

City of York Council
Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Environment, Transport and Planning		
Service Area:	Highways and Transport		
Name of the proposal :	Black Dike Lane Danger Reduction scheme		
Lead officer:	David Mercer, Highway Engineering Design Manager		
Date assessment completed:	August 2024		
Names of those who contributed to the assessment :			
Name	Job title	Organisation	Area of expertise
Helene Vergereau	Head of Highway Access & Development	CYC	Highway Regulation
James Sotheran	Engineering Technician	CYC	Highway Design/Maintenance
David Smith	Access Officer	CYC	Equalities and Accessibility

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>The aim of the project is to address road safety concerns raised via petition by residents of Black Dike Lane and Manor Close, Upper Poppleton.</p> <p>The proposal includes for road safety improvements to signage and road markings, with the introduction of complimentary signage to address the concerns of residents about inappropriate vehicle types using Black Dike Lane and speeds of vehicles.</p> <p>These measures are being introduced alongside a reduction of the 60mph to 40mph on the A59 and initial part of Black Dike Lane into the village, and a proposal to reduce the 30mph limit within the residential section of the lane to 20mph.</p> <p>The above measures are low key and will not be detrimental to the rural setting of the road. It is considered that these will satisfactorily address the main concerns without the need to introduce invasive measures.</p>
1.2	Are there any external considerations? (Legislation/government directive/codes of practice etc.)
	<p>A proposal to extend the 40mph speed limit on the A59 is being progressed separately. This includes the initial section of Black Dike Lane from its junction with the A59 to the extents of the 30mph limit. This is currently 60mph. The proposal has been advertised and approved for delivery.</p> <p>Upon its introduction, this reduction in speed limit will serve to enhance the measures being proposed by the Black Dike Lane scheme, by reducing speeds leading into the residential part of Black Dike Lane and continuing through along its whole length.</p>

	<p>Reference has been made to the council's speed management plan and the York and North Yorkshire Road Safety Partnership speed management protocol in considering potential traffic calming treatments.</p> <p>Other national guidance such as the Traffic Signs Regulations and General Directions 2016, DfT Traffic Signs Manuals, Local Transport Notes (particularly LTN1/07 Traffic Calming) have been referred to during the consideration of the issues and development of the proposed solution. LTN1/20 guidance has also been referenced.</p> <p>The Equality Act 2010 prohibits direct and indirect discrimination, harassment and victimisation. It also prohibits discrimination in relation to something arising from a person's disability and creates a duty to make reasonable adjustments for disabled people. The Council is required to have due regard to the Equality Act when designing schemes, and this project has given due regard to the potential impact on protected characteristic groups.</p> <p>Inclusive mobility guidance has also been referred to during the design of this project.</p>
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1.3	Who are the stakeholders and what are their interests?
	<p>Statutory consultees as well as road users, emergency services, bus companies, cycling groups, equality and accessibility groups and conservation groups who may have a need to use Black Dike Lane as a thoroughfare.</p> <p>The key stakeholders are residents of Black Dike Lane and Manor Close who are identified as those persons who live and experience the issues being raised as road safety concerns and would directly benefit from any improvements being proposed.</p> <p>Rural West York ward members, who represent the residents of Black Dike Lane, Manor Close and Poppleton as a whole, and who have actively liaised on this matter with the residents and officers.</p>

	Upper Poppleton and Nether Poppleton Parish Councils, who represent the residents of Poppleton.
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1.4	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 (2019- 2023) and other corporate strategies and plans.
	<p>The primary objective of the project is to achieve road safety improvements that will address the concerns of residents relating to the type and speed of vehicles using Black Dike Lane. The measures aim to preserve the rural setting and character of Black Dike Lane.</p> <p>The proposals are low-key and non-intrusive and therefore should have little impact on the rural setting of the road. They will serve to reinforce existing signage and road markings, better highlight existing hazards to ensure motorists drive appropriately in compliance with the signed speed limits as well as to the environment, and to dissuade larger goods vehicles from using the route.</p> <p>Although no improvements are being made to footway provision, the actions being proposed should make the route safer by managing the type, number and speeds of vehicles, allowing pedestrians to use the road more safely.</p> <p>The proposed scheme serves to meet at least three of the core objectives of the Council Plan:</p> <p>1. Climate - Environment and the climate emergency</p> <ul style="list-style-type: none"> • Reducing the number of larger vehicles using Black Dike Lane and managing speeds in general will impact positively by improving air quality, reducing noise pollution and ground-borne vibration thus helping towards creating a greener and cleaner city.

	<p>2. Health - Health and wellbeing</p> <ul style="list-style-type: none"> We will improve health and wellbeing by reducing the number of larger vehicles using Black Dike Lane and better managing speeds of all other vehicles, making Black Dike Lane safer for residents and other road users such as cyclists and pedestrians. Increased perception of road safety should lead to increased active travel, and making the local area safer for pedestrians, cyclists and horse riders. <p>3. Accessibility</p> <ul style="list-style-type: none"> No concerns were raised by the Access Officer other than that there were no pathways on the route meaning people will need to walk down the road. He agreed that this was part of the rural look and feel of the area and that it was important to the residents to keep as such. It is likely that pedestrians would mainly be residents of the area. Also any possible collisions would help to be mitigated by the speed reduction to 20mph through the residential areas. Road signage was going to be improved and made clearer as well as deterring vehicles over 7.5 tonnes. The speed reduction will also help to deter others from using the area as a 'rat-run' further reducing possible collisions with pedestrians.
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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, 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
	Data	Speed survey data, traffic counts and injury accident records have provided evidence to support the review of the concerns being raised

	and to assist the development of proposed measures to address the concerns.
Public consultation	<p>Engagement with residents and other key stakeholder groups to determine their views on the proposed measures. This includes liaison with ward members, who have been actively communicating with residents and are aware of the issues.</p> <p>The public engagement will assist in the decision-making process, informing the Executive Member of the views of the key stakeholders and to gauge the level of support for the proposals.</p>

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
	Data used in the review of the road safety concerns was current at the time of review. Monitoring is required to gauge the success of the measures following their introduction.	<p>Future review of the success of the scheme will be based on feedback from residents. Undertake post-completion speed surveys to review speeds along Black Dike Lane, including a review of traffic data.</p> <p>Monitor accident records to gauge if the measures have created unforeseen road safety issues.</p>

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
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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	<p>It is recognised that many of the residents are older people and are more likely to live with a disability or a longer term health condition which may affect their mobility. Although no improvements are being proposed to footway provision on Black Dike Lane, the measures to be introduced should reduce the number of large vehicles and slow vehicles down, making Black Dike Lane safer for all residents and other road users such as cyclists and pedestrians.</p> <p>Increased perception of road safety should lead to increased active travel, and making the local area safer for pedestrians, cyclists, and horse riders.</p>	+	L
Disability	As above, the proposed measures should create an environment which is safer for all residents and road users.	+	L
Gender	No differential impact identified.	0	0
Gender Reassignment	No differential impact identified.	0	0
Marriage and civil partnership	No differential impact identified.	0	0
Pregnancy and maternity	As above, the proposed measures should create an environment which is safer for all residents and road users.	+	L

Race	No differential impact identified.	0	0
Religion and belief	No differential impact identified.	0	0
Sexual orientation	No differential impact identified.	0	0
Other Socio-economic groups including :	Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?		
Carer	Impacts for this group are similar to those identified for the disability and age characteristics. Access to properties or parking provision will not be affected so no impact has been identified in terms of carers accessing properties on the lane.	0	0
Low income groups	No differential impact identified.	0	0
Veterans, Armed Forces Community	No differential impact identified.	0	0
Other	Not applicable.		
Impact on human rights:			
List any human rights impacted.	No human rights impacts identified.	0	0

It should be noted that none of the equality groups offered a response to the formal consultation.

Step 5 - Mitigating adverse impacts and maximising positive impacts.

5.1	<p>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?</p>
<p>Monitoring of the performance of the completed scheme will be undertaken by regular reviews of feedback/complaints from residents and by reviews of speed data should concerns be raised.</p> <p>Accident data is reviewed annually. If proven not to have been successful in achieving its goals, further measures or amendments may need to be considered.</p> <p>Pedestrian facilities are not being improved despite concerns from residents about the lack of continuous footways. There is insufficient space to extend and/or widen footways without negatively impacting on household frontages and without introducing other road safety issues. If this continues to be a concern, then further modifications/improvements may need to be considered.</p>	

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>- 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.</p>	

- **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.

Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

Option selected	Conclusions/justification
No major change to the proposal	The proposal has a slightly beneficial impact on some protected characteristic groups.

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
Improved road safety	Review of resident feedback	Client / Designer	Over 12 months

Reduced speeds	Supplementary speed surveys		
Monitor accidents	Review of accident records		

Step 8 - Monitor, review and improve.

8. 1	<p>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?</p>
	<p>Monitoring of the performance of the completed scheme will be undertaken by regular reviews of feedback/complaints from residents and by reviews of speed data should concerns be raised. Accident data is reviewed annually.</p> <p>If proven not to have been successful in achieving its goals, further measures or amendments may need to be considered.</p>