

## Appendix B

### 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: City Development</b>	<b>Service area: Asset Management and Regeneration</b>
<b>Lead person: Lauren Browne</b>	<b>Contact number: 0113 378 6374</b>

#### 1. Title: Transpennine Route Upgrade – Transport and Works Act Order Representation

Is this a:

Strategy / Policy

Service / Function

Other

**If other, please specify**

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

The Transpennine Route Upgrade (TRU) is a transformative, multi-billion pound railway programme that will better connect passengers in the North between Manchester, Huddersfield, Leeds and York being delivered by Network Rail.

TRU will transform the Transpennine route into a high-performing, reliable railway, bringing more frequent, more reliable, faster, greener trains. The size of the project does mean that there will be planned disruption to services so the work can be delivered, however, Network Rail are still very much committed to keeping passengers moving on a train as often as possible, in comfort and on time.

Stretching across the North of England between Manchester and York, via Huddersfield and Leeds, the 70-mile Transpennine route serves 23 stations, crosses over and dips under dozens of bridges and viaducts, passes through six miles of tunnels, and crosses over 29 level crossings.

The programme is funded by the Department for Transport and delivered by Network Rail, through dedicated alliances and project teams. There are a number of organisations that make up TRU, and every one of them plays a crucial role in making it a world class programme.

This project is not just about improving the railway. It's also about enhancing daily lives and improving the communities along the route. For instance, we are committed to taking part in volunteering days within local communities, charitable initiatives, offering apprenticeship opportunities, and delivering work placements for adults and young people.

The Transport and Work Act Order (TWAO) was submitted to the Secretary of State for Transport on 17<sup>th</sup> July 2023 and Leeds City Council and other stakeholders have 42 days to make representation.

The proposed scheme for the East of Leeds would involve;

- A temporary compound and construction works in connection with the reconstruction of the existing Kirkgate Underbridge (HUL4/47) requiring the temporary use of land in Leeds City centre adjacent to the underbridge (the 'Kirkgate Compound and Kirkgate Construction Land');
- The acquisition of land and air rights for the installation of small-scale electrification and signalling infrastructure mounted on metal staging structures between Kirkgate Viaduct (HUL4/47) and Marsh Lane Viaduct (HUL4/44) at Penny Pocket Park in Leeds City Centre (the 'Kirkgate to Marsh Lane Land');
- The temporary use of land as a compound for construction adjacent to Marsh Lane Viaduct (the 'Marsh Lane Compound and Marsh Lane Construction Land') to the south-east of Leeds City Centre;
- Removal of existing Northern Gas Networks high-pressure gas main pipe bridge located adjacent to Austhorpe Lane Overbridge and diversion of the gas main via a new micro-tunnel constructed under the railway (the 'Austhorpe Lane Gas Main Diversion');
- Demolition and re-construction of the Grade II listed public highway Austhorpe Lane Overbridge and Austhorpe Lane Footbridge and the construction of a new dual-purpose overbridge (the 'Replacement Austhorpe Lane Bridge') incorporating a two-lane carriageway highway (5.5 m wide) and footway (2 m wide) on the western side, including temporary construction compounds north-west and south-east of Austhorpe Lane Overbridge (the 'Austhorpe Lane North-West and South-East Compounds');
- The temporary use of land as a compound to the south of Manston Lane, Cross Gates (the 'Manston Lane Compound'), to facilitate the TRU track renewal programme;
- Works to partially dismantle and reinstate the Grade II listed Crawshaw Woods Overbridge in an elevated position to allow sufficient headroom for the installation of OLE (the 'Works to Raise Crawshaw Woods Bridge'), including the permanent acquisition of land required for embankment works and the temporary use of land for construction

compounds north and south of the railway (the 'Crawshaw Woods Bridge Compound North' and the 'Crawshaw Woods Bridge Compound South');

- Works for the closure of the Barrowby Lane and Barrowby Foot Level Crossings and construction of a ramped bridleway bridge at Barrowby Lane (the 'New Barrowby Lane Bridge'), including the permanent acquisition of land required for the new bridge, Public Right of Way diversion (Austhorpe 9) ('New Access Tracks to New Barrowby Lane Bridge') and the temporary use of land for construction of the ramped bridge (the 'Barrowby Lane Bridge Compound');
- The temporary use of land adjacent to Grade II listed Brady Farm Overbridge in connection with demolition of the overbridge (the 'Brady Farm Bridge Compound');
- Removal of existing Northern Gas Networks high-pressure Gas Main Pipe Bridge adjacent to Ridge Road Overbridge and diversion of the gas main via a new micro-tunnel constructed under the railway (the 'Ridge Road Gas Main Diversion');
- Demolition and reconstruction of the Grade II listed Ridge Road Overbridge, (the 'Replacement Ridge Road Bridge'), incorporating re-alignment of existing highway and Public Right of Way (Sturton Grange 4) and temporary use of land for a construction compound ('Ridge Road North East Compound and Ridge Road South Compound');
- The temporary use of land for a compound off Phoenix Avenue (the 'Phoenix Avenue Compound') to facilitate the TRU track renewal programme;
- Permanent acquisition of land off Phoenix Avenue, Micklefield for the construction of a Track Sectioning Cabinet (TSC) (the 'Micklefield TSC');
- Works for the closure of Peckfield Level Crossing and construction of Public Right of Way diversion (Micklefield 8) (the 'Peckfield Level Crossing Closure') with installation of passing places on Pit Lane north of the railway and provision of a residents only parking/turning area ('The Pit Lane Highway Works') including the associated acquisition of land;
- Land and works to create an access track off Newmarket Approach, Neville Hill;
- The temporary use of land for a compound to facilitate the construction of a replacement Osmondthorpe Lane railway underbridge; and
- Rights and land to create a new public footpath diversion for the closure of Highroyds Wood pedestrian level crossing.
- Closure of Garforth Moor on safety grounds and permanent acquisition of land off of Barwick Road to access the allotments.
- Closure of Highroyds Wood Level Crossing and diversion of associated Public Right of Way Micklefield 7 (the 'Highroyds Wood Level Crossing Closure').
- Temporary use of land required for use as a construction compound in connection with the construction of a replacement of Osmondthorpe Lane underbridge (the 'Osmondthorpe Lane Compound').

- Permanent acquisition of land off Newmarket Approach to provide access to the Neville Hill railway sidings ('the Neville Hill Access Land').
- Temporary use of land required for a compound off Wykebeck Avenue to facilitate the TRU programme (the 'Wykebeck Avenue Compound').

Network Rail must comply with the Equality Act in implementing the above proposed works this will include reinstating footways to gradients and widths which are accessible for people with mobility issues or wheelchairs, prams etc. Where the proposals impact local communities it is important that Network Rail take account of these communities and impact on protected characteristics as part of their communications plan, working arrangements and final solution.

Communications with local residents and especially those with protected characteristics will be critical to ensure that they are sighted on proposals before they happen, understand the impact of the proposals and have mitigation plans in place to manage the impact.

### 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"> <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?** (think about the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)

The Council has discussed with Network Rail the need for them to ensure that works carried out, and structures provided meet accessibility standards, in line with Network Rail's statutory duties, particularly in respect of footway and footpath widths and gradients.

The Council has also requested from Network Rail a copy of their Communications plan setting out how they will communicate with local residents and communities which will need to take account of any specific requirements for protected characteristics.

- **Key findings** (think about any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

The key areas likely to be impacted are in respect of accessibility particularly where level crossings are being closed and alternative diversions or crossing installed or where works to bridges are being carried out. The need to ensure alternative and suitable arrangements are put in place has been emphasised to enable communities on either side of the railway tracks to be able to continue to access the opposite side. These provide the opportunity to advance equality of opportunity through better facilities and connections.

There are some instances where the topography or land requirements means that for Network Rail it may make it more challenging to provide accessible pedestrian access, such as at Crawshaw Woods. For Peckfield level crossing replacement the diverted route is much further and on a main highway which will impact people with mobility issues. However, the Council has advised Network Rail of the need to meet their statutory requirements and current standards.

The railway currently suffers from poor air quality particularly around the depot and the electrification as part of TRU will help to improve on this.

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

Where bridges carrying highways, bridleways, public rights of ways, footpaths and footways are being replaced the Council has asked Network Rail to include bridges to current highway design standards, or as otherwise agreed by the Council. In some instances as for Austhorpe Lane bridge this means Network Rail will remove the segregated pedestrian bridge which is narrow with a wider footway integrated into the new road bridge and with regards to Crawshaw Woods, additional land may be required to ensure the appropriate gradient concerning the approach to the bridge.

Alternative arrangements / crossings are being proposed for the majority of the level crossings which will be closed as part of the scheme which will ensure that communities on either side of the railway remain connected. Negotiation is ongoing with Network Rail to ensure current standards are met .

Electrification of the railway will significantly improve air quality adjacent to the railway and for residents with breathing difficulties / young children / pregnant women this will be a significant benefit.

**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:	
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Date to complete your impact assessment	
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Lead person for your impact assessment (Include name and job title)	
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**6. Governance, ownership and approval**

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

Name	Job title	Date
Angela Lawson	Head of Station Development	05/09/2023
<b>Date screening completed</b>		05/09/2023

**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: