

# Appendix 4 Equality, Diversity, Cohesion and Integration (EDCI)



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: Highways &amp; Transportation</b>
<b>Lead person: Mohammed Mahmood</b>	<b>Contact number: 0113 378 7524</b>

## 1. Title: Armley Gytratory Junction Upgrade – Preliminary Design

Is this a:

- Strategy / Policy     
  Service / Function     
  Other

If other, please specify

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

The Armley Gytratory Highway Reconfiguration scheme incorporates proposed alignment and operational changes to the existing gytratory system through the creation of a new area of carriageway, improving vehicle connectivity between the M621 and the Inner Ring Road and delivering the additional capacity required to mitigate against traffic displaced from the city centre.

The scheme also seeks to improve pedestrian and cycle connectivity between previously disconnected areas of Wortley and Armley and the city centre through the introduction of illuminated, segregated footways and cycleways which run adjacent to carriageway and the provision of an accessible footbridge to the north of the gytratory

Armley Gytratory is one of a series of major interventions throughout the city centre designed to facilitate the removal of general through traffic from City Square and unlock

public realm/green space enhancements within the city and at same time address the significant noise and air quality issues caused by traffic using Neville Street and passing through City Square, a route which is presently designed to accommodate significant traffic flows, some of which has easy access straight off the motorway, and is going to destinations beyond the city centre. The 'dark arches' on Neville Street has been amongst the top 10 most polluted streets in the country, a particular problem because it is such a busy walking route.

### 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 carried out a public consultation exercise between February and April 2018, covering the A647 LPTIP corridor from Armley Gyratory to the boundary with Bradford, under the Connecting Leeds brand. This comprised of online information, social and print media and drop-in events in Armley, Bramley and Pudsey. In total, 265 responses were received via the Council's website, by letter, by email, or by the return of completed questionnaires provided at public engagement events.

Alongside this public consultation, the Council has maintained ongoing dialogue with statutory bodies and non-statutory interest groups with regards the Armley Gyratory proposals.

The Green Streets Initiative has been progressed with the West Yorkshire Combined Authority and the Council's landscape planning and design officers to ensure robust attention is paid to any green or environmental mitigation measures proposed.

Ward members for Armley, Beeston and Holbeck, and Hunslet and Riverside, the three wards within which the scheme sits, and Little London and Woodhouse, have received updates on the scheme commencing with a briefing note in February 2018 and July 2019. They were invited to a member-only session in advance of the public consultation drop-in events in 2018. A separate drop-in event was also held at St Matthew's Community Centre at the request of local ward members to open engagement with residents with a specific focus on the Armley Gyratory.

A second consultation on the preliminary design was held between Monday 12th August and Monday 23rd September 2019. The consultation included both online and offline elements, and two further drop-in consultation events in September 2019. Both the website and the events showcased the proposals and enabled local stakeholders and the wider public to view and comment on the Proposed Development. The events provided more detailed information about the Proposed Development and explained how the proposals had evolved since the options consultation in 2018, including how feedback from the public had been considered and influenced the current design.

A flythrough simulating the proposed design was hosted online and shown at the events. This visualisation enabled attendees to view how vehicles, cyclists and pedestrians would travel around the proposed gyratory and to see how landscaping would likely look.

Because of the modifications made through 2020 to the preliminary design as consulted on during 2019, a further round of engagement was held in March/April 2021, to update stakeholders and those involved in previous rounds of consultation as to the changes. Although the engagement has not explicitly sought feedback, there was an opportunity to provide comments, and there will be an opportunity to comment formally as part of the Planning Application.

- **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 both the Transport Conversation and the Our Spaces Strategy engagement and previous policy documents, transport has the potential to have a differential impact on all equality groups, with particular regard to the following;

- **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 frequent 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. They 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.

Disability can lead to a greater reliance on private transport (own car or taxi, or lifts from friends/ relatives etc). Journey times, distance and destinations as well as modal choice may be affected by disability.

- **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.

While it is expected that there will be significant short term disruption during construction, undertaking these works at Armley Gyratory enhances the resilience of the wider network and preserves connectivity to key city centre infrastructure e.g. hospitals, commercial and finance units. The proposals will also deliver the increased capacity identified to allow the removal of unnecessary traffic within the city centre and will unlock other areas of the city for interventions which further improve bus connectivity and reliability and enhance the public realm/green space ask within Leeds.

The closure of City Square to through traffic will have a positive impact on air and noise quality in the City Centre and in particular under the dark arches which is one of the most polluted streets in Leeds and UK, also current noise levels makes it an unpleasant and unwelcoming location for one of the busiest pedestrian routes into the City Centre.

The provision of more appealing and accessible routes at Armley Gyratory for both pedestrians and cyclists by delivering new dedicated pedestrian and cycle bridges, signal controlled crossing and improved pedestrian and cycle routes will ensure safety for those wishing to cycle and walk.

Improved landscaping at Armley Gyratory to increase visibility for pedestrians and cyclists will ensure personal security which at the moment is compromised.

- **Actions**

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

Sustainable Infrastructure and Inclusive Growth is at the forefront of the Armley Gyratory proposals with the objective being the major regeneration of the city's dated highway infrastructure and improve connectivity to this key area of the Strategic Road Network

while creating the capacity to removing through traffic from city centre roads.

The scheme also seeks to significantly improve local cyclist and pedestrian movements allowing for more direct journeys between the local area and the city centre and improving safety. The current dark and unwelcoming atmosphere of the segregated footways will be improved by bringing them kerb line adjacent and by improving sight lines and removing unlit spaces that attract crime.

The new proposals for Non-Motorised Users (NMU) will include wider accessible footways and push-button controlled crossing points at the junctions. In addition, the existing temporary footbridge to the north of the gyratory will be demolished and reconstructed with wheelchair accessible ramps in accordance with current guidance. This footbridge will provide enhanced connectivity between Armley, Wortley and the city centre and open up areas for development.

The Armley Gyratory and City Square project teams are engaging with stakeholders at all levels and working with those directly impacted by the scheme to develop solutions which incorporate accessibility and sustainability as key components alongside the outcomes of these discussions.

**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
Gary Bartlett	Chief Officer (Highways and Transportation)	
<b>Date screening completed</b>		28 <sup>th</sup> May 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](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: 28 <sup>th</sup> May 2021
All other decisions – sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a>	Date sent: