• Breadmarket Street• Bore Street• Dam Street, Sandford Street and Bird Street (incorporating existing restrictions at these locations) <p>Exceptions include loading from 9pm to 12noon for businesses, and access to off-street parking facilities accessed through the city centre trial area. The ETRO was put in place on 28 February 2023 and will run until September 2024.</p>
Main users of your service/policy	<ul style="list-style-type: none">• Disabled car drivers, their passengers, and their carers who use the streets to access disabled car parking spaces in the city centre to access local shops, services (including health), businesses and eateries.• Residents accessing shops and businesses or travelling through by foot/wheelchair/mobility vehicle, including disabled people.• City visitors/shoppers/tourists accessing shops and businesses or travelling through by wheelchair/mobility vehicle, including disabled people.• Local businesses accessing their shops/businesses.• Local residents accessing their city centre homes.• Distribution drivers accessing businesses for collections/drop offs.• Market traders accessing the market square.• Emergency service providers.• Taxi drivers.• Local drivers accessing the city during the evenings when traffic regulations are not in place.

Section 3: About the proposed change

In partnership with Staffordshire County Council, Lichfield District Council is keen to test out pedestrianisation of Lichfield city centre through an **Experimental Traffic Restriction Order (ETRO)**.

The aim is to determine whether pedestrianisation can make the city more attractive to shoppers, workers and visitors, to reduce traffic movement and reduce air pollution in this locality whilst giving priority to pedestrians where appropriate.

Lichfield District Council's City Centre Masterplan (p56) suggested the removal of vehicles within the city centre core would be beneficial to the vibrancy and feel of the city's core. The strategy found that due to the nature of Lichfield, the cobbled paths are very narrow, and people often walked in the road.

What is an Experimental Traffic Restriction Order?

A Traffic Regulation Order (TRO) is a legal order, which allows the Local Highway Authority (LHA) to regulate the speed, movement and parking of vehicles. The act governing Traffic Orders is the Road Traffic Regulation Act 1984 and this is enforceable by law. In Staffordshire, moving Traffic Orders are enforced by the police and on-street parking restrictions are enforced by Staffordshire County Council (SCC).

An Experimental Traffic Regulation Order (ETRO) is very similar to a TRO except that the order is not permanent. Instead, an ETRO can only be in place for a maximum of 18 months. ETROs are often used by local highway authorities (in this case Staffordshire County Council) to assess the effects of new arrangements, before potentially making them permanent.

What has happened to the disabled parking bays during the trial?

Thirty-six Disabled Persons Parking Bays (DPPB) have been relocated to Bird Street car park and Lombard Street car park for the trial period. This arrangement was reviewed and validated by AccessAble, a disability support consultancy and has resulted not resulted in a loss of designated car parking for Blue Badge holders. Lichfield District Council commissioned AccessAble to review the proposed trial before the ETRO was implemented. AccessAble provided a full report confirming that the blue badge parking bays provision that is supporting the trial is appropriate.

What time is traffic restricted during the day?

Traffic is restricted to motorised vehicles at all times, with exceptions for loading from 9pm to 12 noon, and access to off street parking facilities.

Which streets are affected?

Restrictions apply to Market Street, Tamworth Street, Conduit Street, Breadmarket Street and Bore Street and incorporate existing restrictions at Dam Street, Sandford Street and Bird Street.

How long will the ETRO be in place for?

The formal Experimental Traffic Regulation Order (ETRO) will run for 18 months from 28 February 2023, including a six-month formal consultation process between March and August 2023. Informal consultation has been taking place since 1 January 2023.

What will happen after the 18-month period?

An ETRO is usually in place for up to 18 months with a decision made either at the end of this period, or before, as to whether the ETRO is subsequently made permanent or removed altogether. The first six months is the formal consultation period so that feedback and objections from all users/stakeholders can be recorded and formally considered.

Feedback on the trial will be reviewed after the first six months, at which point changes may be made before a further six-month consultation period may take place.

Section 4: How will your plans impact on customers with protected characteristics?

Characteristics	Negative impact	Mitigating measures	Positive impact
Disability (physical, sensory or learning)	<p>Before the ETRO was established, disabled car users could drive through the city centre and park close to the businesses/services they used.</p> <p>Whilst sometimes this would mean, depending on where they parked and where they wanted to visit, they would have to travel (for example more than 135m), for others it meant they could park directly outside, or within a few meters of the business/service they needed to access, which for someone with very limited mobility, or someone caring for a person with limited mobility or learning disability, was very beneficial.</p>	<p>For the trial ETRO, we have mitigated this impact by providing alternative disabled car parking bays in two car parks that are close to the city centre:</p> <ul style="list-style-type: none"> • Bird St Car Park - approximately 70m from Bird Street itself and approximately 55m from Market Street (one of the main shopping streets), depending on where you park in the car park. • Lombard Street car park - approximately 130m from the adjacent Market Square, depending on where you park in the car park. <p>The council is also installing additional seating along the route from the car parks to the city centre to ensure people can have adequate rest stops in line with recommendations from AccessAble.</p> <p>Blue badge holders can also park on nearby roads with yellow lines outside of the ETRO area (for example Wade Street and Frog Lane).</p> <p>The council will also continue to listen to residents during the trial period and consider any additional mitigating measures it can put in place. In addition it will implement other improvements suggested by AccessAble should the measures be made permanent.</p>	<p>The pedestrianisation of the city centre and subsequent removal of cars from the streets that form part of the ETRO, will ensure it is a safer environment for all users and easier to navigate/safer to move around. This will benefit all users including people with disabilities.</p>

Characteristic	Negative impact	Mitigating measures	Positive impact
<p>Carers or the people cared for (dependants)</p>	<p>With regards to carers, particularly less physically strong/physically able carers, being able to park close to the facilities their dependent needs meant they could more easily manage to support the person they were caring for to access the services/support they need.</p> <p>Removing the ability to wait close by for someone in the dentists/doctors for example, or not being able to drive right up to the door of a business/service to drop someone off (for example with severe learning of physical disability) and then wait for them to finish is a negative impact.</p>	<p>For the trial ETRO, we have mitigated this impact by providing alternative disabled car parking bays in two car parks that are close to the city centre:</p> <ul style="list-style-type: none"> • Bird St Car Park - approximately 70m from Bird Street itself and approximately 55m from Market Street (one of the main shopping streets), depending on where you park in the car park. • Lombard Street car park - approximately 130m from the adjacent Market Square, depending on where you park in the car park. <p>The council is also installing additional seating along the route from the car parks to the city centre to ensure people can have adequate rest stops in line with recommendations from AccessAble.</p> <p>Blue badge holders can also park on nearby roads with yellow lines outside of the ETRO area (for example Wade Street and Frog Lane).</p> <p>The council will also continue to listen to residents during the trial period and consider any additional mitigating measures it can put in place. In addition it will implement other improvements suggested by AccessAble should the measures be made permanent.</p>	<p>The pedestrianisation of the city centre and subsequent removal of cars from the streets that form part of the ETRO, will ensure it is a safer environment for all users and easier to navigate/safer to move around. This will benefit all users including people with disabilities.</p>
<p>Age ranges (all working age claimants)</p>	<p>No specific impact.</p>	<p>No necessary mitigating measures.</p>	<p>As above.</p>

Characteristic	Negative impact	Mitigating measures	Positive impact
Sex	No specific impact.	No necessary mitigating measures.	The pedestrianisation of the city centre and subsequent removal of cars from the streets that form part of the ETRO, will ensure it is a safer environment for all users and easier to navigate/safer to move around. This will benefit all users including people with disabilities.
Gender reassignment	No specific impact.	No necessary mitigating measures.	As above.
Race (includes ethnic or national origins, colour or nationality)	No specific impact.	No necessary mitigating measures.	As above.
Sexual orientation	No specific impact.	No necessary mitigating measures.	As above.
Marriage and civil partnerships	No specific impact.	No necessary mitigating measures.	As above.
Religion or belief (includes lack of belief)	No specific impact.	No necessary mitigating measures.	As above.
Pregnancy and maternity	No specific impact.	No necessary mitigating measures.	As above.
Gypsies and travelers	No specific impact.	No necessary mitigating measures.	As above.
Refugees/asylum seekers	No specific impact.	No necessary mitigating measures.	As above.
Other (please specify)	No specific impact.	No necessary mitigating measures.	As above.

Section 5: Can you justify and evidence, or lessen any impact?

Justification/evidence in relation to the proposed changes:

In partnership with Staffordshire County Council, Lichfield District Council is keen to test out pedestrianisation of Lichfield city centre through an **Experimental Traffic Restriction Order (ETRO)**.

The aim is to determine whether pedestrianisation can make the city more attractive to shoppers, workers and visitors, to reduce traffic movement and reduce air pollution in this locality whilst giving priority to pedestrians where appropriate.

Lichfield District Council's City Centre Masterplan (p56) suggested that the removal of vehicles within the city centre core would be beneficial to the vibrancy and feel of the city's core. The strategy found that due to the nature of Lichfield, the cobbled paths are very narrow, and people often walked in the road.

Before the ETRO was put in place, Lichfield District Council commissioned AccessAble, a disability support consultancy on the trial plans. AccessAble reviewed the proposed trial, the proposed parking arrangements and provided a full report confirming that the blue badge parking bays provision that is supporting the trial is appropriate.

The council has also and continues to consult widely with local people and businesses to help shape the trial and any long-term plans.

Section 6: Action plan

Complete first six-months of ETRO and formal consultation period, which will see the council continuing to consult with local residents, businesses and city centre users through a range of events and activities and updating the www.lichfielddc.gov.uk/pedestrianisation.

After the first six months all feedback will be formally considered at which point changes may be made before a further six-month consultation period may take place.

Section 6: Record your actions

Sent this to the Equalities Team for publication on www.lichfielddc.gov.uk	YES
Date completed:	April 2023