

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

**Who is submitting the proposal?**

<b>Directorate:</b>	Transport, Highways and Environment		
<b>Service Area:</b>	Transport		
<b>Name of the proposal:</b>	Local Transport Strategy		
<b>Lead officer:</b>	Julian Ridge, Transport strategy lead officer		
<b>Date assessment completed:</b>	Ongoing – subject to further development		
<b>Names of those who contributed to the assessment (this has been developed over several months):</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Claire Foale	AD Policy and Strategy	CYC	Policy development
James Gilchrist	Director Environment, Transport and Planning	CYC	Environment, Transport, Planning
Sam Blyth	Strategy and Partnerships Manager	CYC	Policy development
Laura Williams	AD Communities and Equalities	CYC	Equalities lead

Katie Peeke-Vout	Interim Head of Regeneration	CYC	Regeneration
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**Step 1 – Aims and intended outcomes**

<b>1.1</b>	<b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.
	The new Local Transport Strategy proposes transport policies to be followed to 2040, in pursuit of the objectives of York’s Council Plan and Ten Year Strategies.

<b>1.2</b>	<b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)
	Yes. There is a general need to align the LTS with other York policies, including Local Plan, Ten Year Strategies, Climate Change, Health etc

<b>1.3</b>	<b>Who are the stakeholders and what are their interests?</b>
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	There is a very wide range of stakeholders, including York residents, visitors, business etc. Some groups have particular requirements of the transport network which need to be met – for example, people with protected characteristics.
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1.4	<p><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>
	<p><b>Health and Wellbeing:</b> the Health and Wellbeing implications of the Local Transport Strategy will be substantial, with strong evidence that cities which support greater use of active travel methods and lower use of cars see health gains across a wide range of disease areas, including respiratory and heart health and cancers, as well as generalised mental health and wellbeing. When these shifts are achieved by equitable means, health inequalities are also reduced. The ‘Objectives’ and ‘Policy Focus Areas’ proposed in this report have been developed with extensive public health input and reflect the goals of the York Health and Wellbeing Strategy 2022-32.</p> <p><b>Environment and Climate Action:</b> Climate implications are discussed in the body of the report. Transport contributes a third of Yorks carbon emissions and adversely affects air quality. A new Local Transport Strategy as outlined with Environment and Climate focused policies is a fantastic opportunity to deliver co benefits for the environment and slow climate impacts.</p> <p><b>Affordability:</b> The Local Transport Strategy addresses Affordability as it seeks to reduce car dependency instead promoting more sustainable and affordable forms of transport.</p> <p><b>Equalities and Human Rights:</b> In making changes to York Transport Network it will raise the tensions between different human rights and equality impacts. These have been identified in Annex D and Annex G. As implementation plans are brought forward these tensions will need further exploration and analysis and this process will continue through the delivery phase of each intervention.</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>
Our Big Transport Conversation	Feedback from Our Big Conversation which has taken place over the last two years has provided rich insight into how people use the city centre.

### 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>
Scheme implementation: the Local Transport Strategy proposes a series of policies for transport in York. Implementing schemes and initiatives will inevitably have a range of positive and adverse impacts which will need to be considered as individual schemes are bought forward.	Impacts will be considered in EIAs for individual schemes and initiatives as they are bought forward.

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

<b>4.1</b>	<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.
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<b>Equality Groups and Human Rights.</b>	<b>Key Findings/Impacts</b>	<b>Positive (+) Negative (-) Neutral (0)</b>	<b>High (H) Medium (M) Low (L)</b>
<b>Age</b>	The proposals should have a positive impact on age characteristics as they will promote modes of transport which are disproportionately used by people who are not car available. This includes young people and older people – who are often disproportionately reliant on active and sustainable modes of transport.	+	H
<b>Disability</b>	Many of the proposed policies will have a beneficial impact on disabled people, including a series of specific policies in “Policy Focus Area 1: Accessibility”	+	H
<b>Gender</b>	Measures will improve personal security through future provision of better walk and cycle routes and bus stops and shelters.	+	M
<b>Gender Reassignment</b>	Neutral impact	0	
<b>Marriage and civil partnership</b>	Neutral impact	0	
<b>Pregnancy and maternity</b>	Neutral impact	0	
<b>Race</b>	Neutral impact	0	
<b>Religion and belief</b>	Neutral impact	0	
<b>Sexual orientation</b>	Neutral impact	0	

<b>Other Socio-economic groups including :</b>			
<b>Carer</b>	Measures are intended to reduce traffic congestion in York by attracting non-essential car trips to active and sustainable transport modes. The reduction of congestion as a result of this will beneficially impact those, such as carers, who have to undertake essential car journeys.	+	M
<b>Low income groups</b>	Measures will beneficially impact low income groups by improving active and sustainable transport modes so that there is a reduction in the need to own and maintain a car. Improving these modes will also benefit people in low income groups who are already less likely to own a car.	+	H
<b>Veterans, Armed Forces Community</b>	Neutral.	0	
<b>Other</b>			
<b>Impact on human rights:</b>			
List any human rights impacted.	<b>Right to life:</b> beneficial impact through improved health outcomes and lower pollution because of reduced vehicle use in York/ greater physical activity. <b>Freedom of movement:</b> enhancement of active and sustainable transport modes will provide greater freedom of movement for those who do not have access to a car. This will have beneficial impacts on other human rights – for example access to education.	+	H

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

5.1	<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>
At a policy level there are no direct impacts – either beneficial or adverse. However, the new Strategy is a key enabler for a series of transport schemes and interventions which will have a range of positive impacts. These impacts will be scheme specific and will be identified as schemes progress. The LTS Implementation Plan (published later in 2024) will also include an EIA.	

## Step 6 – Recommendations and conclusions of the assessment

6.1	<b>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:</b>	
<b>Option selected</b>		<b>Conclusions/justification</b>
Executive to continue to be invited to accept the recommendations		The additional work / consultation identified above is designed to support the adverse impact of the recommendations.



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

<b>7.1</b>	<b>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>
Scheme specific impacts	Individual schemes and initiatives will be subject to EIA.	Scheme/ initiative promoters	As schemes and initiatives are developed.
<b>8. 1</b>	<b>How will the impact of your proposal be monitored and improved upon going forward? 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?</b>		
	The council will continue to work closely with the communities affected by the Local Transport Strategy's Implementation Plan (due for publication later in 2024). This EIA will remain "live" as listening and learning to communities continues to inform mitigations and next steps.		

## Step 8 - Monitor, review and improve