

## Equality impact assessment (EIA) form: evidencing paying due regard to protected characteristics

### Harrogate Transforming Cities Fund proposals

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যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو براۓ مہربانی ہم سے پوچھئے۔



Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area	Environment – Highways & Transportation
Lead Officer and contact details	Tania Weston <a href="mailto:tania.weston@northyorks.gov.uk">tania.weston@northyorks.gov.uk</a>
Names and roles of other people involved in carrying out the EIA	Richard Binks, Head of Major Projects & Infrastructure Previously: Keisha Moore, NYCC; Matt Roberts, HBC
How will you pay due regard? e.g. working group, individual officer	Project team
When did the due regard process start?	Project initiation – September 2019

**Section 1. Please describe briefly what this EIA is about.** (e.g. are you starting a new service, changing how you do something, stopping doing something?)

A previous EIA looked at the impact of proposed new transport infrastructure under the Transforming Cities Fund in Skipton, Selby & Harrogate and was then updated to take into account the third public consultation for the Harrogate TCF scheme. This latest update also considers any potential impacts in relation to the proposed Traffic Regulation Order (TRO) amendments for the TCF scheme in Harrogate.

**Section 2. Why is this being proposed? What are the aims? What does the authority hope to achieve by it?** (e.g. to save money, meet increased demand, do things in a better way.)

The Transforming Cities fund is an initiative funded by Department for Transport aimed at driving economic growth through sustainable and inclusive access to employment and education opportunities. The aim is to deliver an improved Station Gateway in Harrogate (and also Skipton and Selby) with enhanced access for pedestrians & cyclists, balanced with the needs of car users

to encourage more people to use public transport and to access public transport by sustainable travel modes. Safety and security for all are also considerations

### **Section 3. What will change? What will be different for customers and/or staff?**

The proposals seek to make changes to railway stations and the surrounding streets with the introduction of cycle lanes, widening of footways, new one-way traffic flows, and improved public spaces. Users will experience easier, safer and quicker routes to travel by sustainable means. This will encourage more people to travel in this way and open up more opportunities to education, training and employment. The area around the bus and rail stations will feel pleasanter, encouraging people to stay in town longer, contributing to improved spend in the town centre.

The TRO amendments would formalise the proposed alterations to current road regulations in Harrogate town centre, namely:

- Amendments to parking zones, taxi, disabled and loading bays, waiting and loading restrictions
- Amendment to the One Way Order on Station Parade (to extend to Bower Road and introduce an exemption for cyclists)
- Introduction of a northbound One Way on Cheltenham Mount
- Introduction of a Bus Lane on the northern section of Station Parade
- Introduction of a pedestrian zone on James Street

### **Section 4. Involvement and consultation (What involvement and consultation has been done regarding the proposal and what are the results? What consultation will be needed and how will it be done?)**

Public Consultation has been undertaken on proposals for all three towns in addition to stakeholder engagement with other key bodies including:

Network Rail

Northern Rail/TransPennine Express

Local Businesses

Harrogate disability forum

Civic Societies

Transport groups, including bus operators, taxi operators and cycle groups

Mailings to a range of Seldom Heard Groups.

The proposals are at a detailed level of design. Three rounds of public consultation have taken place about the overall scheme. The first round of consultation was designed to understand any early concerns, issues and suggestions in order to incorporate into more detailed design. Second consultations were to understand views about more detailed aspects. The third consultation sought to update, and seek the views of, the public on changes since then.

The first consultation showed support for the principles of the scheme (with more survey respondents feeling very positive, positive or neutral about them than negative). The second consultation showed less support with 56% of respondents feeling negative or very negative about the proposals. The third consultation suggested a move towards more positivity, but indicated mixed views about the scheme, with 46% very negative or negative, 9% neutral and 45% very positive or positive. Answers relevant to the EqlA echo this mixed view of the scheme. 45% were negative in feeling that the scheme would balance the needs and safety of all road users, with 39% positive and 14% neutral. But more people (48%) agreed that it would be “easier and safer for everyone to get around” than disagreed (39%) or were neutral (13%). Whilst people felt it would encourage more

More people felt that it would encourage more cycling and walking people also disagreed that it would be more convenient for taxis and loading.

As part of the TRO process there was a further round of consultation (between 9 March and 6 April) this resulted in no responses from statutory consultees and 41 public responses. Details of any issues raised were considered by the Harrogate & Knaresborough ACC and are included in this report.

**Section 5. What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?**

The proposals are funded predominantly by the Department for Transport's Transforming Cities Fund and match contributions of £300k from the former Borough and County Council. Future maintenance will largely reside with North Yorkshire Council, plus other organisations, such as Network Rail where there are impacts on the railway network. It is anticipated that the maintenance impact will be modest as much of the infrastructure replaces older infrastructure. Detailed estimates of benefits and costs will be finalised as part of the Full Business Case.

<b>Section 6. How will this proposal affect people with protected characteristics ?</b>	<b>No impact</b>	<b>Make things better</b>	<b>Make things worse</b>	<b>Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.</b>
Age		x		<p>The average age of the resident population is 41.2 years old. 23.8% of the district population is aged over 65 years old compared to 22.4% nationally (ONS 2017). The district's population is ageing rapidly; with a forecasted 49% increase in people (17,800) aged over 65 by 2035.</p> <p>New infrastructure has been designed to comply with current best practice standards and legislation facilitating accessibility by all.</p> <p>Whilst some feedback has suggested a concern that those in higher age categories may rely on cars to travel, the proposals retain access and parking. The amount of blue badge parking is being maintained. Whilst there is a reduction in other parking Harrogate town centre is recognised to have more than sufficient parking within or close to the project area.</p> <p>Consideration of costs for younger and older populations will be reviewed at Full Business Case stage.</p> <p>The scheme will introduce more benches to provide people with the opportunity to rest if needed or simply enjoy the space.</p>

Disability		x	<p>5.5% of the district's population (24,628 residents) stated that their day-to-day activities were limited by a physical or mental impairment which has substantial and long-term adverse effect on their ability to carry out normal day to day activities (long term = 12 months) compared to 17.6% nationally (2011 Census).</p> <p>In the third consultation respondents were asked 'Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?'</p> <p>13% responded 'Yes'.</p> <p>Respondents were then asked 'Do any of your conditions or illnesses reduce your ability to carry out day-to-day activities?'</p> <p>3% said they were limited a lot. 11% said they were limited a little.</p> <p>New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all, this will provide improved public realm at the heart of the towns – consultation with disability groups on the Harrogate scheme identified key concerns/opportunities as access to toilets, taxis, crossings, surfacing and parking. The project team has considered each element in order to maximise value for disabled town centre users.</p> <p>The proposals include the need to reallocate some town centre parking, but the amount of blue badge parking is being maintained.</p> <p>3 taxi spaces are being removed on James Street. It is intended that these will be replaced on the west side of town (outside the project area) to better reflect the town's needs. An additional taxi space will be provided between the bus and railway stations, this provides a space without requiring station users to cross the street. The design proposals represent improved wheelchair access to taxis.</p> <p>Toilet facilities within the bus and rail station are not within scope but any opportunities will be identified as will potential mitigation options.</p> <p>Specific comments were received with regard to the sharing of space at One Arch and concerns this may impact disabled users, this has been</p>
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				<p>reviewed, with designs that prioritise pedestrians, including wheelchair users.</p> <p>Pavements will be widened where possible, with most widths at least 2m and none less than 1.5m. All crossings will have level access raised tables and tactiles. Materials have been selected to provide good levels of visual contrast between pavement, cycle ways and carriageways.</p> <p>Engagement with disability groups will continue throughout the scheme's development and after completion to understand impacts.</p>
Sex	x			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all. Introducing improved cycle infrastructure as this scheme aims to do has been shown to increase use by those sections of society that feel prevented from cycling. The proposed improved lighting, especially in the One Arch area is likely to improve women's feelings of safety.
Race	x			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all.
Gender reassignment	x			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all in improving the perceptions of safety for transgender, gender queer, and non-binary people and communities.
Sexual orientation	x			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all.
Religion or belief	x			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all. There are a number of places of worship close to the project area. Improving access generally is likely to improve access for those using these buildings.
Pregnancy or maternity		x		New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all. Wider pavements will provide more space for those walking through the area, whilst public realm enhancements will provide more seating enabling those who need to stop and rest more easily in this area.
Marriage or civil partnership	x			New infrastructure will be designed to comply with current best practice standards and legislation facilitating accessibility by all.

<b>Section 7. How will this proposal</b>	<b>No impact</b>	<b>Make things better</b>	<b>Make things worse</b>	<b>Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.</b>
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<b>affect people who...</b>				
...live in a rural area?	x			<p>The proposals focus on town centres, whilst the towns and the stations service wider rural hinterlands where car travel may be necessary the proposals will not remove the ability to access the town centres and stations by car or park in the near vicinity. If the aims of the project of encouraging shifts to sustainable transport are met, then access for those from more rural areas may improve.</p> <p>The project is unlikely to affect those in rural areas as it will not result in change to public transport provision. It may, however, provide a more sustainable opportunity for those at last mile journeys from arrival at the bus or rail station.</p>
...have a low income?		x		<p>Provision of new infrastructure enabling easier lower cost cycling and walking access is anticipated to benefit those on lower incomes who are less likely to access to a car, by providing better access to more opportunities to education, training and employment.</p>
...are carers (unpaid family or friend)?	x			<p>Carers who travel by motor vehicle are anticipated to experience the same impacts to journeys as the rest of the population. It may be that some find that active and sustainable travel modes become easier as a result of the changes.</p>

**Section 8. Geographic impact – Please detail where the impact will be (please tick all that apply)**

North Yorkshire wide	
Craven district	
Hambleton district	
Harrogate district	x
Richmondshire district	
Ryedale district	
Scarborough district	
Selby district	

**If you have ticked one or more districts, will specific town(s)/village(s) be particularly impacted? If so, please specify below.**

Harrogate town centre will be affected.

**Section 9. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) State what you think the effect may be and why, providing evidence from engagement, consultation and/or service user data or demographic information etc.**

The proposals will not affect those with a combination of protected characteristics more.

<b>Section 10. Next steps to address the anticipated impact. Select one of the following options and explain why this has been chosen. (Remember: we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us)</b>	<b>Tick option chosen</b>
<ul style="list-style-type: none"> <li>• <b>No adverse impact - no major change needed to the proposal.</b> There is no potential for discrimination or adverse impact identified.</li> </ul>	x
<ul style="list-style-type: none"> <li>• <b>Adverse impact - adjust the proposal</b> - The EIA identifies potential problems or missed opportunities. We will change our proposal to reduce or remove these adverse impacts, or we will achieve our aim in another way which will not make things worse for people.</li> </ul>	
<ul style="list-style-type: none"> <li>• <b>Adverse impact - continue the proposal</b> - The EIA identifies potential problems or missed opportunities. We cannot change our proposal to reduce or remove these adverse impacts, nor can we achieve our aim in another way which will not make things worse for people. (There must be compelling reasons for continuing with proposals which will have the most adverse impacts. Get advice from Legal Services)</li> </ul>	
<ul style="list-style-type: none"> <li>• <b>Actual or potential unlawful discrimination - stop and remove the proposal</b> – The EIA identifies actual or potential unlawful discrimination. It must be stopped.</li> </ul>	
<p><b>Explanation of why option has been chosen.</b> (Include any advice given by Legal Services.)</p> <p>At this stage the designs are not considered to have any adverse impacts on people with protected characteristics. The decision to complete a full EIA at this stage was based on feedback as part of the consultation process. This highlighted some areas that need careful consideration at full design stage to ensure that they do not disadvantage those people with mobility related characteristics.</p> <p>As the design process has progressed feedback has resulted in regular review of the designs and amendments to take concerns into account.</p> <p>Additional desk assessment and evidence to accompany the proposed changes are being conducted as part of the Full Business Case development in order to strengthen the confidence in the impacts and mitigations.</p>	

<p><b>Section 11. If the proposal is to be implemented, how will you find out how it is really affecting people?</b> (How will you monitor and review the changes?)</p>
<p>A monitoring plan, including evaluation measures will be developed for approval alongside the final designs as part of the Full Business Case.</p>

<p><b>Section 12. Action plan.</b> List any actions you need to take which have been identified in this EIA, including post implementation review to find out how the outcomes have been achieved in practice and what impacts there have actually been on people with protected characteristics.</p>				
Action	Lead	By when	Progress	Monitoring arrangements
Review parking changes as part of preliminary design ensuring equivalent	Project Manager	TRO consultation	Complete	Monthly project team meetings

provision is available				
Ensure any changed taxi parking is equally or more accessible than current if this is required	Project Manager	TRO consultation	Complete	Monthly project team meetings
Identify opportunities for accessible toilet facilities	Project manager	Final design	Complete	Monthly project team meetings
Review proposals to ensure safe segregation of users	Project manager	Final design	Complete	Monthly project team meetings
Engage further with disability groups to maximise opportunities and address concerns	Project manager	End of initial post-completion monitoring	Ongoing	Quarterly

**Section 13. Summary** Summarise the findings of your EIA, including impacts, recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

The proposals are at a detailed design stage and have completed three rounds of public consultation in addition to the statutory TRO consultation. The intent of the scheme is to improve accessibility to and within the town centres and the design philosophy has been to comply with current legislation, relevant standards and best practice and to seek to incorporate views received. The action plan developed will be maintained and evolve through the next design phase and subsequent stakeholder engagement and ensure that concerns can be addressed.

#### **Section 14. Sign off section**

This full EIA was completed by:

**Name:** Tania Weston

**Job title:** TCF Project Delivery Manager

**Directorate:** Environment

**Signature:**

**Completion date:** 11 May 2023

**Authorised by relevant Assistant Director (signature):** Barrie Mason

**Date:** 16 May 2023