

City of York Council
Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Place		
Service Area:	Active Travel Programme		
Name of the proposal :	St Georges Field Crossing		
Lead officer:	Bethan Old		
Date assessment completed:	23/11/22		
Names of those who contributed to the assessment :			
Name	Job title	Organisation	Area of expertise
Bethan Old	Project Manager	CYC	Project Management

Step 1 – Aims and intended outcomes

1.1	What is the purpose of the proposal?
	To improve safety, amenity and accessibility of the city centre for cyclists, pedestrians and wheelchair users on routes into York's core pedestrianised area.
1.2	Are there any external considerations?
	<ul style="list-style-type: none">▪ Cycle Infrastructure Design LTN 1/20▪ Design Manual for Roads and Bridges (DMRB)▪ Manual of Contract Documents for Highway Works (MCHW)▪ Specification for Highway works (SfHW)▪ Traffic Signs Regulations and General Directions 2016 (TSRGD)▪ Manual for Streets▪ Structural Eurocodes▪ Building Regulations▪ Traffic Signs Manual 2019▪ Inclusive Mobility: a guide to best practice on access to pedestrian and transport infrastructure▪ Guidance on the use of Tactile Paving Surfaces▪ CYC Arboriculture Policy 2017 & BS5837 Trees in relation to design, demolition and construction

1.3	<p>Who are the stakeholders and what are their interests?</p>
	<p>CYC Internal – Maintaining the effectiveness of the authorities existing highways infrastructure, Preparing the network for changing future demand, Raising public awareness of upcoming changes, Utilisation of the network during construction periods. Transport Planning , Sustainable Transport Service, Road Safety, Network Management, Network Monitoring, Streetworks , Public Protection – Air Quality, Development Management, Communications, Highways, Major Transport Projects, Design, Conservation and Sustainable Development, Parks and Open Spaces, Waste Services, Finance, Councillors</p> <p>External – User experience of Ostman Road General Public Residents/businesses on and in the vicinity of Skeldergate</p> <p>Transport Operators - York Pullman Bus, First Bus, Transdev, East Yorkshire Buses, Connexions Buses, Arriva Buses, Glenn Coaches, Reliance Buses, Stephenson's of Easingwold, The Ghost Bus Tours, York Pullman Bus, East Yorkshire Motor Services, Utopia Coaches</p> <p>Emergency Services - North Yorkshire Police, Yorkshire Ambulance Service, North Yorkshire Fire Service, York Hospital</p> <p>Transport Groups - York Civic Trust, Sustrans, WalkYork, York Environment Forum Transport Group, York Bike Belles, York Cycling Campaign</p> <p>Equalities Groups - Age UK York, Mysight York, Be Independent, Pocklington Trust, York Blind and Partially Sighted Society, Wilberforce Trust, York Disability Rights Forum, York People First</p>

1.4	What results/outcomes do we want to achieve and for whom?
	<p>Improved access to York Castle Museum and Cliffords Tower area from St Georges Field Car Park. Improved safety and amenity of cyclist and pedestrian routes across Tower Street.</p> <p>Proposed changes will encourage active travel and move priority towards cyclists over vehicles, and protects the safety of pedestrians. Therefore carrying out these works fulfils the 'Getting around sustainably' key outcome of the Council Plan.</p>

Step 2 – Gathering the information and feedback

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
	Preliminary Internal Consultation with the groups indicated at section 1.3 completed from the 30 th September to the 7 th October 2022. Stakeholders were contacted via email and provided with details of the proposed changes along with annotated preliminary design drawings.	To get a direct response to preliminary design options from a range of groups who may have existing technical knowledge of specific issues at the location.
	Preliminary External Consultation with the groups indicated at section 1.3 completed	To gather the opinions of a variety of users of Tower Street, to identify trends and to give the public a chance to have their voices heard.

from the 14th October to the 14th November 2022. Stakeholders were invited to complete an online survey to gather their views on the existing state of Tower Street and proposed changes. Residents were contacted via post, formal bodies were contacted via email, and social media posts invited the general public to contribute.

Step 3 – Gaps in data and knowledge

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
Stakeholder groups with technical knowledge that may identify design features that disadvantage certain protected characteristics noted in the Equality Act 2010.		Public Executive Member Decision Session to attract more attention to the scheme, and the maintaining of the Active Travel inbox throughout the project lifecycle so that anyone can have their say at any time.

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>No reference to this characteristic was made as part of our information gathering process.</p> <p>24% of survey respondents were 65+, but did not identify any impacts related to their protected characteristic.</p>	Neutral	Low
Disability	<p>No reference to this characteristic was made as part of our information gathering process.</p> <p>24% of survey respondents had a physical or mental illness that reduced their ability to carry out day-to-day activities, but did not identify any impacts related to their protected characteristic.</p>	Neutral	Low
Gender	<p>No reference to this characteristic was made as part of our information gathering process.</p> <p>64% of survey respondents were male, and 32% were female, but did not identify any impacts related to their protected characteristic.</p>	Neutral	Low
Gender Reassignment	No reference to this characteristic was made as part of our information gathering process.	Neutral	Low
Marriage and civil partnership	No reference to this characteristic was made as part of our information gathering process.	Neutral	Low
Pregnancy and maternity	No reference to this characteristic was made as part of our information gathering process.	Neutral	Low

Race	No reference to this characteristic was made as part of our information gathering process.	Neutral	Low
Religion and belief	No reference to this characteristic was made as part of our information gathering process.	Neutral	Low
Sexual orientation	No reference to this characteristic was made as part of our information gathering process.	Neutral	Low
Other Socio-economic groups including :	Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?		
Carer	No reference to this characteristic was made as part of our information gathering process.	Neutral	Low
Low income groups	No reference to this characteristic was made as part of our information gathering process.	Neutral	Low
Veterans, Armed Forces Community	No reference to this characteristic was made as part of our information gathering process.	Neutral	Low
Other	No reference to this characteristic was made as part of our information gathering process.	Neutral	Low
Impact on human rights:			
List any human rights impacted.			

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?
Maintain the activetravel@york.gov.uk email inbox so that anyone wishing to draw attention to risk factors or ways in which protected characteristics are disadvantaged can do so.	

Step 6 – Recommendations and conclusions of the assessment

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.	
Option selected	Conclusions/justification	
No major changes to the proposal	The project demonstrates that suitable consideration has been taken into account with regards to proposal designs and their impact on those users who share a protected characteristic and does not lead to unlawful discrimination. The project is part of a wider Active Travel Programme, which will continually monitor developments in available technology which could further enhance the user experience of pedestrians and cyclists. This will also be informed by continued interaction with stakeholders. Each project proposed for construction	

	is subject to road safety assessment and where recommended, Road Safety Audit which will lead to further considerations as part of the design and installation process.
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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.			
Impact/issue	Action to be taken	Person responsible	Timescale
Additional Stakeholder Identification.	Appropriate groups/individuals representing protected characteristics to be identified and invited to contribute feedback on designs, should the scheme be progressed.	Bethan Old working in conjunction with the CYC Communications Team.	As appropriate for Detailed Design progression.

Step 8 - Monitor, review and improve

8. 1	How will the impact of your proposal be monitored and improved upon going forward?
	<p>Members of the general public are free to provide feedback through any of the authorities communication channels and where required and possible, officers will undertake further steps to improve user experience.</p> <p>Learning will be shared with other Active Travel Programme officers, and will be incorporated into this and future schemes.</p>