

Crown Point Road Highway Scheme: Appendix C

Equality, Diversity, Cohesion

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 & Transportation
Lead person: David Ellis	Contact number: 0113 3367859

1. Title: Crown Point Road Highway Scheme

Is this a:

Strategy / Policy
 Service / Function
 Other

If other, please specify

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

In August 2020, the government awarded £52.6m to the West Yorkshire Combined Authority from its Get Building Fund. This included £8.6m for the Leeds City Centre 'Grey to Green' (G2G) Package of public realm and infrastructure improvements. Within the G2G Package, £3.75m is allocated to a highway scheme to transform Crown Point Road.

This scheme proposes to transform the layout of Crown Point Road, reducing the width of the carriageway to one 4.5m-wide lane. Former carriageway space will be reallocated to provide wider footways, loading bays, a two-way protected cycleway, space for green

infrastructure and cycle parking. Two, wide signalised pedestrian crossing will be provided, alongside new trees, and high-quality paving materials will be used for footways. A single high capacity bus stop will be retained in a prime location, enabling easy access to the surrounding developments and for onward journeys towards the city centre, in a generous bus lay-by that is long enough to accommodate at least two buses. A new bus shelter will be provided at the bus stop.

The redesign of Crown Point Road will have the effect of reducing the speed of motor traffic and create a more pedestrian-friendly design. This will help to unlock the second major phase of the City Park and enhance the connections to the Education Quarter, providing students with sustainable links to nearby transport hubs. It will also enhance the environment for the existing creative industries based in the area and create an attractive environment for prospective businesses.

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)

There was extensive public and stakeholder engagement for the South Bank Supplementary Planning Document (adopted in 2018), which informed the scheme objectives and helped us to understand the views of different user groups about the way regeneration should be carried out in the area. Extensive data on the views of different user groups on the existing transport and public realm offer in Leeds was obtained during the Leeds Transport Conversation and Our Spaces Strategy consultation.

The Crown Point Road Highway Scheme project team has undertaken direct engagement with groups representing disabled users in the city: the Leeds Access and Usability Group (AUAG) and the Disability and Wellness Network (DAWN). The team has also engaged with the bus operators and the West Yorkshire Combined Authority to understand the impact on bus users. The Leeds Cycle Forum Sub-Group was consulted to obtain the views of cycle users. Consultation with Ward Members, the Executive member, local businesses and landowners has provided further information on the impact of the scheme on different user groups. The neighbouring education establishments were also consulted on the scheme to capture views on the proposals from principals representing the voice of views and safety of their students, staff and parents.

- **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)

From our engagement work and existing policy documents, we know that transport and public realm schemes have the potential to have the following impacts on groups with different equality characteristics:

- **Gender:** Research shows that women and men have persistently different transportation needs, travel behaviours and levels of access to services and infrastructure. Women tend to travel shorter distances, closer to the home, and make more trips; they travel for a wider variety of purposes; they walk more; they have less access to a car and are the main users of public transport, they make more chained trips; their travel patterns tend to be shaped as polygons as compared to the more linear commuting trips made by men. Women are more

sensitive to safety concerns and tend to self-limit their movements and activities because of perceptions of risk, in the UK, they are less likely to cycle. Women are also overrepresented in social groups with specific transport needs and greater transport disadvantage: older people, people with special needs, single parents, and working parents who take responsibility for most caretaking tasks. Women's overall comparative disadvantage in terms of access to transportation negatively affects their professional development, economic status, leisure time, and personal wellbeing.

- **Disability:** Differential access to the transport system and the effect of transport policies, particularly (but not restricted to) for those with physical and sensory impairments, mental health issues or learning disabilities. Disabled people travel more frequently by bus than others, so public transport plays a vital role in ensuring that they can participate in community life and avoid social exclusion. Disabled people also may be affected to a greater extent by issues of reliability of public transport, modal integration (or lack thereof) and interchange and by issues such as overcrowding/ space availability. The availability of accessible infrastructure and walkable, level routes and access to information, including on board and at stops, will also have a differential impact on this equality group. Some disabled people may be more reliant on car-based transport (private car, private hire or hackney carriage). Journey times, distance and destinations as well as modal choice may be affected by disability. Disabled users, including blind and partially-sighted users, find it harder to navigate footways when they are not properly delineated from cycleways. These users do not feel safe in areas of shared space (for pedestrians and cycle users) because they may not be able to detect the presence of cycle users. Disabled users prefer crossings of cycleways to be signalled because the presence of a light and rotating cone offers a clear indication of when it is safe to cross.
- **Race:** Differential access to the transport system and the effect of transport policies, particularly for Black, Asian and Minority Ethnic people are around impacts on access to employment, education and training, which are vitally important issues for BAME communities as a means of overcoming disadvantages in the job market. Studies have also shown a differential impact in terms of the impact of traffic and road safety. They are also underrepresented among cyclists. It is thought that enabling travel by active modes may particularly benefit some members of the BAME communities in addressing health inequalities, including Type II diabetes and cardio-vascular health.
- **Age:** Both younger and older people are more at risk of being involved on a road traffic collision and suffer greater consequential effects – initiatives that contribute to road safety, especially of active modes, will have a beneficial impact on these sections of the population. Young people rely very much on public transport, although many have personal security concerns when using public transport and this is coupled with the fact that in terms of actual risk they are the age group which are most likely to be the victims of violence and/or assault. Children exposed to traffic related air pollution are more at risk of asthma and child inactivity is a cause for future health concerns, which can be addressed through enabling the use of active travel modes. Many older people are not able to drive because health conditions related to their age or find the cost of running a car prohibitive. Like with

disabled people, there will be a differential impact in terms of distance travelled (including to access public transport in the first place), reliability, overcrowding and the need to interchange or change modes. The presence and availability of evening and weekend services and infrastructure at stops/ stations will also have a differential impact in terms of the ability to access activities and leisure opportunities. The inter-district connectivity enabling access to local services has also been found to be particularly important to older people and people with disabilities.

Our engagement work indicated the following issues, which affect a range of user groups

- Crown Point Road is an important route for general traffic, which means access is valuable for groups who need to use private transport (including some disabled people, some elderly people and carers).
- Crown Point Road is an important bus route, which means bus access is valuable for groups who need to use public transport (including women, BAME communities, disabled people, some elderly people, young people and carers).
- There is no existing bus shelter, which means the bus waiting environment is uncomfortable and less accessible for disabled people.
- The existing provision for walking on Crown Point Road is poor, with only one signalised pedestrian crossing, two to three lanes of motor traffic for pedestrians to cross, and narrow footways. Many motor vehicles exceed the speed limit and the existing road design, with its wide carriageway, does not help to control these excessive vehicle speeds. Higher vehicle speeds foster an environment that does not feel safe and increases the risk of road traffic collisions. This creates problems for all pedestrians and especially young people (including students of the nearby educational institutions), disabled people and elderly people.
- There is no dedicated cycling infrastructure and it is not possible to cycle in the westbound direction, which creates safety concerns for existing cycle users and deters many other people from cycling. In such scenarios, many cycle users resort to cycling on the footway which creates conflicts between cycle users and pedestrians, particularly disabled and elderly people.

- **Actions**

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

The following scheme interventions have been designed to promote positive impact and reduce negative impact on groups with different equality characteristics:

Bus access will be maintained across the length of the scheme to avoid any negative impact on all the equality groups that are more likely to use public transport (including women, BAME communities, younger people, older people and disabled people). The modelling undertaken for the scheme indicates that the scheme will not result in an increase in bus journey times, which means the scheme avoids negative impacts for bus users.

The two existing bus stops will be consolidated into **one bus stop**. The negative impact of this change on groups with enhanced mobility support needs has been reduced by siting the new stops close to the new and existing attractors in the area (the new city

park, the Crown Hotel, Duke Studios and the new former Tetley Brewery development proposals) to reduce walking distances between the stop and these attractors.

The bus stop will be provided with a **high-quality bus shelter**. This promotes positive impacts for user groups that are more likely to use public transport as the road does not benefit from bus shelters. The bus shelter will improve the waiting environment for bus users, provide real-time information (which is currently absent on Crown Point Road), and it will include accessible seating, which will benefit disabled and elderly users.

The two **raised tables** may have some negative impact on some bus users (including elderly users), but they will have a road safety benefit for user groups who are walking on the street (described below). The raised tables have been designed and positioned to minimise the negative impact on bus users while they are on board the bus.

Private car access will be maintained across the length of the scheme and into all side roads. This will avoid any negative impact for user groups who need to travel along this route by private car (including some disabled people, older people and carers). The modelling undertaken for the scheme indicates that the narrowing of the carriageway to one lane will not result in additional delays for private cars under normal network conditions, and even in the event of localised disruption on the Inner Ring Road, which means that negative impacts for user groups who rely on the private car will be avoided. The scheme will promote positive impact for these users by creating new loading bays at roughly even intervals along Crown Point Road, on both sides of the street, which can be used for **pick-up and drop-off**. The scheme does not create any new pay-and-display or blue badge **parking spaces** to serve these users, but no parking spaces are removed by the scheme and access to existing spaces on adjacent streets (Sheaf Street, Hunslet Road and Bowman Lane) will be maintained, which avoids negative impacts. It should be noted that further Pay and Display parking bays will be delivered as part of the development proposals on the former Tetley Brewery Site as 2 new roads are to be delivered which will be able to be accessed off Crown Point Road.

While the scheme does not amend the speed limit, the scheme includes a number of traffic-calming measures which will have the effect of reducing actual **vehicle speeds** and reducing the risk **of road traffic collisions**: a narrower carriageway, an additional signalised pedestrian crossing, tighter radii at side roads, and two raised tables at each of the signalised pedestrian crossing points. These interventions will promote positive impacts for users who are more likely to experience a road traffic collision (including young people and elderly people). This is particularly advantageous in this location as Crown Point Road must be crossed by students who wish to walk to the city centre (and the bus stop) from the four educational institutions in the area. It will also promote positive impacts for users for whom higher vehicle speeds present a greater barrier to crossing the road, especially the unsignalised crossings of side roads (including elderly and some disabled users). The delivery of traffic calming measure will integrate seamlessly into the neighbouring city park proposals promoting active travel and enhance the overall user experience of the area. Urban parks have been shown to have a massive positive impact on peoples' mental and physical health, and to contribute hugely to the health of the local environment too.

The scheme includes a number of changes to improve the **pedestrian environment** to make walking safer and more comfortable: wider footways, wider pedestrian crossings

and an additional signalised pedestrian crossing. This will promote positive impact among all users who are more likely to walk (including young people, some disabled people, BAME communities and women). The additional widths on footways crossing will promote positive impact for wheelchair users, users of mobility scooters and parents with pushchairs.

The benefits of the scheme for pedestrians (noted above) will **also apply to many of the bus users** who use services that travel along Crown Point Road as bus users will need to walk to and/or from the bus stop on Crown Point Road to access bus services and/or local amenities. This will have positive impact for user groups who are more likely to use public transport (including women, BAME communities, younger people, older people and disabled people).

The scheme introduces **new street furniture**, which will create opportunities for seating, including benches and, as mentioned above, a new bus shelter. This seating will make the street more accessible for user groups that have a requirement for seating (including disabled people, elderly people, parents and carers).

The scheme includes significantly enhanced **provision for cycling**, which will make cycling safer for existing cycle users and remove many of the barriers to cycling among people who do not feel safe cycling on the carriageway. This includes a cycleway that is separated from pedestrians and motor vehicle traffic, a bus stop by-pass so cycles do not have to share space with buses, direct and legible links to adjacent cycling infrastructure, and cycleway crossings of side roads that reinforce cycle priority over turning vehicles. This promotes positive impact among cycle users and especially among groups who are less likely to cycle (including women and BAME communities). The cycling infrastructure will also allow young people to travel more independently by cycle, giving them access to education quarter and city park. The wide, 3m two-way cycleway, will be accessible to all cycle users, including cycles used by disabled people.

The **cycling infrastructure** has been designed to minimise any negative impact on user groups who benefit from a clear and legible separation between walking and cycling areas (including some disabled users, carers and elderly users). Most crucially, the provision for **dedicated space for cycling** avoids the need for cycle users to cycle on the footway, which creates conflicts between cycle users and pedestrians (and especially blind and visually-impaired pedestrians). The cycleway is separated from the adjacent footway with an upstand, which will be detectable to blind and partially-sighted users. There are two zebra crossings for pedestrians to cross the cycleway, which give pedestrians priority over cycles. The signalised crossings of the carriageway also cross the cycleway in a single movement; therefore, there is no transition between two different types of crossing when users wish to cross the cycleway and the carriageway, and the signals or rotating cone will indicate to users when it is safe to cross. This also means that the need for pedestrians to cross the cycleway to reach signalised crossings of the carriageway has been kept to a minimum. There are two zebra crossings of the cycleway at the bus stop by-pass, which are unsignalised, but which do give pedestrians formal priority over cycle users.

The scheme has sought to keep **shared space** (for cycles and pedestrians) to a minimum because it has negative impacts on users (including disabled and elderly users). There is only one small area of shared space at the western end of the scheme,

where it links to the adjacent cycle provision on the LPTIP A61(S) scheme. This is because there was insufficient width in the public highway boundary to connect the two cycleways and the adjacent scheme included a toucan crossing. There is no shared space for pedestrians and motor vehicles in the scheme.

The enhanced **walking and cycling infrastructure** will help people from a range of backgrounds to live more active healthier lives, as it will provide safe space to walk and cycle in an area of the city where walking and cycling does not always feel safe.

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

6. Governance, ownership and approval

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

Name	Job title	Date
Gary Bartlett	Chief Officer (Highways and Transportation)	
Date screening completed		1 st June 2021

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:
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For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent: 1 st June 2021
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: 1 st June