

As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration. In all appropriate instances we will need to carry out an equality, diversity, cohesion and integration impact assessment.

This form:

- can be used to prompt discussion when carrying out your impact assessment
- should be completed either during the assessment process or following completion of the assessment
- should include a brief explanation where a section is not applicable

Directorate: City Development	Service area: City Centre Management
Lead person: Mark Durham	Contact number: 0113 2474685
Date of the equality, diversity, cohesion and integration impact assessment: 19th November 2013	

1. Title: Extension in the Pedestrianised Hours in Leeds City Centre
Is this a:
<input type="checkbox"/> Strategy /Policy <input type="checkbox"/> Service / Function <input checked="" type="checkbox"/> Other
If other, please specify: A Legal Order, preventing vehicles from accessing the pedestrianised area within Leeds city centre between the hours of 10.30am and 7pm

2. Members of the assessment team:


Name	Organisation	Role on assessment team e.g. service user, manager of service, specialist
Mark Durham	Leeds City Council	Project Co-ordinator

3. Summary of strategy, policy, service or function that was assessed:	
<p>Leeds City Council is proposing to increase the hours of pedestrianisation in Leeds city centre's retail core from the current hours of 10.30am – 4.30pm, to new hours of 10.30am – 7pm, seven days a week.</p> <p>This EIA recognises a previous, comprehensive EIA (from August 2011) which looked at access to the pedestrianised area by vehicles carrying disabled passengers. This current EIA does not seek to re-explore the issues that were comprehensively documented in the previous EIA, because the proposal to extend the pedestrianised hours does not propose any changes, other than to extend the period of time by which vehicle access for loading is prevented.</p> <p>This EIA looks at the positive and negative effects that extending the pedestrianised hours may have on a variety of groups.</p>	

4. Scope of the equality, diversity, cohesion and integration impact assessment (complete - 4a. if you are assessing a strategy, policy or plan and 4b. if you are assessing a service, function or event)
--

4a. Strategy, policy or plan (please tick the appropriate box below)	
The vision and themes, objectives or outcomes	<input type="checkbox"/>
The vision and themes, objectives or outcomes and the supporting guidance	<input type="checkbox"/>
A specific section within the strategy, policy or plan	<input checked="" type="checkbox"/>
Please provide detail: The proposal to extend the pedestrianised hours is delivered through an alteration to an existing Traffic Regulation Order (TRO). The proposal does not fit easily into any of the categories listed in 4a or 4b.	

4b. Service, function, event please tick the appropriate box below	
The whole service (including service provision and employment)	<input type="checkbox"/>
A specific part of the service (including service provision or employment or a specific section of the service)	<input type="checkbox"/>

Procuring of a service (by contract or grant) (please see equality assurance in procurement)	
Please provide detail:	

5. Fact finding – what do we already know
 Make a note here of all information you will be using to carry out this assessment. This could include: previous consultation, involvement, research, results from perception surveys, equality monitoring and customer/ staff feedback.

(priority should be given to equality, diversity, cohesion and integration related information)

We already know that:

- A previous EIA was carried out in August 2011. This was a comprehensive EIA which evaluated access to the pedestrianised area, particularly by disabled people in vehicles.
- The August 2011 EIA concluded that vehicles carrying disabled passengers should not be allowed access to the pedestrianised area, because that would compromise the safety of other pedestrians using the area. Vehicle access is only allowed onto the retail core, outside pedestrianised hours, for the purposes of loading.
- The August 2011 EIA showed that since 1979, the number of pedestrian injury accidents on Briggate had been:
 - 6.7 accidents per year** (when the street was open to all traffic) ;
 - to 2.7 accidents per year** (when the street was open to only buses and taxis);
 - to 0.23 accidents per year**, since the street has been fully pedestrianised.

This significant drop shows the clear safety benefits derived from pedestrianisation. It is expected that the extension in pedestrianised hours will improve these figures still further.
- The August 2011 concluded with an eight point action plan. The points raised as part of the action plan have been (or will be) addressed separately – they will not be dealt with as part of proposals to extend the pedestrianised hours.
- The current pedestrianisation generally works very well. The pedestrianised area of Leeds city centre is one of the most economically successful retail areas in the UK and total footfall is around 1 million per week (and rising). However, retailers are now regularly open until 8pm so the current pedestrianised hours are out of date, and the streets are still very busy when vehicles are allowed on at 4.30pm. It is therefore proposed that the pedestrianised hours are extended from 10.30am - 4.30pm to 10.30am – 7pm.
- The current pedestrian injury accident rate is currently at a historic low of 0.23 accidents per year on average.
- It is not proposed to alter anything other than the hours of pedestrianisation. The geographic area will remain the same, as will the access and dispensation arrangements for vehicles.

Are there any gaps in equality and diversity information

Please provide detail:

As part of this process, we have not **specifically** sought the views of equality groups, because there is no change to access for disabled people and other groups, other than a positive impact. The proposals to alter the Traffic Regulation Order have been formally advertised, so groups have had the chance to voice their opinion. None of the groups responded to the formal advertising.

Action required: None

6. Wider involvement – have you involved groups of people who are most likely to be affected or interested

Yes

No

Please provide detail:

There will be no changes to the access as part of this proposal, the only alteration to the current situation is that the hours of pedestrianisation will increase from 10.30am – 4.30pm to 10.30am to 7pm.

As described above, we have not specifically sought the views of equality groups, but the proposals to alter the Traffic Regulation Order have been formally advertised, so groups have had the chance to voice their opinion.

Action required: None

7. Who may be affected by this activity?

please tick all relevant and significant equality characteristics, stakeholders and barriers that apply to your strategy, policy, service or function

Equality characteristics

Age

Carers

Disability

Gender reassignment

Race

Religion or Belief

Sex (male or female)

Sexual orientation

Other

(for example – marriage and civil partnership, pregnancy and maternity, social class, income, unemployment, residential location or family background, education or skills level)

Please specify:		
Stakeholders		
<input checked="" type="checkbox"/> Services users	<input checked="" type="checkbox"/> Employees	<input checked="" type="checkbox"/> Trade Unions
<input checked="" type="checkbox"/> Partners	<input checked="" type="checkbox"/> Members	<input checked="" type="checkbox"/> Suppliers
<input type="checkbox"/> Other please specify		
Potential barriers.		
<input type="checkbox"/> Built environment	<input checked="" type="checkbox"/> Location of premises and services	
<input type="checkbox"/> Information and communication	<input type="checkbox"/> Customer care	
<input checked="" type="checkbox"/> Timing	<input type="checkbox"/> Stereotypes and assumptions	
<input type="checkbox"/> Cost	<input type="checkbox"/> Consultation and involvement	
<input type="checkbox"/> specific barriers to the strategy, policy, services or function		
Please specify		

<p>8. Positive and negative impact Think about what you are assessing (scope), the fact finding information, the potential positive and negative impact on equality characteristics, stakeholders and the effect of the barriers</p>
<p>8a. Positive impact:</p> <p>The positive impact of the proposal to extend the pedestrianised hours affects everyone who uses the city centre as a pedestrian.</p> <p>Having a fully pedestrianised retail core until 7pm provides a safe, welcoming, vehicle-free environment until the early evening.</p> <p>Currently, vehicles are allowed onto the pedestrianised area from 4.30pm, which Executive Board consider to be too early, because the streets are still very busy with pedestrians.</p> <p>Retail hours are getting later, with many shops now open until 8pm. The extension in the pedestrianised hours recognises this fact, and will provide a more comfortable evening shopping experience for all pedestrians.</p>

Section 5 in this assessment demonstrates the safety benefits in extending the pedestrianised hours – when streets are pedestrianised, the number of pedestrian injury accidents reduces. All groups of people who use the area will benefit from the improved safety.

The feeling of safety is also very important, people need to feel comfortable and welcome in the city centre, they need to feel that the whole pedestrianised area is a safe zone for walking.

The proposed extension is particularly beneficial for those people who are partially sighted, or those with a physical disability which means that it is harder for them to move out of the way of traffic. It is also beneficial for carers who have responsibility for the mobility of their client. Any groups who feel particularly unsafe when in conflict with vehicles, such as some elderly people and those who are hard of hearing, will draw comfort from the fact the area will be pedestrianised for longer.

Action required:

None

8b. Negative impact:

The 2011 Equality Impact Assessment of vehicle access to Briggate concluded that vehicles carrying disabled passengers should not be allowed onto Briggate, because this would be detrimental to all the positive impacts listed in 8a.

The conclusion from the 2011 EIA still applies today.

The proposal to extend the pedestrianised hours means that vehicles will not be able to access the retail core until after 7pm. Vehicles that do access the area, outside of pedestrianised hours, are only allowed for the purposes of loading. Vehicles carrying disabled people will therefore not be able to access the area at any time, unless for the purposes of loading. This is exactly the same situation as now (other than the loading cut-off being 7pm rather than 4.30pm) so there is no change.

Action required:

None

9. Will this activity promote strong and positive relationships between the groups/communities identified?

Yes

No

Please provide detail:

It won't have a significant impact on relationships between groups.

Action required: None

10. Does this activity bring groups/communities into increased contact with each other (e.g. in schools, neighbourhood, workplace)?

Yes

No

Please provide detail:

It won't have a specific impact on increasing contact within groups, other than increasing the likelihood that more groups of people will feel more comfortable using the area, so overall footfall ought to increase.

Action required: None

11. Could this activity be perceived as benefiting one group at the expense of another?

Yes

No

Please provide detail:

The proposal to extend the pedestrianised hours means that vehicles will not be able to access the retail core until after 7pm. Vehicles that do access the area, outside of pedestrianised hours, are only allowed for the purposes of loading. Vehicles carrying disabled people will therefore not be able to access the area at any time, unless for the purposes of loading. This is exactly the same situation as now (other than the loading cut-off being 7pm rather than 4.30pm) so there is no change.

Action required:

None

12. Equality, diversity, cohesion and integration action plan

(insert all your actions from your assessment here, set timescales, measures and identify a lead person for each action)

Action	Timescale	Measure	Lead person
Ensure the benefits of the extended pedestrianisation are maximised by enforcing the new Order, to make sure the pedestrian environment is as safe and welcoming as possible, to all groups of people.	From implementation in early 2014	Number of vehicles within pedestrianised core during pedestrianised hours	City Centre Management, West Yorkshire Police, Parking Services

13. Governance, ownership and approval

State here who has approved the actions and outcomes from the equality, diversity, cohesion and integration impact assessment

Name	Job Title	Date

14. Monitoring progress for equality, diversity, cohesion and integration actions (please tick)

- As part of Service Planning performance monitoring
- As part of Project monitoring
- Update report will be agreed and provided to the appropriate board
Please specify which board
- Other (please specify)

15. Publishing

Date copy sent to Equality Team	
Date published	