

City of York Council
Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Place		
Service Area:	Highways and Transport		
Name of the proposal :	Local Cycling & Walking Infrastructure Plan (LCWIP)		
Lead officer:	Tom Horner		
Date assessment completed:	04/12/2024		
Names of those who contributed to the assessment :			
Name	Job title	Organisation	Area of expertise
Tom Horner	Head of Active & Sustainable Transport	City of York Council	Transport Planning
Andy Vose	Transport Policy Manager	City of York Council	Transport Planning
Andrew Jamieson	Transport Planning Assistant	City of York Council	Transport Planning

Step 1 – Aims and intended outcomes

1.1	What is the purpose of the proposal? Please explain your proposal in Plain English avoiding acronyms and jargon.
	<p>In 2017 the government published its first Cycling and Walking Investment Strategy which sets out the ambition to make cycling and walking ‘the natural choices for shorter journeys or as part of a longer journey’. A Local Cycling and Walking Infrastructure Plan (LCWIP) is the preferred approach to identify cycling and walking improvements at the local level.</p> <p>The Local Cycling and Walking Infrastructure Plan (LCWIP) will provide a ten-year plan for the delivery of cycling, walking and wheeling interventions that will maximise the uptake of active travel, and that will help to ensure the travel needs of the growing populations of York and surrounding areas will be met.</p> <p>For the purposes of this report, active travel should be interpreted as all cycling, walking, wheelchair-use and other types of wheeling journeys. Wheeling includes those journeys made pedestrians with prams and pushchairs, non-motorised scooters and e-scooters.</p> <p>The primary outputs from an LCWIP are Strategic Cycling and Walking/wheeling Networks and a prioritised list of schemes which is used to shape future bids for funding and investment. Having an approved LCWIP will increase the chance of securing funding for active travel infrastructure improvements.</p> <p>Improvements to walking, wheelchair-user, wheeling and cycling networks will directly benefit many of the groups with protected characteristics identified in the Equality Act 2010.</p>

1.2	Are there any external considerations? (Legislation/government directive/codes of practice etc.)
	<p>Equality Act 2010 Inclusive Mobility : A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (DfT 2020) LTN1/20 Cycle Infrastructure Design (DfT 2020) A Guide to Inclusive Cycling 4th Edition (Wheels for Wellbeing 2020) Gear Change (DfT 2020)</p>

1.3	Who are the stakeholders and what are their interests?
	<p>The LCWIP sets out a vision and strategy to make travel inclusive to all. Stakeholders are anyone who uses, could use, or should use York’s transport network.</p> <p>A steering group was set up to help shape the LCWIP, chaired by the Executive Member for Transport. Membership included:</p> <ul style="list-style-type: none"> • York Civic Trust • Walk York • York Cycle Campaign • York Disability Rights Forum • University of York • York Hospital • Sustrans

<p>1.4</p>	<p>What results/outcomes do we want to achieve and for whom? 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 (2023- 2027) and other corporate strategies and plans.</p>
	<p>The primary outcomes of the LCWIP will be improvements to infrastructure for walkers, wheelchair-users, wheelers and cyclists on the strategic and local networks which were identified as part of the LCWIP development process. These will then enable increased take-up of active travel across the council area for a diverse range of users, including many with protected characteristics.</p> <p>Active Travel England have stated that they wish to prioritise their initial spending in those areas where there is evidence that investment will deliver benefits, and that this investment will meet the needs of under-represented groups such as women, children, and mobility-impaired users by maximising safety and providing high quality walking, wheeling and cycling facilities which meet (or exceed) design outcomes in the latest Inclusive Mobility and LTN1/20 design guidance.</p> <p>At a local level the LCWIP fits well with the Council Plan (One City For All, 2023-2027) which has at its core commitments to Equalities, Affordability, Climate and Health.</p> <p>In terms of the 4 core commitments the LCWIP will contribute mostly to the “Sustainable, accessible transport for all” priorities of:</p> <ul style="list-style-type: none"> • Deliver bold and ambitious proposals – The LCWIP will shape the Council’s transport infrastructure schemes going forwards and will give officers the right tools and evidence to ensure new development enable active travel from the outset. • Reduce carbon, enable residents to choose alternatives to petrol or diesel cars - by providing infrastructure which is safe, attractive and connected we will enable more residents and visitors to choose active travel (which has the smallest carbon footprint) as their default mode for many types of journey.

- Make the city accessible for all – removing barriers to active travel through infrastructure improvements enables residents and visitors to choose to walk, wheel or cycle.
- Improve the condition of highways and infrastructure – making improvements to existing active travel infrastructure and maintaining it better or providing new infrastructure all help to make active travel a realistic travel option.

Council Strategies

- Local Transport Strategy - York’s Local Transport Strategy contains a range of policies which are specifically targeted at increasing the levels of active travel across the city for many different types of journey whether it be to school, to work, to healthcare facilities, to shops or for leisure purposes.
- Climate Change Strategy – The LCWIP contributes mostly to Objective 3.2 of this strategy which specifically seeks to increase take-up of active travel.
- Health & Wellbeing Strategy – The LCWIP can make a contribution to several of the 10 big goals adopted in the Health & Wellbeing Strategy:
 - Reduce the gap in healthy life expectancy between the richest and poorest communities in York
 - Reduce anxiety scores and increase happiness scores by 5%
 - Reverse the rise in the number of children and adults living with an unhealthy weight
 - Reduce health inequalities in specific groups
 - Reduce sedentary behaviour, so that 4 in every 5 adults in York are physically active
- Economic Strategy – the LCWIP will contribute to the “Green Economy” Strategy theme and specifically the objective to “Increase cycling and active travel to work where appropriate as modes of commuting, along with increased safe cycle parking provision”

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? Please consider a range of sources,
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	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.
Source of data/supporting evidence	Reason for using
LCWIP Steering Group	Steering Group set up including cross party elected members and nominated individuals from stakeholder groups including cyclists, pedestrians, older people, disabled people/Disability Forum and York's Civic Trust
First Round Community Consultation February 2023	Feedback received about specific routes or missing links
Internal CYC Officer Consultation December 2023	Identification of cross-over between other schemes / projects and missing links in the walking/wheeling and cycling networks
Local Transport Strategy (LTS) consultation	Gave feedback on several relevant issues including accessibility in the city and active travel and map-based questions relating to walking & wheeling networks, cycle network and crossing improvements.
Presentation to York Access Forum	Feedback from access forum members representing several groups with protected characteristics
Elected Member final LCWIP networks consultation (Nov 2024)	Feedback on the final networks prior to Executive meeting where the LCWIP is proposed to be adopted

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	
Potential increase in active travel users		Monitor using data from existing counter sites or regular performance indicator surveys and review	
Satisfaction with active travel infrastructure		Monitor complaints or feedback via existing council channels such as Talkabout	

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? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	Places and routes designed for people of all ages and abilities so they can choose to walk, use wheelchairs, wheel or cycle with ease. This will benefit children and young people who do not drive or have access to a private car. Older people will also benefit from better mode choice and not being reliant on private car use, such as cycling on safe routes or more convenient and easier journeys to a bus stop. Additional benefits include increased physical activity (Improved physical and mental wellbeing) and reduced social isolation.	+	H

Disability	<p>York requires significant infrastructure upgrades to ensure places across the city and routes are accessible for people with disabilities. Making active travel a genuine alternative for people with disabilities will help increase physical activity, improve health and reduced social isolation.</p> <p>Certain infrastructure types may be perceived to increase risk such as continuous footways and bus-stop bypasses. Mitigation – ensure disabled persons’ engagement as part of the design process and follow best practice design.</p> <p>York does not currently have a disabled cyclists’ Blue Badge scheme and as a result disabled cyclists wouldn’t have the same access to locations and parking that a disabled motor vehicle user would. Mitigation – explore access arrangement and inclusive facilities.</p>	<p>+</p> <p>-</p> <p>-</p>	<p>H</p> <p>L</p> <p>L</p>
Gender	Well-designed routes including improvements to lighting and better visibility would increase personal safety. Increasing the number and diversity of active travel users should improve actual and perceived personal safety.	+	M
Gender Reassignment	Better designed routes including improvements to lighting and better visibility would increase personal safety. Increasing the number and diversity of active travel users should improve actual and perceived personal safety.	+	M

Marriage and civil partnership	N/A	0	
Pregnancy and maternity	Positive – Securing more funding to deliver more dropped crossings, improved footway surfacing and widened paths will make it easier and more comfortable during pregnancy and for those with prams, pushchairs etc. to get around the city actively. Improved lighting and visibility should improve actual and perceived personal safety during pregnancy and post-natal.	+	H
Race	Increasing the number and diversity of active travel users should improve actual and perceived personal safety. Traditionally the uptake of active travel is low amongst some BAME communities; improving infrastructure across York will enable more people, from all backgrounds, to feel comfortable walking, using their wheelchair, wheeling or cycling.	+	M
Religion and belief	Better designed routes including improved lighting and better visibility would improve actual and perceived personal safety.	+	M
Sexual orientation	Positive - Better designed routes including improvements to lighting and better visibility would increase personal safety. Increasing the number and diversity of active travel users should improve actual and perceived personal safety.	+	M
Other Socio-economic groups including :	Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?		
Carer	Positive – Issues for carers may include high transport costs and low income. Access to multimodal transport choice	+	M

	provides options for carers and cared for people who may rely on private or private hire cars and public transport. Negative – Cost of cycle ownership and storage may deter this group from cycling. Solution – explore access to cycles, storage and training.		
Low income groups	Positive – enable more journeys by providing opportunity to use cheap and affordable active travel routes for utility, commuting, education and leisure. Negative – cost of cycle ownership and storage may deter this group from cycling. Solution – explore access to cycles, storage and training.	+	M
Veterans, Armed Forces Community	Strategic routes have been identified which link the two large army barracks in York to schools, shops and other key trip destinations, this will give armed forces personnel and their families more travel options.	+	H
Other	N/a		
Impact on human rights:			
List any human rights impacted.	None identified	0	

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>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

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 being done to optimise opportunities to advance equality or foster good relations?
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Certain types of infrastructure, such as continuous footways and bus-stop bypasses, may be perceived to increase risk for people with specific protected characteristics such as visual impairments or neurodiversity.
Mitigation – Ensure disabled people and organisations that represent disabled people are involved in the design process at an early stage and best practice is adhered to in terms of design.

York has no disabled cyclists’ Blue Badge scheme so disabled cyclists wouldn’t have the same access to locations and parking that a disabled motor vehicle user would.
Mitigation – explore access options for disabled cyclists and install dedicated cycle parking infrastructure which caters for adapted cycles or users with disabilities.

Affordability of cycles / adapted cycles / e-bikes may be an issue for certain groups.
Mitigation – explore options to reduce costs or spread them over a longer period (Cyclescheme – salary sacrifice scheme)

Where positive impacts have been identified officers will work with the council’s internal Comms team to ensure information is communicated widely and via the most appropriate means for each protected characteristic group.

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>
<ul style="list-style-type: none"> - 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. 	
<ul style="list-style-type: none"> - Adjust the proposal – 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. - 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. <p>Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>	
Option selected	Conclusions/justification

No major change to the proposal

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

Step 8 - Monitor, review and improve

8. 1	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?
	The York LCWIP is a 'living document', which will be reviewed regularly in order to ensure that it reflects any significant changes in local circumstances and changes in relevant national and local policies, as well as to reflect progress made with implementation of the original proposals. The list of schemes will be reviewed and amended when proposed schemes are completed or should a priority route or improvement be identified.