

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 or 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
Lead person: Joel Dodsworth	Contact number: 0113 3788128

1. Title: Improving Traffic Flow on the A65 Corridor

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify

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

The traffic flow improvement scheme is part of a long-term strategy to provide adaptive traffic signal control on strategic routes across Leeds. The implementation of adaptive traffic signal control (in this case the SCOOT system) will provide greater coordination through junctions, reducing vehicle delay and stops (reducing emissions). It is also proposed that upgraded pedestrian crossing detection will be implemented in the area of the scheme.

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

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 introduction of SCOOT, an adaptive traffic signal control system, has been shown to reduce pollutants and emissions by 3-8%. This proposal is therefore likely to bring a health benefit to the wards directly affected by implementation of the system. There is currently research ongoing by the SCOOT system manufacturers into how modelling of emissions can be improved to increase the stated benefits. It is planned that the implementation of the system will allow for upgrades if/when they become available.

The additional Bus SCOOT module that will be implemented as part of the scheme is intended to improve bus journey times and journey time reliability. This will benefit public transport users in the affected wards.

The implementation of upgraded pedestrian detection technology will provide benefits for pedestrians/cyclists and vehicular traffic by reducing wasted green time.

Implementation of SCOOT will reduce delay to general traffic on the network. This benefit may predominantly be experienced by road users outside of the affected wards that are travelling through the areas where SCOOT will be installed.

- **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)

As part of the proposals, the latest pedestrian detection technology will be considered to reduce waiting times further for pedestrians compared to a standard SCOOT installation. This will have a positive impact, improving accessibility by reducing community severance.

The introduction of improved traffic signal control systems may result in an increased traffic flow, a negative impact in terms of pollution and community severance. It is proposed that air quality sensors are used to monitor and manage pollution levels using the existing Urban Traffic Management and Control systems. Pedestrian crossing timings will be monitored to ensure that pedestrian waiting times are not excessive.

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

During the planning and procurement stages of the project, each site will be carefully considered to ensure that the most appropriate technology is used in order to achieve and exceed the stated emissions benefits whilst minimising delay for pedestrians. Automated strategies will be used to manage and minimise the potential negative impacts associated with the scheme.

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

Name	Job title	Date
Date screening completed		9 th Feb 2018

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 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: 1 st March 2018
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent:
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: