

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: Highways and Transportation</b>
<b>Lead person: Kasia Speakman</b>	<b>Contact number: 0113 3787533</b>

<b>1. Title:</b> Chapeltown Active Travel Neighbourhood
Is this a:
<input type="checkbox"/> <b>Strategy / Policy</b> <input checked="" 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>
<p>The aims of the Active Travel Neighbourhood in Chapeltown are to:</p> <ul style="list-style-type: none"> <li>• Create safer, quieter residential streets, using planters and changes to signing.</li> <li>• Remove the ‘through’ traffic to prevent vehicles from outside the area using the residential area as a short cut and to maintain as much residential parking as possible.</li> <li>• Make it safer for children to play out</li> <li>• Make it safer and more pleasant to walk or cycle to local cafes, shops and parks.</li> <li>• Allow safer connections for local residents to the new cycle infrastructure that is due to be installed.</li> </ul> <p>This scheme for Chapeltown, west of Chapeltown Road, covers road closures or narrowings on:</p>

- Button Hill,
- Mexborough Place/Road/Street,
- Reginald Street/Terrace,
- Savile Avenue/Drive/Mount/Road,
- Sholebroke Mount/Street and
- St Martins Avenue/View

One-way entries on Mexborough Street and St Martins Avenue.  
 Restricted movement treatment on St Martins Road/Crescent and Blake Grove, to prevent the area being used as a short cut.

### 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> <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.

- **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)

This is a temporary experimental proposal therefore potential impacts, both positive and negative, have been considered with the use of existing sources on information. This included published research, reports and examples of Best Practice, population data from the affected area, including socio-economic background, issues raised by residents and equality groups, e.g. Common Place consultation and empirical evidence of long-term working with communities across Leeds.

- **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 Chapel Allerton ward has a similar age group split as the average in Leeds. There are less over 65s and more in the 25 – 39 age group. It spans a range of communities, including diverse inner city areas of dense terraced housing. The area has lower car ownership than the Leeds average increasing the potential of walking and cycling. The scheme will make streets safer by reducing through traffic, reduce pollution and further encourage active travel, improving the health and access to opportunities of the residents and establishing lifetime healthy habits. It will also encourage exercise and enable social distancing during the Covid pandemic.

The Active Travel Neighbourhood improvements are likely to have positive impacts on a number of equality characteristics but in particular on lower income groups including children, young adults and older people, BAME, women and disabled people.

### Low income and poverty

There is lower income and lower car ownership in Chapeltown compared to the national average. Reducing rat running by cars will reduce pollution levels and encourage active travel, which will improve the health of the people in the area. Residents in the area are less likely to have access to private gardens and the scheme will encourage residents to exercise and maintain social distancing during the Covid pandemic.

### Children:

Children are unable to drive and so rely to a greater degree on car-free travel – public transport, walking and cycling. That ‘Children can travel around the city safely and independently’ was the first of the children’s 12 wishes on how to make Leeds a Child Friendly City.

Recent research suggests that children in rear seats of vehicles have greater exposure to air pollution than those walking or cycling along a busy corridor so these improvements, coupled with potential reduction in congestion, is likely to have additional benefits for children’s health, in particular reducing incidence of asthma, especially in dense terraced areas of Chapeltown. The reduction in through traffic is also likely to have a positive impact on children who under the age of 12 are unable to effectively judge traffic speeds or more complex manoeuvres. Comments received during the Commonplace consultation were in general very supportive including that ‘this scheme would make a lot of difference to how safe it feels to walk around this area. There are times, particularly in the summer when cars, motorbikes and quad bikes speed around this area and it does not feel safe. I think a pilot is a really good idea to test out how it works’. ‘I would feel much happier letting my children walking to friends around the area with these measures in place.’

### Older People

In the Chapel Allerton ward the percentage of people over 65 is below the national average. Making walking easier will encourage active travel which is particularly important during the Covid pandemic as it will encourage people to exercise and also allow greater social distancing.

Slower speeds and reductions in traffic will make it easier for older people to cross the carriageway.

Restrictions on how vehicles travel through the area can lead to extended journey times; this will be a concern for older people and disabled people who may rely on lifts/ taxis/private hire to get out and about.

### Disabled people

Reducing through traffic will make getting around the area easier for disabled people, encouraging active travel which is particularly important during the Covid pandemic as it will encourage people to exercise and also allow greater social distancing.

### Women

Women are also less likely to have access to a car, so improving active travel options will improve health, access to opportunities and reduce pollution. It will also encourage active travel on journeys like taking children to school.

**BAME**

There is a higher proportion of Black ethnicity residents in the Chapel Allerton ward. 44% of White respondents to the Leeds Transport conversation travelled to work by car, compared to 38% of BAME respondents. A 2015 ICL study has found that ethnic minorities and deprived communities in densely populated urban areas are disproportionately exposed to air pollution therefore reducing through traffic is likely to benefit this equality group in particular. Improving active travel options will improve health, access to opportunities and reduce pollution in the BAME communities.

• **Actions**

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

The Active Travel Neighbourhoods scheme is being delivered using an experimental traffic order to trial the road closures for a maximum of 18 months. This will be monitored during this time to see whether traffic has reduced and road safety improved.

Before permanent closure to ‘through’ traffic, a statutory process would need to be followed which includes publication of notice and formal consultation. This trial will be in place for a minimum of 6 months and during this time we will consult with the residents to ensure a permanent scheme has a strong positive impact.

Work with community groups to publicise improved active travel options.

There will be some disruption during the works but the impacts can be minimised – it will be important to publicise the proposed works early.

**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>
Gary Bartlett <i>G J Bartlett</i>	Chief Officer, Highways & Transportation	03/03/21

**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

<b>Date screening completed</b>	20/10/2020
<b>Date sent to Equality Team</b>	
<b>Date published</b> (To be completed by the Equality Team)	