

SECTION 1: CIA SUMMARY

Community Impact Assessment: Summary

1. Name of service, policy, function or criteria being assessed:

National Productivity Investment Fund Bid; York STEP - Smarter Travel Evolution Programme

2. What are the main objectives or aims of the service/policy/function/criteria?

The funding bid is designed to deliver City-wide data collection, modelling and decision making tools to the York road network. It will allow greatly enhanced urban traffic control, air quality and emissions management, and transport planning by utilising York's developing full fibre City project and developments in vehicle intelligence and communications to enhance York's readiness for the coming transport challenges.

3. Name and Job Title of person completing assessment:

Darren Capes; Transport Systems Manager

4. Have any impacts been Identified? (Yes/No)

Yes

Community of Identity affected:

All

Summary of impact:

Positive impacts will arise from the works across all communities of interest. These include improved access to services, employment, healthcare and housing .

5. Date CIA completed: 28 June 2017

6. Signed off by: James Gilchrist

7. I am satisfied that this service/policy/function has been successfully impact assessed.

Name: James Gilchrist

Position: Assistant Director Transport, Highways and Environment

Date: 29 June 2017

8. Decision-making body:

N/A

Date:

N/A

Decision Details:

N/A

Send the completed signed off document to ciasubmission@york.gov.uk It will be published on the intranet, as well as on the council website.

Actions arising from the Assessments will be logged on Verto and progress updates will be required

Community Impact Assessment (CIA)

Community Impact Assessment Title:

National Productivity Investment Fund Bid; York STEP - Smarter Travel Evolution Programme

What evidence is available **to suggest that the proposed service, policy, function or criteria could have a negative (N), positive (P) or no (None) effect** on quality of life outcomes? (Refer to guidance for further details)

Can negative impacts be justified? **For example: improving community cohesion; complying with other legislation or enforcement duties; taking positive action to address imbalances or under-representation; needing to target a particular community or group e.g. older people.** NB. Lack of financial resources alone is NOT justification!

Community of Identity: Age

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|---|---|---|-------------------------------|----------------------------|
| Outline feasibility designs and scheme proposals | | Access to Services and Employment Access to High Quality Healthcare Standard of Living (access to housing, including affordable housing) Productive and Valued Activities (access to employment) | P | N |
| Details of Impact | <i>Can negative impacts be justified?</i> | Reason/Action | Lead Officer | Completion Date |
| The STEP proposals will deliver improved live information regarding highway conditions that allow better traffic management, reductions in localised congestion and air quality / emissions improvements. This will have a benefit for the health of all road users and citizens. This will also allow for additional highway capacity to be released to support walking and cycling, leading to improved health outcomes for citizens. Later elements of STEP will introduce vehicle infrastructure communications, allowing cooperative | N/A | N/A | Darren Capes | 29.6.17 |

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| vulnerable road user protection technologies to be introduced. | | | | |
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Community of Identity: Carers of Older or Disabled People

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|---|------------------------------------|---|-------------------------------|----------------------------|
| Outline feasibility designs and scheme proposals | | Access to Services and Employment Access to High Quality Healthcare Standard of Living (access to housing, including affordable housing) Productive and Valued Activities (access to employment) | P | N |
| Details of Impact | Can negative impacts be justified? | Reason/Action | Lead Officer | Completion Date |
| The STEP proposals will deliver improved live information regarding highway conditions that allow better traffic management, reductions in localised congestion and air quality / emissions improvements. This will have a benefit for the health of all road users and citizens. This will also allow for additional highway capacity to be released to support walking and cycling, leading to improved | N/A | N/A | Darren Capes | 29.6.17 |

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| health outcomes for citizens. Later elements of STEP will introduce vehicle infrastructure communications, allowing cooperative vulnerable road user protection technologies to be introduced. | | | | |
|--|--|--|--|--|

| Community of Identity: Disability | | | | |
|---|------------------------------------|---|-------------------------------|----------------------------|
| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
| Outline feasibility designs and scheme proposals | | Access to Services and Employment Access to High Quality Healthcare Standard of Living (access to housing, including affordable housing) Productive and Valued Activities (access to employment) | P | N |
| Details of Impact | Can negative impacts be justified? | Reason/Action | Lead Officer | Completion Date |
| The STEP proposals will deliver improved live information regarding highway conditions that allow better traffic management, reductions in localised congestion and air quality / emissions improvements. This will have a benefit for the health of all road users | N/A | N/A | Darren Capes | 29.6.17 |

| | | | | |
|--|--|--|--|--|
| and citizens. This will also allow for additional highway capacity to be released to support walking and cycling, leading to improved health outcomes for citizens. Later elements of STEP will introduce vehicle infrastructure communications, allowing cooperative vulnerable road user protection technologies to be introduced. | | | | |
|--|--|--|--|--|

| Community of Identity: Gender | | | | |
|--|------------------------------------|---|-------------------------------|----------------------------|
| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
| Outline feasibility designs and scheme proposals | | Access to Services and Employment Access to High Quality Healthcare Standard of Living (access to housing, including affordable housing) Productive and Valued Activities (access to employment) | P | N |
| Details of Impact | Can negative impacts be justified? | Reason/Action | Lead Officer | Completion Date |
| The STEP proposals will deliver improved live information regarding highway conditions that allow better traffic management, | N/A | N/A | Darren Capes | 29.6.17 |

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|---|--|--|--|--|
| reductions in localised congestion and air quality / emissions improvements. This will have a benefit for the health of all road users and citizens. This will also allow for additional highway capacity to be released to support walking and cycling, leading to improved health outcomes for citizens. Later elements of STEP will introduce vehicle infrastructure communications, allowing cooperative vulnerable road user protection technologies to be introduced. | | | | |
|---|--|--|--|--|

Community of Identity: Gender Reassignment

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|--|---|---|-------------------------------|----------------------------|
| Outline feasibility designs and scheme proposals | | Access to Services and Employment Access to High Quality Healthcare Standard of Living (access to housing, including affordable housing) Productive and Valued Activities (access to employment) | P | N |
| Details of Impact | <i>Can negative impacts be justified?</i> | Reason/Action | Lead Officer | Completion Date |

| | | | | |
|--|-----|-----|--------------|---------|
| The STEP proposals will deliver improved live information regarding highway conditions that allow better traffic management, reductions in localised congestion and air quality / emissions improvements. This will have a benefit for the health of all road users and citizens. This will also allow for additional highway capacity to be released to support walking and cycling, leading to improved health outcomes for citizens. Later elements of STEP will introduce vehicle infrastructure communications, allowing cooperative vulnerable road user protection technologies to be introduced. | N/A | N/A | Darren Capes | 29.6.17 |
|--|-----|-----|--------------|---------|

Community of Identity: Marriage & Civil Partnership

| Evidence | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|--|---|-------------------------------|----------------------------|
| Outline feasibility designs and scheme proposals | Access to Services and Employment Access to High Quality Healthcare Standard of Living (access to housing, including affordable housing) Productive and Valued Activities (access to employment) | P | N |

| Details of Impact | Can negative impacts be justified? | Reason/Action | Lead Officer | Completion Date |
|--|------------------------------------|---------------|--------------|-----------------|
| The STEP proposals will deliver improved live information regarding highway conditions that allow better traffic management, reductions in localised congestion and air quality / emissions improvements. This will have a benefit for the health of all road users and citizens. This will also allow for additional highway capacity to be released to support walking and cycling, leading to improved health outcomes for citizens. Later elements of STEP will introduce vehicle infrastructure communications, allowing cooperative vulnerable road user protection technologies to be introduced. | N/A | N/A | Darren Capes | 29.6.17 |

Community of Identity: Pregnancy / Maternity

| Evidence | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|--|--|-------------------------------|----------------------------|
| Outline feasibility designs and scheme proposals | Access to Services and Employment Access to High Quality Healthcare Standard of Living (access to housing, | P | N |

| | | including affordable housing) Productive and Valued Activities (access to employment) | | |
|--|---|--|--------------|-----------------|
| Details of Impact | <i>Can negative impacts be justified?</i> | Reason/Action | Lead Officer | Completion Date |
| The STEP proposals will deliver improved live information regarding highway conditions that allow better traffic management, reductions in localised congestion and air quality / emissions improvements. This will have a benefit for the health of all road users and citizens. This will also allow for additional highway capacity to be released to support walking and cycling, leading to improved health outcomes for citizens. Later elements of STEP will introduce vehicle infrastructure communications, allowing cooperative vulnerable road user protection technologies to be introduced. | N/A | N/A | Darren Capes | 29.6.17 |

Community of Identity: Race

| Evidence | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|----------|----------------------------|-------------------------------|----------------------------|
|----------|----------------------------|-------------------------------|----------------------------|

| Outline feasibility designs and scheme proposals | | Access to Services and Employment Access to High Quality Healthcare Standard of Living (access to housing, including affordable housing) Productive and Valued Activities (access to employment) | P | N |
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| Details of Impact | <i>Can negative impacts be justified?</i> | Reason/Action | Lead Officer | Completion Date |
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Community of Identity: Religion / Spirituality / Belief

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|---|---|---|-------------------------------|----------------------------|
| Outline feasibility designs and scheme proposals | | Access to Services and Employment Access to High Quality Healthcare Standard of Living (access to housing, including affordable housing) Productive and Valued Activities (access to employment) | P | N |
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| vulnerable road user protection technologies to be introduced. | | | | |
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Community of Identity: Sexual Orientation

| Evidence | | Quality of Life Indicators | Customer Impact (N/P/None) | Staff Impact (N/P/None) |
|---|------------------------------------|---|-------------------------------|----------------------------|
| Outline feasibility designs and scheme proposals | | Access to Services and Employment Access to High Quality Healthcare Standard of Living (access to housing, including affordable housing) Productive and Valued Activities (access to employment) | P | N |
| Details of Impact | Can negative impacts be justified? | Reason/Action | Lead Officer | Completion Date |
| The STEP proposals will deliver improved live information regarding highway conditions that allow better traffic management, reductions in localised congestion and air quality / emissions improvements. This will have a benefit for the health of all road users and citizens. This will also allow for additional highway capacity to be released to support walking and cycling, leading to improved | N/A | N/A | Darren Capes | 29.6.17 |

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| health outcomes for citizens. Later elements of STEP will introduce vehicle infrastructure communications, allowing cooperative vulnerable road user protection technologies to be introduced. | | | | |
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