

Community Impact Assessment: Summary

1. Name of service, policy, function or criteria being assessed:

Proposed amendment to the York Parking, Stopping and Waiting Traffic Order 2014 to facilitate the highway requirements identified in planning reference 14/024, Vita Student Accommodation (St Joseph's Convent)

2. What are the main objectives or aims of the service/policy/function/criteria?

To ensure a safe crossing point to access the bus stop for students travelling to the University campus.

To improve the bus stop facilities outside 85 – 93 Lawrence Street in line with Disability Discrimination Act.

3. Name and Job Title of person completing assessment:

Sue Gill, Project Technician, Traffic Management

4. Have any impacts been Identified? (Yes/No)

Yes

Community of Identity affected:

Age, Disability

Summary of impact:**There are two positive impacts identified:**

- Improved crossing facilities to the bus stop
- Improved bus stop facilities

There is one negative impact identified for age and disability community groups:

- Will remove the parking amenity directly outside property

5. Date CIA completed 24 May 2016**6. Signed off by:**


7. I am satisfied that this service/policy/function has been successfully impact assessed.

Name: Alistair Briggs

Position: Traffic Management Manager

ANNEX E

Date: 14/07/2016

**8. Decision-making body:
Decision Session: Executive
Member for Transport and
Planning**

**Date:
14 July 2016**

Decision Details:

Send the completed signed off document to equalities@york.gov.uk. It will be published on the intranet, as well as on the council website.

Actions arising from the Assessments will be logged on Verto and progress updates will be required

Community Impact Assessment (CIA)

Community Impact Assessment Title:

Amendment to the Traffic Regulation Order, Lawrence Street

What evidence is available to suggest that the proposed service, policy, function or criteria could have a negative (N), positive (P) or no (None) effect on quality of life outcomes? (Refer to guidance for further details)

Can negative impacts be justified? For example: improving community cohesion; complying with other legislation or enforcement duties; taking positive action to address imbalances or under-representation; needing to target a particular community or group e.g. older people. NB. Lack of financial resources alone is NOT justification!

Community of Identity: Age

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Consultation has taken place with all properties within the R46 Boundary and Ward Councillors One resident believes the removal of parking directly outside the property would have a detrimental impact on the quality of life	Standard of Living Individual, family and social life Participation, Influence and voice	Positive & Negative	None

Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
<p>Positive: The pedestrian refuge will provide an additional and improved pedestrian crossing facility across a busy arterial route adjacent to the bus stop. The improved bus stop facility will give better disabled access for passengers</p> <p>Negative: The negative impact for one elderly and disabled resident is the proposal will remove the possibility of parking directly outside the property.</p>	YES	<p>As a proportionate means to achieving a legitimate aim</p> <p>To provide better pedestrian crossing and bus stop facilities for the wider community.</p>		

Community of Identity: Carers of Older or Disabled People

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
<p>Consultation has taken place with residents & Ward Councillors.</p> <p>No questions regarding provision for carers were raised by existing residents.</p>		<p>Standard of Living</p> <p>Individual, family and social life</p> <p>Participation, Influence and voice</p>	Positive & Negative	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
<p>Parking spaces are being removed adjacent to residential properties and the number of available space reduced.</p> <p>This reduces the chance of carers being able to park within the zone or close to customer property.</p>	YES	<p>As a proportionate means to achieving a legitimate aim</p> <p>Concessions already exist to facilitate residents who require regular care and live in a Resident Parking Area</p> <p>Community permits: these are available for organisations where staff need to park in resident parking areas on a regular basis so they may directly serve the physical or spiritual</p>		

		<p>needs of the residents. Current cost is £51.50 annually (less than £1 per week) with discounts for some vehicles (short length/low CO2 emissions).</p> <p>Attendance Permits: Residents who require substantial or regular care or receive attendance allowance can apply for a free permit to enable their carers to park.</p> <p>Because there will be 34 dedicated spaces within the R46 zone and only 8 full time permits issued, space is normally available for carer parking within a short distance of customers.</p>		
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Community of Identity: Disability

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
<p>Consultation has taken place with residents & Ward Councillors.</p> <p>One issues was raised by existing residents on the grounds of disability/reduced mobility.</p> <p>Consultation has taken place with all properties within the R46 Boundary and Ward Councillors</p> <p>One resident believes the removal of parking directly outside the property would have a detrimental impact on the quality of life</p>	<p>Standard of Living Individual, family and social life Participation, Influence and voice</p>	<p>Positive and negative</p>	<p>None</p>

Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
<p>Positive: Residents with disabilities should find it easier to cross the road with the pedestrian refuge in place Disabled passengers will be able to cross the road closer to the bus stops</p> <p>Disabled passengers will find it easier to board the buses from the higher kerb line.</p> <p>Negative: A disabled resident of 87-93 Lawrence Street will lose the opportunity of parking directly outside their property</p>	<p>Yes</p>	<p>As a proportionate means to achieving a legitimate aim</p> <ul style="list-style-type: none"> • To provide better pedestrian crossing and bus stop facilities for the wider community. • We can provide a disabled parking bay for any disabled resident with a blue badge and mobility issues. For the resident most affected by this proposal the disabled parking amenity would be provided approximately 15m from property frontage. 		

Community of Identity: Gender

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable		
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group				

Community of Identity: Gender Reassignment

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable		
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group				

Community of Identity: Marriage & Civil Partnership

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable		
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group				

Community of Identity: Pregnancy / Maternity

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable	None	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group				

Community of Identity: Race

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable		
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group				

Community of Identity: Religion / Spirituality / Belief

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable		
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group				

Community of Identity: Sexual Orientation

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Not applicable		Not applicable		
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
There is not expected to be either a positive or negative impact on this community of identity group				