

City of York Council
Equalities Impact Assessment

Who is submitting the proposal?

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| Directorate: | | Place | |
| Service Area: | | Major Transport Projects | |
| Name of the proposal : | | York Station Gateway | |
| Lead officer: | | Brendan Murphy | |
| Date of assessment: | | 9 th October 2023 | |
| Names of those who contributed to the assessment: | | | |
| Name | Job title | Organisation | Area of expertise |
| Brendan Murphy | Senior Transport Project Manager | CYC | Project Lead |
| David Smith | Access Officer | CYC | Access Officer/Diversity Coordinator |
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Step 1 – Aims and intended outcomes

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| 1.1 | What is the purpose of the proposal? |
| | City of York Council (CYC), in collaboration with Network Rail (NR) and London North East Railway (LNER), has developed a masterplan that recognises to reorganise highway and public realm areas to the front of York Station through: The removal of Queen Street Road Bridge and rebuilding the Inner Ring Road at grade. It is a requirement of the scheme to revoke residents' parking on Queen Street following a Member decision based on safety concerns over the conflict between pedestrians, cyclists and other road users. |
| 1.2 | Are there any external considerations? (Legislation/government directive/codes of practice etc.) |
| | <ul style="list-style-type: none">• York Local Transport Plan 2011-2031, E11 Hierarchy of Transport Users policy.• Highway design principles• Local Transport Note 1/20 for cycle infrastructure |

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| 1.3 | Who are the stakeholders and what are their interests? |
| | The residents of number 11 to 21 Queen Street, York. The scheme reconfigures the frontage to their properties. Following the removal of the Queen Street Bridge, Queen Street slip road will become part of the York Inner Ring Road and under current proposal, 8 residents' parking bays will be revoked and replaced on Toft Green which is within the same R15SC Micklegate parking zone. |
| 1.4 | What results/outcomes do we want to achieve and for whom? |
| | A better and more organised arrival experience and transport interchange in York for users of all demographics and modes of transport. Add in improvements to urban realm, all visitors, enhance modal interchange. |

Step 2 – Gathering the information and feedback

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| 2.1 | 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? | |
| | Source of data/supporting evidence | Reason for using |
| | Planning Consultation | Full public consultation carried out in 2018 to inform the planning submission. In total stakeholder groups responded and over 1400 comments received from the general public. Responses were channelled through a variety of sources, including social media, email responses, questionnaires, written responses, together with face-to-face meetings. |

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| Queen Street Residents Stakeholder Meetings | A number of stakeholder meetings have been held to inform residents of project progress and to seek feedback on various aspects of the scheme that directly affect residents. The member decision to revoke residents parking bays on Queen Street has been a permanent agenda item, along with the provision of new railings to the front of Queen Street properties, and how residents will be affected during the delivery of the scheme. |
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Step 3 – Gaps in data and knowledge

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| 3.1 | What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with. | |
| Gaps in data or knowledge | Action to deal with this | |
| N/A | | |
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Step 4 – Analysing the impacts or effects.

| 4.1 | 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? | | |
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| Equality Groups and Human Rights. | Key Findings/Impacts | Positive (+) Negative (-) Neutral (0) | High (H) Medium (M) Low (L) |
| Age | <p>For the wider public, the scheme provides significantly improved public realm designed through wide ranging consultation with all stakeholders including older people's groups creating greatly improved and inclusive areas.</p> <p>For Queen Street Residents, a new frontage will be created for their properties that although would improve the urban realm and setting of their homes, it would relocate residents on to a busier road. Car owners with residents' parking permits will be at a detriment owing to the proposal to removing parking on safety grounds. This would lead to a loss of independence for residents with mobility issues who depend on a car. The proposed configuration would be similar to most areas within the city centre.</p> | Positive And Negative | High |
| Disability | For the wider public, improved public realm designed through consultation with disability representative and stakeholder groups creating greatly improved and inclusive areas. | Positive And Negative | High |

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| | For Queen Street Residents, a new frontage will be created for their properties that although would improve the setting of properties, it would relocate residents on to a busy road. Residents with mobility issues with a residents' parking permits will be at a detriment owing to the proposal to removing parking on safety grounds. This would lead to a loss of independence for residents who depend on a car. This is the case currently for this location and where parking restrictions apply elsewhere in the city. | | |
| Gender | N/A | Neutral | N/A |
| Gender Reassignment | N/A | Neutral | N/A |
| Marriage and civil partnership | N/A | Neutral | N/A |
| Pregnancy and maternity | N/A | Neutral | N/A |
| Race | N/A | Neutral | N/A |
| Religion and belief | N/A | Neutral | N/A |
| Sexual orientation | N/A | Neutral | N/A |
| Other Socio-economic groups including : | Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes? | | |
| Carer | Residents requiring care will be affected as no parking close by if residents' parking is revoked. The 8 revoked parking bays on | Negative | Medium |

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| | Queen Street will be re-provided in the existing Micklegate R15SC parking zone. | | |
| Low income groups | N/A | Neutral | N/A |
| Veterans, Armed Forces Community | N/A | Neutral | N/A |
| Other | N/A | Neutral | N/A |
| Impact on human rights: | | | |
| List any human rights impacted. | N/A | Neutral | N/A |

Use the following guidance to inform your responses:

Indicate:

- Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

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| <p>High impact (The proposal or process is very equality relevant)</p> | <p>There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p> |
| <p>Medium impact (The proposal or process is somewhat equality relevant)</p> | <p>There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p> |
| <p>Low impact (The proposal or process might be equality relevant)</p> | <p>There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p> |

Step 5 - Mitigating adverse impacts and maximising positive impacts

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| 5.1 | 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? |
| <p>1. The scheme has been designed through careful consultation with a very diverse range of stakeholders and members of the public to create greatly enhanced and inclusive proposals. Following detailed consultation with the public and disability groups, various elements to improve the legibility and usability will be incorporated into station access and public realm design. However, for the Queen Street residents, the reconfiguration of the highway in front of their property frontages, in particular the decision to remove residents' parking, may impact the independence of residents with mobility issues. The revoked residents' spaces will be re-provided in the existing R15SC residents parking zone. Recognising that blue badge parking that will be permitted under the completed scheme on double yellow lines would not be available during construction, replacement parking will also be offered to affected residents in the NCP car park. This will remove the need to cross the inner ring road and through the construction site.</p> | |

Step 6 – Recommendations and conclusions of the assessment

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| 6.1 | 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: |
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- **No major change to the proposal** – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.

- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance equality or to foster good relations.

- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty

- **Stop and remove the proposal** – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

| Option selected | Conclusions/justification |
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| Continue with the proposal | The project will provide improvements to pedestrians, cyclists and road users by providing safer and more accessible routes both to the station and around the city. However, owing to the safety issues arising from the current conflict between pedestrians, cyclists and road users, the decision to remove residents' parking was inevitable and the scheme has progressed to planning consent accordingly. The project seeks to mitigate the impact by re-providing parking in nearby privately owned car parks and within the Micklegate residents |

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| | parking zone. The closest private car park is the NCP which is 150 metres from the frontages of the properties will offered to all residents during the construction phase of the scheme. |
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Step 7 – Summary of agreed actions resulting from the assessment

| 7.1 What action, by whom, will be undertaken as a result of the impact assessment. | | | |
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| Impact/issue | Action to be taken | Person responsible | Timescale |
| Traffic Regulation Order Decision Session | CYC to organise decision session for change to TRO that proposed to revoke residents' parking on Queen Street. | Brendan Murphy, Darren Hobson | By October 2023 |
| Find Alternative Parking | Investigate alternative parking during scheme construction. | Brendan Murphy | By October 2023 |

Step 8 - Monitor, review and improve

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| 8. 1 | How will the impact of your proposal be monitored and improved upon going forward? |
| | On scheme completion, a further Road Safety Audit will be carried to ensure the ongoing safety to pedestrians, cyclists and other road users. |