

# 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.

<b>Directorate:</b> City Services	<b>Service area:</b> Traffic Engineering
<b>Lead person:</b> Nick Borrás	<b>Contact number:</b> 0113 378 7487

<b>1. Title:</b> Active Travel Fund – A660 Headingley Lane/Woodhouse Lane, Walking & Cycling Improvements
Is this a: <input type="checkbox"/> <b>Strategy / Policy</b> <input type="checkbox"/> <b>Service / Function</b> <input type="checkbox"/> <b>Other</b>
<b>If other, please specify</b>

<b>2. Please provide a brief description of what you are screening</b>
The screening focuses on a report to the Highways and Transportation Board, requesting the approval for the full implementation of a package of highway works along the 2.5km A660 corridor between Shaw Lane and St Mark’s Road, Leeds, to provide improved segregated cycling and walking infrastructure.

### 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
Do the proposals involve or will it have an impact on <ul style="list-style-type: none"> <li>• Eliminating unlawful discrimination, victimisation and harassment</li> <li>• Advancing equality of opportunity</li> <li>• Fostering good relations</li> </ul>		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

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 project provides segregated cycle tracks and links to nearby city cycle routes and cycle schemes in the locality. As part of the proposal improvements are also to be made to the pedestrian provision, including improved continuous footway provision, improved pedestrian facilities at existing traffic signal junctions and new formal pedestrian crossings to meet pedestrian demand and improve infrastructure, particularly those with mobility or other impairments.

The project contributes to a number of corporate policies and targets aiming to improve equality and diversity, including the Inclusive Growth strategy, by promoting equality of access and opportunity and the facilities are being designed for an 8-80 age range, making cycling a practical option open to everybody, regardless of skills and experience.

Practical support and training are available through Leeds City Council and WYCA to anyone not confident in their cycling skills and/ or basic bike maintenance and communities where cycling is not traditionally embedded, such as some ethnic minorities, may benefit from that.

Consultation has been undertaken with Ward Members, Emergency Services, Active Travel England, West Yorkshire Combined Authority and bus operators, all local residents and businesses and various user groups, such as British Guide Dogs, National Federation of the Blind UK and the Headingley Town Team.

- **Key findings**

### **Section 1: A660 Otley Road from Alma Road to Shire Oak Road**

#### **Positive Impacts**

- The introduction of a 20mph speed limit will create a calmer, pedestrian focused environment in the centre of Headingley, where there is high level of pedestrian movements throughout the day. The lower speed limit will assist in providing the diagonal pedestrian crossing facility at the A660/North Lane/Wood Lane junction and the raised pedestrian crossings outside the Arndale Centre, thus improving facilities for pedestrians.
- The introduction of a larger waiting area and upgraded seating for both the inbound and outbound bus stops will create a more attractive experience for all public transport users and the removal of the advertising panels from the shelters will improve inter visibility for passengers both boarding and alighting.
- The introduction of a diagonal crossing at the A660/North Lane/Wood Lane junction will provide improved and safer pedestrian facilities and routes at this busy junction.
- The introduction of priority green for cyclists and more responsive crossing times for pedestrians will improve both cycle and pedestrian safety and make walking and cycling more attractive in the locality and removing the reliance on the private car.
- The upgrade of the traffic signal equipment at the A660/North Lane/Wood Lane junction will improve matters for all pedestrians including those who are elderly or have with mobility issues as well as improving bus journey times and making sustainable travel more attractive.
- The removal of pedestrian guardrail and bollards assist in reducing street clutter in the area and remove barriers for both cyclists and pedestrians.

### **Negative Impacts**

- The reconfiguration of the area outside the Headingley Centre and introduction of bus stop bypasses will mean that pedestrians have to cross the cycle track to access the bus stop potentially creating conflict points between cyclists and pedestrians and could possibly introduce a more serious conflict with inebriated pedestrians partaking in the 'Otley Run'.
- The narrowing of the carriageway to facilitate the cycle tracks may increase congestion, remove the ability to overtake stationary buses and remove the ability for emergency vehicles to be able to proceed through the area on blue lights.
- The introduction of a diagonal crossing at the A660/North Lane/Wood Lane junction via an all red phase will slightly increase waiting time for motor vehicles.
- The removal of pedestrian guardrail and bollards in the area may encourage more illegal and obstructive parking creating problems for both cyclists and pedestrians.

### **Section 2: A660 Otley Road/Headingley Lane, St Michael's Road junction**

#### **Positive Impacts**

- The closure of the St Michael's Road junction will create an attractive and safe public space for the residents of Headingley to be able to hold public events.
- An increase in secure cycle parking will make cycling to local amenities more attractive, removing the reliance on the private car.
- The upgrade of the traffic signal equipment at the A660/St Michael's Road pedestrian crossing will improve matters for all pedestrians including those who are elderly or have with mobility issues.
- The introduction of 'Copenhagen' style junction treatment across side road junctions will improve pedestrian and cycle movement and reduce the conflict between pedestrians, cyclists, and motor vehicles.

#### **Negative Impacts**

- The closure of the St Michael's Road junction may lead to an increase in congestion on the surrounding highway network, difficulty in church goers accessing the area and increase anti-social behaviour in the locality.
- Removal of on street parking adjacent to the church may have a detrimental effect on church goers and those visiting the adjacent businesses.
- The removal of bollards in the area may encourage more illegal and obstructive parking creating problems for both cyclists and pedestrians.

### **Section 3: A660 Headingley Lane from Spring Road to Grosvenor Road**

#### **Positive Impacts**

- The introduction of a toucan crossing adjacent to the Richmond Road junction will provide improved and safer pedestrian/cycle facilities and connectivity to and from the residential areas, the cycle route and public transport.
- Relocation of the bus stop to outside the Golden Beam will improve bus journey times, make public transport more attractive and remove the reliance on the private car for short local journeys.
- The introduction of 'Copenhagen' style junction treatment across side road junctions will improve pedestrian and cycle movement and reduce the conflict between pedestrians, cyclists, and motor vehicles.

#### **Negative Impacts**

- The removal of pedestrian guardrail at the pedestrian crossing may be detrimental to road safety of pedestrians, especially the elderly or those with mobility issues who use the guardrail as an aid.

### **Section 4: A660 Headingley Lane/Woodhouse Lane, Victoria Road junction**

#### **Positive Impacts**

- The introduction of traffic signals at the A660/Victoria Road junction and the provision of dedicated crossing facilities will improve safety for both pedestrians, especially the elderly and those with mobility issues, and cyclists and make walking and cycling a safer and more attractive option in the locality and remove the reliance on the private car for local journeys.
- The rationalisation of the area and removal of the advertising hoardings will create an attractive and safe public open space for the local residents and businesses to enjoy.
- The introduction of segregated cycle facilities through this busy junction will increase the safety of cyclists and make cycling a more attractive mode of travel between the university, local amenities, halls of residence, etc

#### **Negative Impacts**

- The closure of the Regent Park Road junction may lead to an increase in congestion on the surrounding highway network.
- The introduction of traffic signals could increase congestion in the area and lead to traffic displacing onto the neighbouring highway network.
- The removal of the advertising hoardings and introduction of the public open space could potentially increase the likelihood of anti-social behaviour in the area.

## **Section 5: A660 Woodhouse Lane, Hyde Park Road junction (Hyde Park Corner) to Cliff Road**

### **Positive Impacts**

- The footway improvements on the north-eastern corner of Woodhouse Street will provide an improved environment for pedestrians and local businesses.
- The introduction of the proposed toucan style crossing at the A660/Cliff Road junction will provide a substantial pedestrian/cycle link to and from public transport and local amenities, particularly for the children attending Leeds City Academy and the local residents.
- The introduction of bus priority traffic signals will improve bus journey times, make public transport more attractive and remove the reliance on the private car for short local journeys times.

### **Negative Impacts**

- The widening of the footway on the north-eastern corner of Woodhouse Street could potentially encourage illegal and obstructive parking which would cause issues for pedestrians.
- The introduction of bus priority traffic signals, whilst improving bus journey times, will increase waiting times of general motor vehicles.

## **Section 6: A660 Woodhouse Lane, Rampart Road to Clarendon Road**

### **Positive Impacts**

- The introduction of traffic signals at the A660/Rampart Road junction and the upgrade of the traffic signals at the A660/Clarendon Road junction will provide dedicated crossing facilities, which will improve safety for both pedestrians, especially the elderly and those with mobility issues, and cyclists and make walking and cycling a safer and more attractive option in the locality and remove the reliance on the private car for local journeys.

### **Negative Impacts**

- The introduction of a shared use provision along the edge of Woodhouse Moor could result in potential conflict between pedestrians and cyclists.
- The removal of pedestrian guardrail and bollards in the area may encourage more illegal and obstructive parking creating problems for both cyclists and pedestrians.

## **Section 7: A660 Woodhouse Lane from St Mark's Street to St Mark's Road**

### **Positive Impacts**

- The introduction of a 20mph speed limit will create a calmer, pedestrian focused environment outside of Leeds University, where there is high level of pedestrian movements throughout the day. The lower speed limit will assist in providing the raised pedestrian crossings outside the university, thus improving facilities for pedestrians and cyclists.
- The footway widening will provide an improved and safer environment for pedestrians in this busy area.
- The upgrade of the traffic signals at the A660/St Mark's Road junction will provide dedicated crossing facilities, which will improve safety for both pedestrians, especially the elderly and those with mobility issues, and cyclists and make walking and cycling a safer and more attractive option in the locality and remove the reliance on the private car for local journeys.
- The removal of pedestrian guardrail will assist in reducing street clutter in the area and remove barriers for both cyclists and pedestrians.

### **Negative Impacts**

- The removal of pedestrian guardrail and widening footways in the area, may encourage more illegal and obstructive parking creating problems for both cyclists and pedestrians.

### **General Scheme**

#### **Positive Impacts**

- Segregated cycle/pedestrian facilities reduce conflict between pedestrians, cyclists and motor vehicles, which in turn reduces the risk of injury collisions and has a positive impact on older people and people with disabilities.
- Safe segregated cycling facilities allow older and younger people, as well as those with mobility impairments to travel more freely, safely and with confidence that they can do so without conflict from motor traffic and other road users.
- Reducing the reliance on private car use will help making the streets more accessible through minimising pavement parking.

#### **Negative Impacts**

- The introduction of segregated cycle facilities along frontages of businesses removes direct loading provision, which could lead to obstructive and illegal parking, creating problems for both cyclists and pedestrians.
- The introduction of bus stop bypasses at various locations along the route will mean that pedestrians will have to cross the cycle track to access the bus stop

area potentially creating conflict points between cyclists and pedestrians and could possibly introduce more serious conflicts with inebriated pedestrians partaking in the 'Otley Run'

- **Actions**

### **Section 1: A660 Otley Road from Alma Road to Shire Oak Road**

- Measures to highlight the segregated cycle track and pedestrian crossing points will be introduced through coloured surfacing and raised crossing points will be incorporated into the design, so as to reduce the likelihood of conflict between pedestrians and cyclists.
- The suitable and adequate carriageway width will be retained to ensure the movement of all traffic.
- The A660/North Lane/Wood Lane junction already operates an all red phase, so the upgraded traffic signal equipment won't impact on the waiting time of motor vehicles.
- Areas where pedestrian guardrail and/or bollards are to be removed will be covered by legal and enforceable waiting restrictions.

### **Section 2: A660 Otley Road/Headingley Lane, St Michael's Road junction**

- The closure of the St Michael's Road junction was trialled in 2022 and provided no adverse issues on the surrounding highway network or for access, however appropriate signage will be included in the scheme to direct people to St Michael's church and we will monitor the overall situation.
- Whilst on street parking adjacent to the church will be removed, the scheme includes the introduction of additional on street parking outside adjacent businesses.
- Areas where bollards are to be removed will be covered by legal and enforceable waiting restrictions including restrictions on the proposed cycle track.

### **Section 3: A660 Headingley Lane from Spring Road to Grosvenor Road**

- Consideration will be given to the introduction of some pedestrian guardrail where necessary, although there will be an overall reduction.

### **Section 4: A660 Headingley Lane/Woodhouse Lane, Victoria Road junction**

- Traffic affected by the closure of the Regent Park Road junction, will be able to use the alternative route of either Regent Park Terrace and Grosvenor Road or Cross Cliff Road to access and egress the area and we will monitor the situation during the construction period.
- Included in the overall scheme, all traffic signals along the corridor will be linked and remotely accessible so as to control the traffic and ensure that congestion is



kept to a minimum.

- Anti-social and criminal behaviour has already been reported to take place in the secluded area behind the advertising hoardings and the removal of these and opening up of this area will provide a suitable public open space.

#### **Section 5: A660 Woodhouse Lane, Hyde Park Road junction (Hyde Park Corner) to Cliff Road**

- Areas where the footway is to be widened will be covered by legal and enforceable waiting restrictions including restrictions on the proposed cycle track so as to prevent illegal and obstructive parking.

#### **Section 6: A660 Woodhouse Lane, Rampart Road to Clarendon Road**

- The shared use provision along the edge of Woodhouse Moor will be appropriately signed so there is no confusion or conflict between pedestrians and cyclists.
- Areas where pedestrian guardrail and/or bollards are to be removed will be covered by legal and enforceable waiting restrictions.

#### **Section 7: A660 Woodhouse Lane from St Mark's Street to St Mark's Road**

- Areas where pedestrian guardrail is to be removed and the footways widened will be covered by legal and enforceable waiting restrictions.

#### **General Scheme**

- Removing the barriers of motorised traffic and improving the street environment through enabling active travel has the potential to improve community integration through offering opportunities to mix and interact as well as opening up better links to employment through sustainable travel.
- Provision of fully segregated cycle infrastructure and improved pedestrian provision along the corridor will provide safe and attractive sustainable travel options for all ages as an alternative to the private car for short local journeys.

**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:	
Date to complete your impact assessment	
Lead person for your impact assessment (Include name and job title)	

**6. Governance, ownership and approval**

Please state here who has approved the actions and outcomes of the screening

<b>Name</b>	<b>Job title</b>	<b>Date</b>
Nick Hunt	Traffic Engineering Manager	4 September 2023
<b>Date screening completed</b>		4 September 2023

**7. Publishing**

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**.

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](mailto: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 <b>Governance Services</b>	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate <b>Directorate</b>	Date sent:
All other decisions – sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a>	Date sent: