

Appendix 3
 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 or has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: City Development	Service area: Highways and Transportation
Lead person: Mohammed Mahmood	Contact number: 0113 378 7524

1. Connecting West Leeds (CWL) Phase 1 Schemes - Design and Construction			
Is this a:			
<input type="checkbox"/>	Strategy / Policy	<input checked="" type="checkbox"/>	Service / Function
		<input type="checkbox"/>	Other
If other, please specify			

2. Please provide a brief description of what you are screening
<p>The aim of the Connecting West Leeds (CWL) programme is to improve connectivity and travel choices for local communities in West Leeds for all road users, with the following scheme objectives:</p> <ul style="list-style-type: none"> ▪ Increased walking and cycling levels within West Leeds especially for short journeys; ▪ Improved safety for pedestrians, cyclists, and other road users ▪ Improved access to jobs, education, healthcare, and leisure opportunities; ▪ Reduced emissions from transport; ▪ Reduced journey times for all vehicles, including buses, using and crossing the ORR; and ▪ Improved access to greenspace. <p>The improvements will assist with accessibility by providing safer infrastructure for both</p>

pedestrians and cyclists.

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)

The provision of more appealing and accessible routes for both pedestrians and cyclists by delivering new dedicated pedestrian and cycle facilities, signal controlled crossing and improved pedestrian and cycle routes will ensure safety for those wishing to cycle and walk across this very busy orbital route as well as addressing some of the congestion issues at Horsforth roundabout.

The proposed corridor wide schemes fit within the Best Council Plan strategic aims to improve the city's transport infrastructure and tackling climate change risks. This is achieved through improved safety for all road users, providing new crossing facilities for pedestrians and cyclists to improve accessibility, and reducing traffic congestion which will lead to better environment in terms of improved air quality.

For Section 1 Fink Hill / Outer Ring Road scheme the public consultation was undertaken on 27 January 2020 for a period of four weeks and closed on 24 February 2020, to allow the public to express their views as pedestrians, cyclists, bus users, motorists, business owners or residents. Feedback was invited by:

- Online portal – Commonplace linked via Connecting Leeds website <https://finkhill.commonplace.is/proposals/fink-hill-junction-improvement-scheme>
- In person at Horsforth Library;
- In person at a public drop in information event (Emmanuel Baptist Church, Horsforth; and
- By email, phone or letter

More recently, CWL Phase 1 consultation was launched for sections 2 and 3, namely, Horsforth Merge and Horsforth to Rodley cycle and footway link on 16th November 2021 and ran until 12th December 2021. Engagement was online via the Connecting Leeds Commonplace www.connectingwestleeds.commonplace with a public drop-in event which was held on 24th November 2021 at St Margaret's Parish Centre, Horsforth. Section 1 scheme was also sign posted during this consultation without seeking feedback due to the consultation in 2020. Where feedback was given this was addressed by the project team.

- **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 proposals form part of the wider emerging transport strategy incorporating feedback from the Transport Conversation (seeking views of Leeds' residents and interest groups on the future of transport in Leeds). The proposal is intended to facilitate accessibility to key growth sites in Northwest Leeds by enhancing Outer Ring Road capacity and provide safer infrastructure for both pedestrians and cyclists.

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.

- **Actions**

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

The Highways and Transportation service will follow well practiced procedures in engaging with relevant groups and adopting design standards to achieve the expected outcomes.

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
Kate Morris	Head of Transport Planning	
Date screening completed		

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