

# 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.

<b>Directorate: City Development</b>	<b>Service area: Transport Policy, Highways and Transportation</b>
<b>Lead person: Gwyn Owen</b>	<b>Contact number:</b>

<b>1. Title: Connecting Leeds: Corn Exchange Gateway</b>
Is this a:
<input type="checkbox"/> <b>Strategy / Policy</b> <input type="checkbox"/> <b>Service / Function</b> <input checked="" type="checkbox"/> <b>Other</b>
<b>If other, please specify</b> Highways and Transportation scheme as part of the Connecting Leeds programme.

<b>2. Please provide a brief description of what you are screening</b>
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The Corn Exchange gateway scheme will transform the area into a World-Class Gateway to Leeds city centre for bus users, pedestrians and cycle users. This will enable bus services to operate with fewer delays and provide high standard waiting facilities for bus users. Connectivity for pedestrians and cycle users will be enhanced, making the area safer and more inclusive. It will feature high quality public realm, which improves the townscape and enhances the setting of heritage assets, which will make the centre more welcoming and attractive for visitors, residents and employees.

The scheme comprises the following interventions:

- Changes to highway geometry;
- General traffic restrictions;
- Footway widening;
- Provision of new green infrastructure;
- Provision of new public open spaces;
- Improved pedestrian crossings
- Provision of new protected cycle lanes;
- Removal or relocation of some on-street parking, loading and taxi provision;
- Public realm enhancement; and
- Bus re-routing.

The Corn Exchange Gateway scheme centres on the junction of Call Lane, Kirkgate, Vicar Lane, Newmarket Street and Duncan Street, but also stretched the length of New York, and York Street to the Bus station, and in the other direction, along Duncan Street, south on Lower Briggate, across Leeds bridge and onto the environs of the proposed City Park at on Meadow Lane.

The scheme will deliver a series of improvements to bus infrastructure, public realm, pedestrian infrastructure and cycling infrastructure which will reduce delays, improve bus reliability and improve facilities for bus users.

The Corn Exchange Gateway specifically includes the following proposals:

- The creation of a piazza style area around the Corn Exchange, which will be facilitated by the severing of Call Lane, which will allow for the northern section to still be open and the southern section (running down to the Calls) is proposed to have a closure similar to Greek Street. The whole pedestrianised area is likely to be surfaced in York Stone with planting and a significant number of new trees.
- Provide a far simpler junction arrangement at Kirkgate, Newmarket Street/Vicar Lane, which will lead to both an improved pedestrian experience and more efficient bus movements, while also removing the need for buses to use the central section of Call Lane.
- Call Lane will be utilised for southbound buses and Lower Briggate will remain, one-way northbound for vehicles, with a two-way cycle lane. This provides a more coherent cycle route into the city centre and provides wider footways to

facilitate more pavement cafes.

- Lower Briggate will feature two northbound bus stops, which, when the bus services have ceased for the evening will revert to taxi pick-up areas for the night time economy, and further provision for night-time drop-offs/pickups is also being considered immediately to the south of Lower Briggate on the loop section of Call Lane.
- The possibility of weekend night-time closures of Lower Briggate is also under investigation.
- Meadow Lane will see a comprehensive change, changing from being a four lane highway road, into a much reduced (two lane for the most part, three towards the Great Wilson Street junction) road through the emerging city park.
- The cycle provision will feature a segregated bi-directional cycle lane to the east of the main carriageway on Meadow Lane, and this will continue up through Bridge End and onto and over Leeds Bridge onto dedicated provision on the north side of Call Lane, which will turn up to the Corn Exchange area.
- The York Street/New York Street area will have a treatment which will widen the footways, while providing for better bus waiting, and general loading, and will combine at the western end, with the re-developments of the bus station.

### 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"> <li>• Eliminating unlawful discrimination, victimisation and harassment</li> <li>• Advancing equality of opportunity</li> </ul>	X	

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|--|--|--|
| <ul style="list-style-type: none"> <li>• Fostering good relations</li> </ul> |  |  |
|--|--|--|

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)

A three month Transport conversation in the Autumn of 2016, generated 8,169 questionnaire responses, (along with feedback from 100 workshops, meetings and presentations) demonstrating a keen interest in engaging with the city on issues of transport, both now and in the longer term. The results of the Transport Conversation show a potential differential impact on women, older people and disabled people; potentially also on BME.

The Connecting Leeds Programme was developed from the Leeds Transport Conversation and extensive engagement with a wide range of groups such as Voluntary Action Leeds, Child Friendly Leeds, BME Hub, Disability Hub, LGBT Hub, Leeds Society for the Deaf and Blind, Physical and Sensory Impairment (PSI) Network, Womens' Live Leeds, Elderly Action groups and various groups representing accessibility and usability.

Leeds Involving People (LIP) are a key partner in ensuring that seldom heard groups are involved in shaping a transport strategy for Leeds that's inclusive and meets the needs of individuals, communities and the city. Through their involvement we have undertaken multiple Seldom Heard Group workshops throughout 2018 as part of the overall Connecting Leeds proposals: this will continue forward in 2019.

The Disability Hub and the Access and Use-Ability Group (AUAG) were consulted on 18<sup>th</sup> of March in an inclusive presentation and joint site visits to illustrate proposed changes. A presentation was also given to this group as part of the AUAG meeting on 23<sup>rd</sup> of October.

The proposals affect a number of businesses on Call Lane and on Lower Briggate. Many of the Lower Briggate Businesses serve in particular the LGBT community as part of the city's Freedom Quarter. As part of the consultation process, specific engagement took place with representatives of the LGBT Business Alliance and all four LGBT champions

have been involved. Copies of the proposed layout were given to all businesses prior to the opening of public consultations and a Freedom Quarter walk and talk through the proposals was also organised.

- **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 impacts of proposed changes are overall positive across the equality strands. Positive impacts include:

- Wider, less cluttered footways will benefit all pedestrians, including disabled people, parents with children and older people. This is a particular issue on Lower Call Lane which, until recently, was inaccessible to wheelchair and mobility scooter users due to very restricted width in particular at the junction with the Call Lane.
- Improvements to public transport waiting facilities and reliability will benefit all; there is potential greater beneficial impact on women, older people and disabled people as the results of the Transport Conversation indicated that they are more likely to use public transport. These groups would also find it less easy to interchange, or use different transport modes. Improvements to accessibility of real time information will benefit blind people in particular.
- Introducing bus stops on Lower Briggate is going to improve access to the pedestrianised core, in particular to Briggate, but will also bring bus services closer to the railway station. This will be specifically of benefit to older people, disabled people, carers and people with smaller children as it will reduce walking distances. Older people and disabled people are eligible for a free Metro pass.
- Improved pedestrian crossings will benefit all, but in particular disabled and older people who may lack confidence in crossing over a longer distance. Straight across, single stage crossings will make pedestrian crossings more wheelchair and mobility scooter user friendly.
- Previously received feedback from older people indicates that provision of green infrastructure is likely to have a beneficial impact on this group as trees provide shade and improve ambient temperature in urban areas.

Potential negative impacts:

- Provision of new open public spaces. This could potentially impact negatively on blind and partially sighted people (white cane users in particular) if tactile or other detectable features are not present.
- Removal/ relocation of disabled parking and of taxi ranks. This could have negative impact on people with reduced mobility, including older people and disabled people as around 60% of taxis are wheelchair accessible. Specific impacts have been identified on Lower Briggate, which has both a taxi rank and Blue Badge parking provision.
- Changes to/ restrictions on general traffic. This may have a negative impact on older and disabled people trying to access the city centre by car (including Blue

Badge holders) and finding restrictions and access directions to navigate the public transport box confusing (this is already the case with access to disabled bays on Central Road). The restrictions will include private hire vehicles which again may impact on people with restricted mobility, including older and disabled people, parents and carers. Private higher vehicles are often cheaper to use than taxis.

- Bus re-routing may have specific negative impacts on older people and some disabled people (learning difficulties, dementia, blind and partially sighted people) as changes are often confusing and unsettling. This may result in missed buses, being carried to an unknown destination and may affect loss of confidence to go out independently.

Introduction of cycle tracks will have positive impacts those who are not confident cyclists, in particular on children, women, older people and some disabled people who may ride an adapted bike or not be confident or able to travel in traffic (including deaf people). Having bespoke provision that is fit for purpose will minimise the mixing of cyclists with pedestrians and general traffic and so may have positive effects on those pedestrians that find mixing with cyclists unsettling – in particular blind and partially sighted people and older people – if it incentivises cyclists away from using the pedestrian core area and riding on footways. Monitoring of schemes where segregated cycling facilities have been introduced indicate that this has significantly reduced the incidence of cyclists riding on pavements. There may be some negative impacts around crossing points, such as near bus stops and in potential shared areas around Toucan crossings.

Any changes to the public realm/ bus stops/ bus routes may have negative impacts on people with dementia and Alzheimer's who will find it more difficult to recognise their environment and therefore more likely to become confused and lost. Consequently there may be negative impacts on carers.

The LGBT community will be impacted by this proposals due to their location and significant engagement with businesses serving this community has taken place. The LGBT Business Alliance and LGBT Champions have raised concerns over introducing two way operation on Lower Briggate, over safe access to both taxis and private hire vehicles and about crime and safety, especially at night time.

It was felt by some stakeholders that two-way traffic would have been more confusing and hazardous for users of the venues on Lower Briggate, particularly at night when there is a lot of traffic and the area is very busy with club and bar goers. Users would not currently expect traffic to move in both directions.

There are also potential implications for the staging of the Leeds Pride Festival and Parade during the construction period due to licencing requirements and reduced capacity. The event currently attracts circa 60,000 visitors.

- **Actions**

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

Some of the negative impacts can be eliminated with good design. It will be important for the new cycle infrastructure to be detectable to blind and partially sighted people

and colour/ tonal contrast and a tactile edge can help achieve this. If the provision is consistent and comprehensive it is more easily recognised and navigated by all. Major advantage of the new segregated provision is that it is likely to attract cyclists who may currently travel on footways or in the pedestrian core.

York stone surfacing is important from a heritage perspective but raises many issues for people with mobility impairment. It will be important for the flags to be as smooth as possible and be laid and bedded in a way that minimises unevenness and cracking.

Overall, there will be no loss of blue badge parking bays. Alternative locations have been proposed.

There is an ongoing engagement and discussion both with the taxi trade and disability groups over alterations to taxi ranks to minimise their impact, in particular on disabled people. Surveys of taxi occupancy and percentage of vehicles leaving without a fare have been conducted in order to determine the level of provision required to meet the needs of passengers and a designated waiting area for taxis has been suggested for the future servicing of the Leeds railway stations. Alternative taxi ranks have been proposed.

Lower Briggate is benefitting from significant investment: full re-surfacing of footway and carriageway, footway widening (up to double existing width in places), new trees and greenery, and removal of parked cars and street clutter. These improvements will make the street more comfortable for pedestrians, enable further street cafes and improve the environment. Longer bus gate hours (7am-7pm) could also be considered. Traffic lanes have been deliberately made narrow to force vehicles to travel through the area slowly.

Consideration will be given to a scheme to close all or part of Lower Briggate to all traffic between 11.30pm and 5am on Friday/Saturday and Saturday/Sunday to support the night-time economy and improve safety on the street. An informal crossing point close to the Viaduct Bar will also be provided.

The double bus lay-by on Lower Briggate could be made available as a pick-up point for private hire vehicles after the last bus has departed (11.30pm), would meet the needs of the night time economy subject to any gating proposal. Kerbside private hire pick-up areas can be designated on the kerbside on Call Lane to minimise walking distances.

We will continue to engage with stakeholders throughout the process.

**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)	<b>Gwyn Owen</b>

<b>6. Governance, ownership and approval</b>		
Please state here who has approved the actions and outcomes of the screening		
<b>Name</b>	<b>Job title</b>	<b>Date</b>
Gary Bartlett	Chief Officer, Highways and Transportation	

<b>7. Publishing</b>	
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	
<b>Date screening completed</b>	
<b>Date sent to Equality Team</b>	
<b>Date published</b> (To be completed by the Equality Team)	