

Equality, Diversity, Cohesion and Integration Impact Assessment

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: Highways and Transportation |
| Lead person: Nicholas Hunt | Contact number: 0113 3787487 |
| Date of the equality, diversity, cohesion and integration impact assessment: 1 st April 2024 | |

| | | |
|---|--|--|
| 1. Title: Residents of Eccup Deputation to Council | | |
| Is this a: | | |
| <input type="checkbox"/> Strategy /Policy | <input type="checkbox"/> Service / Function | <input checked="" type="checkbox"/> Other |
| If other, please specify | | |
| Deputation to the Council | | |

2. Members of the assessment team:

| Name | Organisation | Role on assessment team e.g. service user, manager of service, specialist |
|---------------|---------------------|--|
| Nicholas Hunt | Traffic Engineering | Project lead |
| | | |

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| 3. Summary of strategy, policy, service or function that was assessed: |
| Leeds City Council, in partnership with West Yorkshire Police, Fire and Rescue Service and the Police and Crime Commissioner for West Yorkshire have collaborated to |

develop the Leeds Vision Zero strategy. Our vision is for there to be zero fatalities or serious injuries on Leeds roads by 2040.

This target will be challenging for us to meet, so to be successful Leeds will need to work together even more effectively, do some things differently, do more of the things that are known to work and if necessary, implement new initiatives. It will be vital for this to be underpinned by effective data analysis and research.

Throughout the world and across the UK, governments, local authorities, and police forces are adopting the latest best practice Vision Zero and Safe Systems approach to road safety. This will improve road safety, support active travel, and will protect the most vulnerable so that no-one is left behind.

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 type="checkbox"/> |

Please provide detail:

The Deputation request that Leeds City Council supports a pilot scheme to create a rural well-being zone within the Eccup area. The Deputation claims that this would help improve road safety, reduce emissions, and support more active travel choices, which in turn will aid mental health and reduce pressures on the NHS

Improving road safety and enhancing residents' confidence to walk, wheel or cycle contributes to the objectives of Leeds City Councils Local Transport Plan of connecting local communities safely. Such schemes can also reduce carbon emissions, air and noise pollution, thus supporting the objectives of Leeds Climate Change Strategy. They can also improve the health and wellbeing of people living in Leeds and using Leeds roads thus supporting the objectives of Leeds Health and Wellbeing Strategy for improving community safety.

The deputation seeks to:-

- reducing the dominance of motor vehicles and reducing motor vehicle speeds;
- making walking and cycling safer and more attractive as forms of transport and thereby increasing levels of walking and cycling in the city;

- making footways more accessible to all users.

| | |
|--|--------------------------|
| 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) | <input type="checkbox"/> |
| Please provide detail: | |

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| <p>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.</p> <p>(priority should be given to equality, diversity, cohesion and integration related information)</p> <p>Casualty analysis reflects characteristics including age, sex, locational data and classification of road user (e.g. vulnerable users like cyclists or pedestrians).</p> <p>Highway users and other stakeholders identify locations where issues are present for example with barriers to accessibility or where crossing the road is difficult. This is then assessed and targeted interventions are then developed and included in future road safety programmes. Many of the schemes are generated through correspondence with the general public through the front facing elements of Highways & Transportation or via other forms of representations, such as this deputation.</p> <p>Are there any gaps in equality and diversity information Please provide detail:</p> <p>As part of any new scheme which may be developed, a robust understanding of the core principles associated with each theme will have its own impact on EDI and this may vary accordingly.</p> <p>Action required:</p> <p>Use of national studies will be combined with the lessons learned from successful interventions to further develop the ability to address any differential impact. There are opportunities for intersectionality across themes and schemes where multiple protected</p> |
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characteristics may be beneficially impacted by well designed interventions based on prior learning.

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

Yes

No

Please provide detail:

As part of each scheme development, there is a requirement to consult both locally and statutory in some cases.

Within Leeds there are a large number of stakeholder organisations, representing a wide range of groups, who may be engaged with and/or consulted with on a scheme by scheme basis. The following is a select list of organisations with which Leeds do and can engaged with, with a focus on groups with protected characteristics, but it is not a comprehensive list of all stakeholders who were contacted.

- The bus operators;
- The emergency services;
- The Leeds City Council Disability and Wellness Network, which represents disabled staff at Leeds City Council;
- The Leeds City Council LGBT+ Network, which represents LGBT+ staff at Leeds City Council;
- The Leeds City Council Race Equality Network, which represents ethnically diverse staff at Leeds City Council;
- The Disability Hub, which convenes groups representing disabled people in the community;
- The Access and Usability Group, which represents disabled people;
- Leeds University Disability Centre;
- The Leeds Cycling Campaign;
- Clean Air Alliance;
- Leeds Local Access Forum;
- National Federation of the Blind;
- The RNIB; and
- Leeds Society for Deaf and Blind People.

Action required:

Ensure that consultation is undertaken correctly and that no one is excluded. Continue to develop a directory of stakeholder groups representing groups with protected characteristics. Update groups on progress as the scheme develops, especially during the construction phase.

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

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Age | <input type="checkbox"/> Carers | <input checked="" type="checkbox"/> Disability |
| <input type="checkbox"/> Gender reassignment | <input checked="" type="checkbox"/> Race | <input type="checkbox"/> Religion or Belief |
| <input type="checkbox"/> Sex (male or female) | <input type="checkbox"/> Sexual orientation | |
| <input type="checkbox"/> 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 type="checkbox"/> Employees | <input type="checkbox"/> Trade Unions |
| <input checked="" type="checkbox"/> Partners | <input checked="" type="checkbox"/> Members | <input type="checkbox"/> Suppliers |
| <input type="checkbox"/> Other please specify | | |

Potential barriers.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Built environment services | <input checked="" type="checkbox"/> Location of premises and |
| <input checked="" type="checkbox"/> Information and communication | <input checked="" type="checkbox"/> Customer care |
| <input checked="" type="checkbox"/> Timing | <input checked="" type="checkbox"/> Stereotypes and assumptions |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

Cost

Consultation and involvement

specific barriers to the strategy, policy, services or function

Please specify

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

8a. Positive impact:

The project is likely to have positive impacts on the following equality characteristics:

1. Age

Both younger and older people are positively impacted by the introduction of the Vision Zero Road Safety Strategy

This programme of road safety interventions prioritises vulnerable road users. Busy roads carrying fast moving motor vehicles can deter people from walking, push scooting or cycling for local journeys, travelling to and from school or work, and can make places less pleasant to live and visit. The most vulnerable in society such as children, older people and those with disabilities can be the most adversely affected by the consequences of collisions and the fear of road danger. Therefore, both younger and older people are positively impacted by the introduction of this programme of road safety measures, as this will help reduce speeding and road danger.

Older drivers may have slower reaction times and reducing speed limits or simplified layouts will enable better comprehension and increased time to react to road hazards with a consequent reduction in the number and severity of collisions.

The capacity of children to 'travel around the city safely and independently' was the first of the children's 12 wishes on how to make Leeds a Child Friendly City.

Children and young people are unable to drive and are therefore more reliant on public transport, walking and cycling. Changes to the city centre which make walking and cycling safer and more convenient will benefit this group, helping them travel independently.

Children under the age of 12 are unable to effectively judge traffic speeds or more complex manoeuvres and would therefore benefit specifically from the improved provision of pedestrian crossings and the reduction in carriageway speeds that will result from a narrower carriageway.

2. Disability

This review of this deputation will be in accord with the “Safe Systems” approach and the recent update to the Highway Code, which highlight the need to prioritise the needs of people walking, wheeling and cycling. Any scheme will aim to improve road safety, support active travel, and will protect the most vulnerable so that no-one is left behind.

The Safer Streets pillar within the Vision Zero Road Safety Strategy, details the important role of Road Safety Audit. This process is an independent safety check of all new highway infrastructure and ensures that all new infrastructure takes account of all road users, including those with mobility or disability impairments needs.

The Accessibility programme provides smaller interventions aimed at removing barriers to travel (e.g. providing dropped kerbs or tactile paving). This supports wider transport choices with a reduced reliance on motor vehicle use and offers positive benefits to this characteristic.

3. Sex

Studies have demonstrated that women involved in recorded injury collisions are more likely to experience a higher level of severity of injury.

Action required:

Each scheme delivered under this programme – whether education, enforcement or engineering – will consider the differential impacts on the characteristics referenced above and ensure that the proposed interventions consider these and document the impact through an EDI screening.

8b. Negative impact:

- i) There may be a perception that interventions are targeted at specific characteristics
- ii) Some engineering interventions may negatively affect protected characteristics e.g. traffic calming may cause severe discomfort for the disabled.
- iii) Negative impacts of specific schemes

Action required:

- i) Interventions will be data led
- ii) The effects of negative impact will be reviewed against the positive benefits e.g. traffic calming can offer positive benefits to vulnerable road users. Any interventions will be delivered in accordance with national guidance and alternatives will be considered which may have a lesser impact.

iii) Site specific reviews will be undertaken to understand any specific needs.

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

Yes

No

Please provide detail:

Reducing the dominance of traffic and improving road safety and the road environments will create a better environment for all sections of the local communities to come together and interact. Creating a more inclusive environment will hopefully support all groups and communities to participate more in public life.

Action required:

Close working across the major themes of education, engineering and enforcement will support the programme and enable benefits to be fully realised while counteracting negative impacts.

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

Yes

No

Please provide detail:

The deputation seeks to encourage healthier travel choices via a safer road environment. Creating 'spaces to dwell' and encouraging a shift from private transport towards active modes will increase and improve interaction between groups and communities.

Action required:

Close working across the major themes of education, engineering and enforcement will support the programme and enable benefits to be fully realised while counteracting negative impacts.

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

| Yes | No |
|-------------------------------|-----------|
| Please provide detail: | |
| Action required: | |

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 |
|---------------|------------------|----------------|--------------------|
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| | | | |

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 |
|---------------|-----------------------------|----------------------------|
| Nicholas Hunt | Traffic Engineering Manager | 1 st April 2024 |

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 | 4 th April 2024 |
| Date published | TBC following approval |