

**City of York Council**  
**Equalities Impact Assessment**

**Who is submitting the proposal?**

<b>Directorate:</b>	Place		
<b>Service Area:</b>	Transport		
<b>Name of the proposal :</b>	Hospital Fields Road		
<b>Lead officer:</b>	Shoaib Mahmood		
<b>Date assessment completed:</b>	11/01/2023		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Shoaib Mahmood	Transport Project Manager	City of York Council (CoYC)	Project Management

**Step 1 – Aims and intended outcomes**

<b>1.1</b>	<b>What is the purpose of the proposal?</b>
	<p>The installation of segregated cycle lanes along Hospital Fields Road, to separate cyclists from the carriageway. Hospital Fields Road gets high volume of cycling traffic, as it's an important part of the East-West Cycle Route that links Millennium Bridge to the Imphal Barracks.</p> <p>The aim of the scheme is to improve the safety and usability for cyclists by providing segregated cycle lanes in the eastbound direction.</p>

<b>1.2</b>	<b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)
	<ul style="list-style-type: none"> <li>• Cycle Infrastructure Design Local Transport Note 1/20</li> </ul> <p>The guidance prescribes the designs and conditions of use of cycle lanes on highway infrastructure.</p> <ul style="list-style-type: none"> <li>• Inclusive Mobility: a guide to best practice on access to pedestrian and transport infrastructure</li> </ul>

1.3	<b>Who are the stakeholders and what are their interests?</b>
	<p>CYC Internal – Impact of scheme on the highway network. Maintain effectiveness of authorities existing highways infrastructure.</p> <p>Legal, Procurements, Finance, Property, ICT, Democratic Services, Economic Development, Licensing, Housing Development, Maintenance.</p> <p>Housing Development – The Ordnance Lane housing development site is adjacent to the Hospital Fields scheme. The officers will maintain communication with the development team throughout the Detailed Design phase to ensure that both schemes adhere to the necessary requirements.</p> <p><b>General Public</b></p> <p>Motorists – Impact on vehicle habits movements. Impact of construction works on highway network operation.</p> <p>Local Residents – Impact of scheme on local residents. Impact of construction works on highway network operation.</p> <p>Cyclists / Transport Groups – User experience of segregated cycle lanes, Impact during construction works on highway network operation.</p> <p>Local Businesses – Impact of construction works on day to day running of business.</p> <p>Local Ward Councillors / Deputy Leader of the Council, Executive Member for Transport – Awareness of scheme</p> <p>Department for Transport – Funding provider. To meet requirements of any funding requirements.</p> <p>Transport Operators – Impact on transport services / (York and Country - Bus Depot)</p> <p>Emergency Services – Impact on emergency services routes.</p> <p>Disability Groups – Impact of scheme facilities on disability groups.</p> <p>Gender – Impact of scheme facilities on genders.</p>

<b>1.4</b>	<b>What results/outcomes do we want to achieve and for whom?</b> This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	<p>Proposed changes to Hospital Fields Road will improve cycle infrastructure on the east west cycle route. Undertaking the scheme contributes to meeting a key outcome ‘Getting around sustainably’ key of the Council Plan.</p> <p>The Hospital Fields Road scheme links to the following Council Plan (2019 – 2023) core outcomes:</p> <ul style="list-style-type: none"> <li>• A greener and cleaner City of York Council</li> <li>• Getting around sustainably</li> </ul> <p>The Council Plan (2019 – 2023) states City of York Council will undertake the following:</p> <ul style="list-style-type: none"> <li>• “Options for sustainable transport, including public transport and rail, are improved to help reduce the need for car travel in the city.”</li> <li>• “Review city-wide public transport options, identifying opportunities for improvements in walking and cycling, rail, buses and rapid transit, which lay the groundwork for the new Local Transport Plan”</li> </ul> <p>The Hospital Fields Road scheme achieves the tasks stated within the Council Plan that will be undertaken. An aim of The City Of York Council Local Transport Plan 3 (2011 – 2031) is “Having a comprehensive cycling and pedestrian network”. The Navigation scheme meets this aim and is mentioned within the Local Transport Plan (pg 53) as a cycle route that would contribute to completing the urban network.</p>

## Step 2 – Gathering the information and feedback

<b>2.1</b>	<b>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</b> Please consider a range of sources,
------------	--

	including consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.
<b>Source of data/supporting evidence</b>	<b>Reason for using</b>
<b>Feedback consultation</b>	<p>Response to trial from range of users and groups to obtain feedback on the scheme.</p> <p>The feedback consultation was notified via press release / social media posts and targeted letter drops to addresses within close proximity of the scheme.</p>
<b>Consultation Website and Dedicated Email</b>	<p>The consultation website is found at:</p> <p><a href="https://www.york.gov.uk/HospitalFieldsRoadImprovements">https://www.york.gov.uk/HospitalFieldsRoadImprovements</a></p> <p>The feedback consultation was available online, and paper copies were available upon request and returned by post.</p> <p>Members of the general public who are users of the scheme are free to provide feedback through any of the authority's communication channels and, where required and possible, officers will undertake further steps investigations and actions to improve the user experience of this site.</p> <p>A dedicated email has been set up:</p> <p><a href="mailto:activetravel@york.gov.uk">activetravel@york.gov.uk</a></p> <p>A few representations were made via the dedicated email inbox.</p>
<b>Survey</b>	A survey link was available to provide feedback on the proposals.

--	--

### Step 3 – Gaps in data and knowledge

3.1	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how many gaps will be dealt with.</b>	
<b>Gaps in data or knowledge</b>		<b>Action to deal with this</b>
Record of protected characteristics view on scheme noted in the Equality Act 2010		Identification of potential local groups/organisations representing members of the protected characteristics who may be interested.

### Step 4 – Analysing the impacts or effects.

4.1	<p>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.</p>		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	<p>Improving road safety and segregated cycle lanes will impact all ages and user groups.</p> <p>Having a segregated cycle lane will provide cyclists of all ages a safer provision from risk of collision with other road users.</p> <p>A better quality of cycling provision provided will have a positive impact for all age groups.</p> <p>There may be dis-benefit due to the reduction of footpath width on the east. Young ages may be closer to traffic and feel at risk than a wider footpath.</p> <p>The scheme relocates the crossing at side roads away from the desired lines, however gives priority to pedestrians. Relocating the crossing away from the desired lines creates a dis-benefit as this increases pedestrians need to travel.</p>	<p style="text-align: center;">+</p> <p style="text-align: center;">-</p> <p style="text-align: center;">0</p>	<p style="text-align: center;">M</p> <p style="text-align: center;">M</p> <p style="text-align: center;">L</p>

	However, the scheme provides pedestrians priorities over crossing over other road users.		
<b>Disability</b>	Disabled people should benefit from the safer environment to cycle on Hospital Fields Road. Disabled cyclists will benefit from the segregated facilities and better quality of cycling provision provided as part of the scheme.	+	<b>M</b>
	Disabled people using the footpath on the east will dis-benefit from the reduced footpath width on Hospital Fields Road.	-	<b>M</b>
	<p>Guidance recommends a width of 2m to allow two wheelchairs to pass comfortable, however guidance allows to provide a minimal acceptance of 1.5m due to physical constraints. A 1.5m clearance allowance allows for sufficient space for wheelchair user and a walker to pass one another.</p> <p>During the Detailed Design stage, the Designer will consider the width of the northern footway in detail, in particular at the localised pinch-point section between the two minor arm junctions. This may require balancing available width between the footway and the cycle track and will be subject to specific site investigations.</p> <p>The proposed scheme requires no waiting restrictions to be introduced on Hospital Fields Road. This may have a dis-</p>	-	<b>M</b>



	<p>benefit to blue badge holders as this creates a time restriction for blue badges to park for 3 hours.</p> <p>The scheme relocates the crossing at side roads away from the desired lines, however gives priority to pedestrians. Relocating the crossing away from the desired lines creates a dis-benefit as this increases pedestrians need to travel. However, the scheme provides pedestrians priorities over crossing over other road users.</p>	0	L
<b>Gender</b>	<p>The scheme provides better links to New Walk along the River Ouse. All genders who use the new facilities should benefit positively from a safer environment to cycling on Hospital Fields Road.</p> <p>The implementation of parking restrictions on Hospital Fields Road could potentially disadvantage certain genders. This is because the restrictions could lead to parking being relocated further away from residential areas, resulting in more walking for people going to and from their parked cars. This may create a risk for certain genders walking during night time.</p>	0  -	-  L
<b>Gender Reassignment</b>	<p>The scheme provides better links to New Walk along the River Ouse. All who use the new facilities should benefit positively from a safer environment to cycling on Hospital Fields Road.</p>	0	-

<b>Marriage and civil partnership</b>	There are no major impacts to this characteristic.	<b>0</b>	-
<b>Pregnancy and maternity</b>	The implementation of parking restrictions on Hospital Fields Road could potentially disadvantage pregnant residents / visitors and maternity groups those with young children. This is because the restrictions could lead to parking being relocated further away from residential areas, resulting in more walking for this group going to and from their parked cars. This may create difficulty for this protected characteristic.	-	<b>L</b>
<b>Race</b>	There are no major impacts to this characteristic.  The scheme provides better links to New Walk along the River Ouse. All races who use the new facilities should benefit positively from a safer environment to cycling on Hospital Fields Road.	<b>0</b>	-
<b>Religion and belief</b>	There are no major impacts to this characteristic.	<b>0</b>	-
<b>Sexual orientation</b>	There are no major impacts to this characteristic.	<b>0</b>	-
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		

<b>Carer</b>	n/a		
<b>Low income groups</b>	n/a		
<b>Veterans, Armed Forces Community</b>	n/a		
<b>Other</b>	n/a		
<b>Impact on human rights:</b>			
List any human rights impacted.	n/a		

### **Step 5 - Mitigating adverse impacts and maximising positive impacts**

<b>5.1</b>	<b>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</b>
Positive impact – Providing safer provision for active travel. Encouraging active travel, promotion of route and facilities on the cycling network.	

### **Step 6 – Recommendations and conclusions of the assessment**

6.1	<p>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</p>		
<ul style="list-style-type: none"> <li>- <b>Continue with the proposal</b> (despite the potential for adverse impact)</li> <li>- The EIA will be maintained throughout the Detailed Design stage.</li> </ul>			
<b>Option selected</b>		<b>Conclusions/justification</b>	
Update Equalities Impact Assessment at Detailed Design stage		To keep EIA updated.	

### Step 7 – Summary of agreed actions resulting from the assessment

7.1	<p>What action, by whom, will be undertaken as a result of the impact assessment.</p>		
<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>	<b>Timescale</b>
To ensure compatibility with housing development plans	PM	PM	1 month

## **Step 8 - Monitor, review and improve**

Monitor EIA at Detailed Design