

Appendix 4

Equality, Diversity, Cohesion and Integration 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/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: City Development	Service area: Highways and Transportation (<i>Engineering Projects</i>)
Lead person: John White	Contact number: 0113 37 87558

1. Title: City Connect 2		
Is this a:		
Strategy / Policy <input type="checkbox"/>	Service / Function <input type="checkbox"/>	Other <input checked="" type="checkbox"/>
If other, please specify Infrastructure Project		

2. Please provide a brief description of what you are screening
<p>The screening focuses on the report seeking approval to implement the proposals associated with the City Connect 2 Leeds City Centre Cycling ambition – see attached ‘Leeds City Centre Cycling Ambition’ leaflet.</p> <p>In summary the works comprise the construction of a dedicated cycle track by redistributing the highway space currently assigned to the carriageway and footway. Where space permits a narrow kerbed island will be constructed between trafficked lanes and the cycle track to create a buffer. For narrower situations this buffer will be replaced by a low kerb such that cyclists will travel at a slightly higher level compared to vehicles</p>

on a stepped track.

Treatments at junctions have been determined to suit four types of side road/ accesses, namely major, minor, minor (with speed table) and private access. Bus stops have generally been retained in their current positions. Any modifications have been agreed with Metro. Any shelters will be reused or replaced like for like. To maintain a cycle route through a bus stop location, two bus stop treatments have been chosen. The first where space is available is the bus stop by-pass where the cycle way runs between the footway and a pedestrian boarding area. The second is the bus stop boarder treatment where the cycleway remains at the front of the footway with the bus shelter and pedestrians to the rear of the footway. When the bus arrives this facility allows the pedestrian to alight/board over the cycleway.

Signalised junctions will be upgraded to provide, in the main, a dedicated crossing facility for cyclists. At more constrained junctions, or where a facility is required to allow cyclists to safely cross the carriageway toucan crossings will be installed.

To facilitate the successful operation of the cycle superhighway within the existing highway boundary it is proposed to promote a package of Traffic Regulation Orders (TRO). These will ensure that the cycle superhighway operates free of obstruction by encroaching vehicles; that free flow of traffic is preserved on the remaining highway; that the entirety of the route is safe for all road users.

3. Relevance to equality, diversity, cohesion and integration

All the council's strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/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 and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

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**.
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4. Considering the impact on equality, diversity, cohesion and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **How have you considered equality, diversity, cohesion and integration?**

The City Connect 2 Scheme has been the subject of consultation with emergency services, ward members, business groups, cycling forums, disability groups and the general public. To date consultation has taken place on all proposed sections of the scheme. Consultation commenced 1st August 2016 and closed on 9th September 2016.

Residents and businesses along the routes of the proposed cycle superhighways were leafleted to inform them about the scheme. Five public drop-in sessions were held along the route. There was also an interactive website (<http://cyclecityconnect.co.uk/>) which allowed interested parties to provide feedback. All responses to these consultations have been collated and used to inform the design accordingly.

Particular attention has been afforded to the needs of visually impaired pedestrians in shared use areas eg. Bus-stops and signalised crossings. Specific liaison with these groups has been undertaken, and their views have helped develop alternative design solutions in these areas.

- **Key findings**

Positive impact:

1. Scheme provides the infrastructure to facilitate an affordable means of transport accessible to all income and employment classes;
2. Scheme creates a safer cycling environment for all ages, but in particular the more vulnerable in society – children and senior citizens;
3. Scheme creates a dedicated cycling facility suitable for all abilities, and will encourage cyclists with disabilities or impairments to make more journeys by cycle.
4. Scheme will improve access to employment, skill development and education for all socio-economic classes.
5. Scheme will support the integration of communities along the route;

Adverse impact:

1. In constrained locations the footway width will be narrowed (to typically 1.8m). To alleviate the potential impact the design/ positioning of street furniture such as lighting columns and signposts will be carefully considered to ensure adequate width for carers and those with disabilities or impairments;
2. Certain businesses may perceive an adverse impact on their trade due to loss of parking/loading facilities (which in itself causes problems for pedestrians); although this will be mitigated against as the scheme will seek to relocate these facilities in the vicinity of affected businesses;
3. More vulnerable pedestrians may feel uneasy mixing with cyclists in shared use areas such as bus-stops and signalised crossings. However, cycle routes are being conspicuously designed in shared use areas using a combination of green coloured surfacing/ white cycle symbols -this will particularly assist pedestrians with hearing impairments. In addition crossings for cyclists will specifically include signals with cycle symbols to help minimise potential confusion.

We will continue to promote positive impacts through ongoing consultation and the longer term City Connect communications and engagement strategy.

- **Actions**

(think about how you will promote positive impact and remove/ reduce negative impact)

5. If you are *not* already considering the impact on equality, diversity, cohesion and integration you *will need to carry out an impact assessment*.

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

6. Governance, ownership and approval Please state here who has approved the actions and outcomes of the screening		
Name	Job title	Date
Sabby Khaira	Principal Engineer	21/09/2016

7. Publishing This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published. Please send a copy to the Equality Team for publishing	
Date screening completed	20/09/2016
Date sent to Equality Team	20/09/2016
Date published (To be completed by the Equality Team)	