

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

**Who is submitting the proposal?**

<b>Directorate:</b>	Place		
<b>Service Area:</b>	City Development		
<b>Name of the proposal :</b>	Acomb Front Street Phase 2 Update – Costed designs for the scheme.		
<b>Lead officer:</b>	Katie Peeke-Vout– Head of Regeneration		
<b>Date assessment completed:</b>	10/9/24 Update to previous EIA (18/7/24)		
<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>
Julie Stormont-Dawber	Delivery Officer	CYC	Regeneration
Katherine Atkinson	Regen Project Officer	CYC	Engagement/ Consultation
Dave Smith	Access Officer	CYC	Equalities

## **Step 1 – Aims and intended outcomes**

<p><b>1.1</b></p>	<p><b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>Acomb Front Street is a key secondary shopping centre in York. To improve and enhance Acomb’s economic growth a Future of Acomb Front Street Study was commissioned in 2020, the study identified ten long term ideas and was noted by Executive in April 2022.</p> <p>During early 2023 highway improvement works saw the installation of new high-quality re-paving, enhanced drainage, and bollards that provide protection from vehicle over-run and prevent illegal parking. This work also improved accessibility through the provision of three tactile crossings points, trial of new accessible seating and high contrast accessible cycling racks. All works focused on the adopted highway, a significant section of the main shopping area is privately owned, non-adopted highway therefore landowners permission is required to action any works in that area. There has been significant challenge from the local community in relation to installation of the new bollards on Front Street culminating in the presentation of a petition to Full Council in July 2023.</p> <p>The phase 2 work acknowledged the strength of community feeling and aspirations for the area, consequently the initial phase 2 design ideas underwent a 4 week open public engagement during March 2024 to ensure all stakeholders had opportunity to review the costed ideas and provide feedback through an comprehensive survey. The survey generated 900 community responses, 5,000 comments and an important understanding of local community priorities moving forward.</p> <p>The scope of phase 2 work includes:</p> <ol style="list-style-type: none"> <li>I. enhancing the main shopping area – creating a more people friendly space, reducing the number of bollards to create better placemaking for the area</li> <li>II. create more accessible destination- wider, more generous pedestrian crossing points, new accessible toilet facilities and improved blue badge parking</li> <li>III. extending the benefits – to better connect local amenities (including all Front Street and parts of York Road)</li> </ol>

	<p>IV. consider longer term aspirations - including but not limited to looking how to reduce the vehicle dominance in Front Street or the adoption of private frontages.</p> <p>V. Phase 2 scheme is funded by UKSPF (UK Shared Prosperity Fund) and as such there are tight spending deadlines to meet (March 2025). Design work will be finalised July2024 and an update/ progress report will be shared with Executive and the public in July 2024 and following Executive assessment of the scheme construction could start in Autumn 2024.</p>
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<b>1.2</b>	<b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)
	<p>The phase 2 design work we will check against all relevant legislation including but not limited to the Equality Act 2010, which aims to protect people from discrimination in the workplace and in wider society.</p> <p><b>The Equality Act 2010</b></p> <p>The Quality Act overs the following protected characteristics:</p> <ul style="list-style-type: none"> <li>• age</li> <li>• disability</li> <li>• gender reassignment</li> <li>• marriage and civil partnership</li> <li>• pregnancy and maternity</li> <li>• race</li> <li>• religion or belief</li> <li>• sex</li> <li>• sexual orientation</li> </ul> <p>During the design process the Principal Designer (PD) will follow all current highways and social mobility guidance to ensure relevant standards are achieved, and regular review with council’s Access Officer shall ensure decisions on materials, contrasting materials and context are considered throughout.</p> <p>We will trial new wheelchair tactile paving within the new wide pedestrian raised crossing (near Halifax Bank), the purpose of the trial is to improve the wheelchair/ pushchair users experience by eliminating the vibrations and shudders usually experienced when travelling over tactile paving.</p> <p>The Highway Authority, York Access Forum and Department for Transport (DfT) have been consulted in relation to the trial.</p> <ul style="list-style-type: none"> <li>• York Access Forum (organisations and individuals that advocate for disabled people in York) which includes wheelchair users and sight organisations: MySight York, the North Yorkshire Sight Loss council and York</li> </ul>

Macular support group. They also have members who are wheelchair users and registered blind, all are happy to support the trial.

- Advice from DfT states that tactile pathing guidance is not mandatory, Local Authorities should consider how best to apply good practice to their roads.

Details for the trial are to be finalised, however will include location and width of trial paving, trial parameters (duration, success criteria & evaluation), any impact to visually impaired people and proactive comms for the trial for whole community, plus clear decision making will be documented. Through robust evaluation of this trial the council may then consider wider impact and use in Acomb, and across the city.

### **Human Rights Act**

Sets out the fundamental rights and freedoms that everyone is entitled to. In making a decision the council must consider carefully the balance to be struck between individual rights and the wider public interest, this ensures any decision is reasonably justified and achieves a legitimate aim.

### **Progress report**

To ensure transparency of decision making and the Phase 2 progress/ update report will be shared with the community via a Joint Acomb, Westfield, Holgate Ward Committee in a local building that meets our required accessibility standards, and advertised widely to ensure all ward residents and businesses are aware. Significantly the progress/update report will be shared prior to Executive Meeting (July 18<sup>th</sup> 2024) and therefore stakeholders and the community will have opportunity to comment on the plans or register to speak at the public meeting.

The final Phase 2 fully costed report will be prepared and taken to a pre-decision scrutiny meeting in early September and then presented to Executive Member Decision Session in September 2024. This enables all stakeholders to review the scheme and comment as appropriate.

Within the development of the proposed phase 2 scope we have considered the following codes of practice:-

- **The Blue Badge scheme:** rights and responsibilities in England ([www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england](http://www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england))
- **Approved Document M:** 'Access to and use of buildings', volume 2: Buildings other than dwellings. 2015 edition, incorporating 2020 amendments.

- **BS 8300: 2018** ‘Design of an Accessible and Inclusive Built Environment’, Part 1: External environment
- Department for Transport, ‘Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure’, 2022
- Highways Act 1980

**National Planning Policy Framework – shared spaces**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/749116/ministerial-letter-about-shared\\_space.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/749116/ministerial-letter-about-shared_space.pdf)

<b>1.3</b>	<b>Who are the stakeholders and what are their interests?</b>
	<p><b>Stakeholders :</b></p> <ul style="list-style-type: none"> <li>• Acomb residents, visitors and businesses/traders</li> <li>• Acomb Explore</li> <li>• Greater Acomb Community Forum</li> <li>• Community groups including “What a Load of Bollards” Group.</li> <li>• Ward Cllrs and council officers.</li> </ul> <p>York Access Forum (YAF), York Disability Rights Forum (YDRF), York Older Persons Assembly (YOPA), Age Friendly York (AYF). New market operator (Little Bird Made Markets).</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.
	The Phase 2 open public engagement enabled stakeholders to learn of the potential scope of work through presentation of costed ideas, the engagement set out to:-

- Provide the community with a good understanding of project, objectives and why we can and can't do things, outline any mitigation required.
- Gathered community feedback and priorities for individual elements of scheme via sticky notes, hardcopy and online survey.
- Build community support for the proposed phase 2 works.
- Obtain clear direction on long-term aspirations for Front Street, eg pedestrianisation. However, if this is not possible, officers will better understand contradictory views to enable further feasibility work.

As a result of the engagement feedback and community priorities the phase 2 design has evolved and was shared in the phase 2 progress/ update report, providing high level principles of the scheme for comment.

At the Joint Ward Committee Meetings and community drop in events all materials used will be in accordance with accessible guidance, including but not limited to clear images and photos, minimised text and word count on slides and boards, with "Plain English" used and avoiding the use any jargon or technical reference. Upon completion of the scheme design, materials will be shared via the council website.

### **The Four Elements**

The high-level principles of the scheme within the four elements of the scheme are:

#### **1. Enhancing the main shopping area**

- new welcome gateway to include generous 6m flush crossing (raised table) to provide greater pedestrian priority and create more people friendly entrance. Accompanying 20mph speed limit restriction for the road. Clear designated Blue Badge parking and new seating areas.
- new central space created by 7.5m flush crossing, that emphasizes pedestrian / community focus for large parts of the day and intended to reduce vehicle movements in the carriageway
- create a welcome gateway for those accessing the area on foot from west end of Front Street through welcome totem and seating area.
- reduce the number of bollards, approx. 90 will be removed and replace with planters / seating at appropriate locations whilst maintaining clear access routes for pedestrians.



- Design infrastructure to enable future events via electrical event column installed, which will facilitate events and wider usage of the space.

## **2. Create more accessible destination**

- New accessible toilet facilities - existing toilet block will be upgraded to provide two new accessible toilets with Left Hand and Right Hand transfer.
- Ensure clear unrestricted footpaths for all users
- Trial new wheelchair tactile paving within the new wide pedestrian raised crossing (near Halifax Bank), the purpose of the trial is to improve the wheelchair/ pushchair users experience by eliminating the vibrations and shuddering usually experienced when travelling over tactile paving.
- Improved blue badge parking:
  - At Halifax/Cooplands blue badge parking car parking – formalise two fully accessible, cross hatched parking spaces.
  - At Cross Street - three fully accessible spaces, one cross hatched space at the west end of Front Street, which sits alongside a new shared pedestrian/ cycle route through Cross Street to upgraded accessible toilet block.  
Within the layby on York Road - extend the island to provide greater pedestrian access from the two additional inline accessible blue badge space.
  - At School Street there will be one fully accessible cross hatched Blue Badge space which in turn facilitates easier cycle access than currently experienced.

## **3. Extending the benefits beyond the high street – to better connect local amenities**

- Create a new formal crossing point from the existing island across Front Street to connect main shopping area to the older section of Front Street.

- Create a much need rest point for pedestrians by locating bench seating outside the Acomb Working Men's Club.
- Signage & Wayfinding - new signage will be anchored from the two new entrance totems. The wayfinding signage will connect local amenities to inform both shoppers and visitors alike and create an identity for Acomb. All signage text will be reviewed with Access Officer to ensure contrast and sizing.

**4. Consider longer term aspirations - including but not limited to looking how to reduce the vehicle dominance in Front Street or the adoption of private frontages.**

The proposed scope of phase 2 work will contribute to the delivery of key commitments in: the Council Plan (2023-27); and the three 10-year strategies approved in 2022, Economic Strategy (2022-2032), Health and Wellbeing Strategy (2022-2032) and Climate Change Strategy (2022-2032). The proposals reflect the four core 'EACH' commitments in the Council Plan 2023-27 – One City, for all by:

- **Equalities and Human Rights** – Creating a more accessible destination proposing level pedestrian crossings, achieved by the introduction of raised tables and 20mph speed limit. Upgrading the existing toilet block to provide two accessible toilets units (both a left and right hand transfer provision), and improving Blue Badge parking provision at Front Street and Cross Street. Trial of new wheelchair tactile paving.
- **Affordability** – creating a more unified destination and encouraging greater use of local amenities via sign posting and better connections will support residents and visitors alike.
- **Climate & Environment** – introduction of more greenery via planters will provide welcome placemaking and biodiversity enhancements. The introduction of trees into the high street environment potentially will aid urban cooling in this area. The 20mph speed limit will slow vehicles down and therefore create a more family friendly area, which in turn will encourage more people to visit Front Street by foot/ cycle.

**Health and Wellbeing** – creation of a more family friendly space that encourages people to dwell in, encouraging greater use of local amenities will help build stronger social interactions across the generations and reduce social isolation. The project team will continue to meet with community groups to build on the

existing community links all parties want to see developed. Community groups have volunteered several event ideas, the coordination of an events programme such will need resource and further input from all.

## Step 2 – Gathering the information and feedback

2.1	<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>	
2024 Engagement	<p>The Front Street public engagement commenced on 26 February and ran to 24 March 2024. The purpose of the open public engagement work was to test the ideas set out in the Phase 2 project scope and determine the community priorities in the context of the cost and desirability. We also carried forward what we learned from the previous consultation (Future of Acomb Front Street Study 2021) and community petition July 2023. The 2024 public engagement used an accessible mixed method to allow for the greatest reach into the community, including in person public meetings/drop-in events, stakeholder meetings and online survey, plus paper-based format.</p> <ul style="list-style-type: none"> <li>• <u>Public drop-in events</u> - Gateway Centre, 29 February and 16 March* Acomb Explore, 7 March (<i>*Market launch</i>)</li> <li>• <u>Stakeholder Meetings</u> - What A Load Of Bollards Campaign Group, 12 February Joint Acomb, Westfield &amp; Holgate Ward Committee, 28 Feb</li> </ul>	

	<p>Greater Acomb Community Forum, <i>4 March</i>  Acomb Alive, <i>18 March</i>  York Access Forum, <i>19 March</i>  The Place, younger people, <i>21 March</i></p> <p>The engagement survey was online and hardcopies available at Acomb Explore, West Offices and several local businesses and could be returned by Freepost. The community response was tremendous and generated 900 completed surveys, and more than 5,000 comments to be analysed.</p> <p>Engagement responses produced a range of views however broad support for the phase 2 ideas was evident and caveated that further engagement on pedestrianisation of Front Street would be required, especially with local businesses.</p> <p>The summary of engagement feedback and Engagement Survey is available <a href="#">Executive Meeting 18 July 2024</a> : Acomb Front Street – Phase 2 update</p>
<p>Previous Engagement</p>	<p>During 2020 Future Front Street engagement had over 1200 responses from residents and shoppers and 30 local businesses, the results showed some contradictory views on several areas, including but not limited to</p> <ul style="list-style-type: none"> <li>• maintaining vehicle use within precinct carriageway verses the long term desire to pedestrianise the main shopping area.</li> <li>• Improve the mix and quality of shops within the high street</li> <li>• Residents and visiting shoppers spoke differently about the area. Residents more likely to speak highly than shoppers</li> </ul>

	<ul style="list-style-type: none"> <li>• Residents rate attractiveness, level of street lighting and feeling safe at night as good.</li> <li>• Residents considered parking restrictions as fine as they are.</li> </ul> <p>This extensive engagement helped to articulate what people liked, and didn't like about Front Street, and what they would like to see in the future – resulting in <b>The Future of Acomb Front Street Study</b>.</p> <p>Significant challenge from the local community in relation to installation of the new bollards on Front Street, culminated in the presentation of a petition to Full Council in July 2023, by '<b>What A Load Of Bollards</b>' Campaign Group titled "Get Front St bollards removed and re-design the scheme in line with what people asked for".</p> <p>In response to this petition and acknowledging the strength of community feeling the council engaged the original external consultants PWP Design and local urban designer, Urban Glow Heritage to work with the council as a critical friend to the design process and assist with looking at creative and longer-term ideas for Front Street.</p> <p>The Project team have contacted the <b>Greater Acomb Community Forum</b> ( formerly <b>Acomb Neighbourhood Plan Group</b>) to gain insight from their early 2017/8 SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis and understand their priorities moving forward.</p>
Onsite Trials	<p>At the commencement of phase 1 highway improvement works, the Regeneration team consulted both the Highways Team and the CYC Access Officer to identify potential areas of concern and scope for opportunity.</p>

### **Accessible Seating**

The council had commissioned the **MIMA City Centre Accessible Seating Review** as part of City Centre Action Plan.

Working with the CYC Access Officer, the Regeneration team were able to source bespoke accessible seating options to trial options which supported new MIMA accessible seating framework, and incorporated “Happy to Chat” initiative, which helps prevent social isolation.

During September and November 2023 two surveys were undertaken to ask residents and stakeholders for their seating preference. Results of which have shaped council Accessible Seating Policy.

### **Accessible Cycling**

The Regeneration Team were also aware of the forthcoming Design Guide for City Centre Accessible Cycle Parking, with particular focus on new adapted / cargo bike provision. To test the new adapted racks, prior to full city centre roll out two racks were installed in Front Street, June 2023. Ongoing feedback has been obtained, again to inform city centre roll out.

### **Wheelchair Tactile Paving**

The 2024 engagement highlighted that the west end of Front Street is the entrance that most pedestrians use. As such it should be a welcome gateway to Front Street and the recently installed dropped crossing is sufficient – there was low support for replacing this with the proposed raised table. By retaining the dropped crossing instead there was a potential to install wheelchair tactiles at this crossing as part of the final design, however upon closer examination the crossing was found to be too narrow to implement the correct width of new tactile paving.

Therefore, the tactile paving trial is now located within the new wide

	<p>crossing at the York Road end of Front Street – in close proximity to the new accessible BB parking spaces.</p> <p>Details for the trial are to be finalised, however will include location and width of trial paving, trial parameters (duration, success criteria &amp; evaluation), any impact to visually impaired people and proactive comms for the trial for whole community, plus clear decision making will be documented.</p>
Design Development	<p>Throughout the development of phase 2 work the Regeneration Team have consulted the CYC Access Officer and the York Access Forum on improving the Blue Badge car parking provision, creating a more people friendly space within the main shopping area and looking to introduce a new crossing point (linking with older parts of Front Street). This collaborative working has ensured phase 2 work to best align with Councils Equality and Humans Right Policies and where necessary mitigation measures are applied.</p>
Research reports	<ul style="list-style-type: none"> <li>• MIMA City of York – Accessible Seating Review and inclusive Design Framework Jan 2024</li> <li>• City of York Council Design Guidance for City Centre Parking, May 2023</li> <li>• Future of Acomb Front Street Study 2021</li> </ul>
Future engagement	<p>There will be no engagement on the final designs due to programme constraints in delivering against UKSPF spend deadlines. The final designs will be shared with community at a drop in session 26 Sept, two weeks prior to commencement. All businesses will be advised in advance of road closures by letter w/e 16 Sept.</p> <ul style="list-style-type: none"> <li>• 18<sup>th</sup> July 2024 Executive Meeting – update report</li> <li>• Pre decision Scrutiny 9<sup>th</sup> September 2024</li> </ul>

	<ul style="list-style-type: none"> <li>• Executive Member Decision Session for Economy and Culture 24<sup>th</sup> Sept 2024</li> <li>• Community drop in (in person) session 26 Sept Gateway Centre.</li> <li>• The EIA is a living document and will be reviewed throughout project duration.</li> </ul>
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### Step 3 – Gaps in data and knowledge

<b>3.1</b>	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b>	
	<b>Gaps in data or knowledge</b>	<b>Action to deal with this</b>
	Extent of opposing view with the community on long term aspiration to pedestrian the precinct area or adopt “privately maintained area.”	Commission feasibility study on options for vehicle use of the carriageway, to understand cost v expectation target date September 2024
	Community support for final phase 2 work	Broad support for proposed phase 2 work, continue to review engagement responses and share progress at Joint Ward Committee meeting – encourage residents/ stakeholders to attend/ understand and comment on plans prior to final/ detailed design
	Potential conflict over the repainting of School Street for accessible parking (existing 2 unenforced BB spaces)	A review of all parking provision in the proximity of School Street would be advantageous to all residents. This is outside of current project scope, consider when further funding is identified
	Policy changes – shared space DfT memorandum	Keep under review



## Step 4 – Analysing the impacts or effects.

4.1	<p><b>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?</b> 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)
<b>Age</b>	<p>Users of Front Street were asked how they travel to Front Street (select all) By Foot (79%), Car (47%), Bike (21%), Bus (13%) 15% of all responders (108 respondents) were Blue Badge holders.</p> <p>Older age profiles use their car to visit Front Street and transport bulk/ heavy shopping at their convenience once the road is open to traffic i.e outside of pedestrian zone.</p> <p>Clear designated Blue Badge parking and <b>maintaining</b> current road restrictions/ vehicle access to shopping area.</p> <p>Respondents were keen to see additional seating introduced but not near busy York Road, and ensure any new sculptural seating has sufficient back and arm rest support.</p> <p>Potential to relocate and add additional “Happy to Chat” seating with the proposed clustered/ social seating planned.</p>	Positive	Medium
<b>Disability</b>	Clear accessible, cross hatched Blue Badge parking spaces in 3 locations (Halifax/Cooplans, School Street and Cross	Positive	Medium

	<p>Street). 2x in line accessible Blue Badge bays in York Road layby as mitigation.</p> <p>Prior to this work there are theoretically 7 informal and unenforceable Blue Badge parking spaces across 3 locations, however these areas are frequently misused and the “spaces” are insufficient for WAVs and many standard cars.</p> <p>The 6 accessible Blue Badge parking spaces will provide consistency, ease of use, and reduce travel anxiety for blue badge users.</p> <p>Net reduction of 1 Blue Badge space.</p> <p>The additional seating will see further introduction of the successfully trialled accessible seating, facilitating lateral transfer and meet the MIMA recommendations on accessible seating.</p> <p>The accessible cycle parking provides two allocated spaces for cargo and adapted cycles near to both welcome entrances, therefore minimise distance to shops.</p> <p>The existing toilet block will be upgraded to two accessible units, with both Left Hand and Right Hand transfer option. A new shared cycle and pedestrian route will be installed along Cross Street to provide safe route to the toilet block (currently a cycle lane only).</p>		
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	<p>The emerging design for phase 2 ensures clear unrestricted routes through the area. There is a decluttering of highway signs and poles, removal of bollards along both the high street and around the Blue Badge parking bay at Halifax/Cooplunds which will assist with ease of access into and out of vehicles.</p> <p>To assist with increasing usage of finding and using local amenities like library, accessible toilets and open green space clearer signage and wayfinding will be introduced.</p> <p>Trial new wheelchair tactile paving within the new wide pedestrian raised crossing (near Halifax Bank), the purpose of the trial is to improve the wheelchair/ pushchair users experience by eliminating the vibrations and shuddering usually experienced when travelling over tactile paving</p> <p>The Highway Authority, York Access Forum and Department for Transport (DfT) have been consulted in relation to the trial.</p> <p>York Access Forum are happy to support the trial.</p> <p>Details for the trial are to be finalised, however will include location and width of trial paving, trial parameters (duration, success criteria &amp; evaluation), any impact to visually impaired people and proactive comms for the trial for whole community, plus clear decision making will be documented.</p>		
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<b>Gender</b>	Data analysis did not identify particular findings / impacts from this group.	Neutral	
<b>Gender Reassignment</b>	Data analysis did not identify particular findings / impacts from this group.	Neutral	
<b>Marriage and civil partnership</b>	Data analysis did not identify particular findings / impacts from this group.	Neutral	
<b>Pregnancy and maternity</b>	Data analysis did not identify particular findings / impacts from this group.	Neutral	
<b>Race</b>	Data analysis did not identify particular findings / impacts from this group.	Neutral	
<b>Religion and belief</b>	Data analysis did not identify particular findings / impacts from this group.	Neutral	
<b>Sexual orientation</b>	Data analysis did not identify particular findings / impacts from this group.	Neutral	
<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>	Clear accessible, cross hatched Blue Badge parking spaces in 3 locations ( Halifax/Cooplunds, School Street and Cross Street). 2x in line accessible Blue Badge bays in York Road layby as mitigation. Wheelchair tactile paving Trial.	Positive	Medium
<b>Low income groups</b>	The creation of a more unified destination, including sign posting of local free amenities (Library, play spaces) will support residents and visitors alike to better access and use local facilities. The monthly market operator enhances the retail offering of the area through a variety of c.25 stalls. This regular market provides greater choice of retail goods within potentially walking distance of peoples homes, and reduces the need/	Positive	Medium

	<p>requirement for low income groups to use public transport and incur additional expenditure to travel beyond the shopping area.</p> <p>There are ambitions to increase the frequency and offer alternative food style markets and local events, which in turn will provide greater local community activities. We will endeavour to provide a mix of events and activities that the local community have asked for and free to participate for example traditional fruit and veg market or community street party/ BBQ/ face painting.</p> <p>The economic benefit to increasing footfall and supporting reinvestment in the local community will support a more resilient high street.</p>		
<b>Veterans, Armed Forces Community</b>	Data analysis did not identify particular findings / impacts from this group.	Neutral	
<b>Other</b>	Data analysis did not identify particular findings / impacts from this group.	Neutral	
<b>Impact on human rights:</b>			
List any human rights impacted.	York has set a list of five priority human rights; right to equality and non-discrimination, right to education, right to health and social care, right to housing and the right to a decent standard of living. The scheme seeks to create a safe, accessible people friendly space that will bring the community together through local free activities and events, encourage inter-generational socialisation and enrich the lives of all residents.	Positive	Medium

**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.

<p><b>High impact</b> (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><b>Medium impact</b> (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><b>Low impact</b> (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

**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?**

During the public engagement the York Access Forum were consulted, and their feedback has shaped the emerging design, and identified potential opportunities for future work (subject to funding). Following publication of final designs we will share these and parameters for wheelchair trial.

With regard to the net reduction of 1 Blue Badge space, as future funding and phases of the scheme emerge, we will review potential to provide increased Blue Badge parking in the area, in consultation with highway officers, Access Officer and York Access Forum.

The feasibility study into pedestrianisation will consider the current usage, functions of Front Street and the needs of all users/ businesses/ traders to establish what options there are to creating a more people friendly space. The project team have liaised closely with the councils Access Officer throughout to incorporate requirements for those who are visually impaired, the importance of clear unrestricted access routes and tactile crossings are key priority and when appropriate we will invite YAF to input to this work.



## 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>
<p>- <b>No major change to the proposal</b> – 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.</p>	
<p>- <b>Adjust the proposal</b> – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.</p>	
<p>- <b>Continue with the proposal</b> (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</p>	
<p>- <b>Stop and remove the proposal</b> – 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.</p>	
<p><b>Important:</b> If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>	
<p><b>Option selected</b></p>	<p><b>Conclusions/justification</b></p>

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

<b>7.1 What action, by whom, will be undertaken as a result of the impact assessment.</b>			
<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>	<b>Timescale</b>
Long term aspiration to pedestrian the main shopping area	Commission feasibility study on options for vehicle use of the carriageway, to understand cost v expectation target date December 2024	Project Manger	October 2024
How to share emerging phase 2 design without second public engagement.	Present at Community Drop in event – encourage residents/ stakeholders to attend/ understand and comment on plans / design. Signpost project website and three public meetings where designs will be scrutinised	Project Manager	September 2024

Potential review parking provision in School Street	Highlight need for a review of all parking provision in the proximity of School Street to Highways team, potential to prepare draft scope and continue when further funding is identified	Project Manager	Post March 2025
Policy changes – shared space DfT memorandum	Keep under review	Project Manager	Ongoing

## Step 8 - Monitor, review and improve

<b>8. 1</b>	<b>How will the impact of your proposal be monitored and improved upon going forward?</b> Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	Following completion of the phase 2 scheme further review of EIA will be undertaken to ensure any final design changes are captured and assessed. The EIA is a living document and will be reviewed throughout project duration.