

Equality, Diversity, Cohesion and Integration (EDCI) screening

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.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being or has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: City Development	Service area: Transport Strategy
Lead person: Rebecca Dickson	Contact number: Rebecca.dickson@leeds.gov.uk

1. Title: North-west Leeds Growth Hub Connectivity project

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify
Highways scheme

2. Please provide a brief description of what you are screening

Following approval of an additional £508,000 in development funding, to be drawn down from the West Yorkshire Transport Fund allocation, towards the NW Leeds Growth Hub Connectivity project, this decision seeks approval to amend the existing funding agreement with WYCA for this scheme.

The project will provide a series of improvements to connectivity between the proposed NW Leeds Employment Hub, proposed Parkway Rail station and Leeds Bradford Airport. This will focus on provision for shuttle bus connectivity, walking and cycling links, to improve public transport connectivity and initiate a step change towards more

sustainable modes to and from these developments and throughout the wider communities in this vicinity.

3. Relevance to equality, diversity, cohesion and integration

All the council's strategies and policies, service and functions affect service users, employees or the wider community – city wide or more local. These will also have a greater or lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?	x	
Have there been or likely to be any public concerns about the policy or proposal?		X
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> • Eliminating unlawful discrimination, victimisation and harassment • Advancing equality of opportunity • Fostering good relations 		x

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

4. Considering the impact on equality, diversity, cohesion and integration (EDCI)

• How have you considered equality, diversity, cohesion and integration?

Equality, diversity, cohesion and integration have been considered when designing the NW Leeds Growth Hub Connectivity project. The project aims to deliver improvements for public transport, walking and cycling connectivity, particularly focussed on the proposed employment hub, proposed parkway rail station and the airport. The project will deliver an

initial access to the employment hub, helping to unlock the economic benefits associated with this allocated site. The project will also deliver improved walking and cycling connections into the wider community, helping to connect local communities, via more sustainable and affordable modes, to employment and educational opportunities.

It is acknowledged that the designs are not complete, and so there may be some gaps within this EDCI screening document. The intention is to produce a further, more detailed screening document and/or full EIA, once the pre-liminary designs are complete, and the project progresses to detailed design / FBC.

The project aims to deliver benefits for public transport users through providing new and improved connections to this area of NW Leeds. It is acknowledged that women, older people and younger people are more reliant on public transport - this is partly linked to the relative affordability of public transport and to likelihood of car ownership / ability to drive. The scheme benefits are therefore anticipated to disproportionately affect people with these characteristics.

Much of the economic benefit associated with the employment hub, will be dependent on the mix of employment that comes forward here, though it anticipated that there will be opportunities for people of varying grades and levels of experience. Similarly, the profile of airport employees reflects that there are opportunities across various levels. This may mean that the improved connectivity by public transport and active modes, particularly benefits younger people who seek to access new employment opportunities but tend to be more reliant on public and active travel modes.

New crossing facilities for walking and cycling are proposed on Scotland Lane. These changes are anticipated to disproportionately benefit more vulnerable people who are walking and wheeling such as children, older people and disabled people.

Improvements to cycling provision in the area is achieved through new segregated routes between the parkway station and Whitehouse Lane, where there will be connections to both the airport and employment hub, and new crossing facilities. This is seen to improve both the safety and perception of safety for people who are cycling and will disproportionately benefit more vulnerable and less confident cyclists such as children and younger people, and women for whom perception of safety is shown to be a barrier to active travel.

There are some areas of shared footway currently proposed on Whitehouse Lane. This area is anticipated to have relatively low footfall and so the potential conflict between cyclists and people walking or wheeling is minimal. However, it is acknowledged that this could be a slight negative impact for more vulnerable pedestrians and people with disabilities such as visual impairments. This is in part balanced against the benefits of improved safety and perception of safety for people cycling along Whitehouse Lane, where there is currently no specific provision. Those groups who are seen to particularly benefit are more vulnerable and less confident cyclists such as children and younger people, and women.

National and LCC standards for cycle infrastructure design and safety have been incorporated into the designs. The designs are additionally going to be reviewed by the WYCA Quality Panel.

<ul style="list-style-type: none"> • Key finding <p>Evidence suggests that women, younger people and older people tend to be more reliant on public transport and more likely to use public transport across Leeds. The benefits of improved connectivity via public transport will therefore disproportionately affect people within these groups.</p> <p>The scheme is anticipated to result in key benefits for people who are walking, wheeling or cycling. These benefits are anticipated to disproportionately affect groups with protected characteristics – particularly, women, disabled people, younger people and children, and older people.</p>
<ul style="list-style-type: none"> • Actions <p>A further, more detailed EDCI screening or full appraisal on the Detailed Designs will be undertaken.</p>

<p>5. If you are not already considering the impact on equality, diversity, cohesion and integration you will need to carry out an impact assessment.</p>	
Date to scope and plan your impact assessment:	N/A
Date to complete your impact assessment	N/A
Lead person for your impact assessment (Include name and job title)	N/A

<p>6. Governance, ownership and approval</p> <p>Please state here who has approved the actions and outcomes of the screening</p>		
Name	Job title	Date
Rebecca Dickson	Principal Transport Planner	12/03/24
Date screening completed		

<p>7. Publishing</p> <p>Though all key decisions are required to give due regard to equality the council only publishes those related to Executive Board, Full Council, Key Delegated Decisions or a Significant Operational Decision.</p>

A copy of this equality screening should be attached as an appendix to the decision making report:

- Governance Services will publish those relating to Executive Board and Full Council.
- The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions.
- A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record.

Complete the appropriate section below with the date the report and attached screening was sent:

For Executive Board or Full Council – sent to Governance Services	Date sent: []
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent: []
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: []