

# Equality, Diversity, Cohesion and Integration (EDCI) 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.

<b>Directorate: City Development</b>	<b>Service area: Highways and Transportation</b>
<b>Lead person: David O'Donoghue / Vivian Elby</b>	<b>Contact number: (0113) 3787500</b>

**1. Title: Trial of motorcycle/PTW access to bus lanes 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**

**A trial of changing current bus lane policy which currently allows for pedal cycles but not motorcycles to use bus lanes, to now allow motorcycles/Powered two wheelers to be allowed use of the bus lanes on the A65 in Leeds. The trial is hoped to both support the safety of motorcyclists, by allowing them to avoid congested general traffic lanes and is hoped to through journey time savings promote motorcycling as a sustainable method of travel.**

**The trial is planned to evaluate the impacts this policy change will have.**

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### 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)

Those likely to be affected are those who use the bus lane in some way. This includes bus passengers, taxi passengers and pedal cyclists as well as pedestrians when crossing. The monitoring package for the trial will consider impacts on these groups and where appropriate consideration will be given to potential differential impacts within these users of the bus lane.

Because taxis are given priority by bus lanes and they are an important mode of travel for disabled people, whilst it is considered very unlikely that allowing motorcycles into bus lanes will cause undue delay to taxis, consultation was carried out with relevant bodies. The Access Use Ability Group (AUAG) were invited to comment, their response was they felt to make informed comment the trial would need to be underway. Likewise, representatives of the Hackney trade, stated they wished to reserve comment until the trial was underway.

Leeds City Council has the ambition to be a city where people can access jobs, education, and services without needing to own a car. Therefore, the proposal to promote powered two wheelers, should support for instance those with limited incomes from groups such as younger people such as school and college leavers. And who might need to access for instance work placements that are hard to reach through the public transport network.

- **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)

Whilst not a protected group, the Motorcycle Action Group have voiced public concerns about the impact of not going ahead with the trial, which they believe is important to support the safety of motorcyclists who are a vulnerable road user. There is some concern amongst motorcycling groups that Local Authorities when allocating road space have given too much priority to other groups such as cyclists and not enough priority to the needs of motorcyclists.

Whilst bus lanes are not specifically cycle infrastructure, they do significantly reduce the interaction cyclists need to have with motor traffic. Therefore introducing extra traffic such as motorcyclists into bus lanes does have the potential to impact on less experienced cyclists who may be expected to perceive sharing bus lanes with motorcyclists to be a deterrent and thus could impact on rates of cycling on women and children.

Overall, the key finding during consultation was that the trial would need to go ahead for potential impacts to be assessed. So whilst consideration and consultation so far has shown it is unlikely that the trial will have any noticeable differential impacts, because this is an acknowledged concern and because the trial seeks to consider precisely the impacts the policy change could have, this will be a consideration in the monitoring and evaluation of the trial.

- **Actions**

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

**The monitoring and evaluation of the trial will aim to reach those groups who could potentially be impacted. The AUAG, Hackney Carriage representatives and cycling groups will be contacted. A strategy of encouraging anyone giving feedback to give details of their age, gender, race/ethnicity, and disabilities would allow impact on protected characteristics to be monitored.**

**The trial is likely to begin after proposed changes to the Highway Code come into force. The revised Highway code is planned to include a hierarchy of users that will state “The road users most likely to be injured in the event of a collision are pedestrians, cyclists, horse riders and motorcyclists, with children, older adults and disabled people being more at risk... those in charge of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger they pose to others. This principle applies most strongly to drivers of large goods and passenger vehicles, vans/minibuses, cars/taxis and motorcycles.”**

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**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:	
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Date to complete your impact assessment	
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Lead person for your impact assessment (Include name and job title)	
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**6. Governance, ownership and approval**

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

Name	Job title	Date
Vivian Elby	Transport Planning Technician	6/12/2021
<b>Date screening completed</b>		6/12/2021

**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: 06/12/2021

All other decisions – sent to  
[equalityteam@leeds.gov.uk](mailto:equalityteam@leeds.gov.uk)

Date sent: