

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. Title: Connecting West Leeds – Phase 2

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify

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

Connecting West Leeds (CWL) is an integrated transport corridor improvement project that will deliver multi-modal enhancements to capacity, efficiency, safety and accessibility for all users of the A6120 Leeds Outer Ring Road (ORR).

This screening is related to the phase 2 of the CWL programme:

- Section 4 – Calverley Lane footbridge
- Section 5 – Rodley to Dawsons footway and cycle link
- Section 6 – Rodley roundabout technology improvement
- Section 7 – Calverley lane junction improvements
- Section 8 – Footway and Cycle connection to canal
- Section 9 – Landscape mitigation
- Section 10 – Average speed camera enforcement

The programme site extends for some 4km on the western edge of the Leeds District at

its border with the City of Bradford, and as such it forms part of the important strategic highway connection between two significant economic drivers within the West Yorkshire conurbation. It has an equally important local function as a critical link for communities within the Pudsey constituency, which suffers from congestion and offers poor connectivity for all road users and severance effects for communities.

The project extends from Fink Hill and the A65/A6120 Horsforth roundabout in the north, to the edge of the A647/A6120 Dawson's Corner in the south, aligning with the existing proposals there for significant remodelling and capacity improvements under the DfT's Major Route Network programme, together with capital investment in the Stanningley Bypass (the adjacent section of the ORR).

Phase 2 will include significant targeted junction improvements at Calverley Lane and Rodley roundabout, new and enhanced pedestrian and cycling facilities along the ORR, a footway and cycle connection to the Leeds and Liverpool canal, along with a new bridge for pedestrians and cyclists restoring a significant and historic connection between the communities of Calverley and Farsley which was severed in the 1970s when the ORR was built.

There is a long-standing speed-related collision problem along this section of the ORR, and the scheme proposes the introduction of average speed enforcement cameras to address this and to reflect the evolving nature of the corridor in serving a diversity of travel modes, it will introduce pedestrians and cyclists alongside the carriageway through dedicated facilities.

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 	X	

harassment <ul style="list-style-type: none"> • Advancing equality of opportunity • Fostering good relations 		
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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)

In keeping with LCC procedures, this assessment has considered whether the proposals need to respond to the particular needs of people, or communities, with protected characteristics as currently defined. Following on from the initial pre-screening, we have concluded that the needs are primarily focussed on those who are in the categories 'age,' 'disabled' and 'sex', which are most likely to be affected by the proposals. Those in other protected categories (such as religion or belief, sexual orientation, pregnancy etc) are not significantly affected by the types of proposals being promoted, and therefore have been screened out with no design responses required. However, the overall intent of the scheme seeks outcomes that will be beneficial to all communities and groups including those who may be more reliant on public transport and active travel than private car.

The proposed schemes for CWL A6120 Outer Ring Road corridor between Horsforth and Pudsey includes improvements to pedestrian and cycle facilities through new or improved off-carriageway facilities connecting communities (and the National Cycle Route on the canal), and include a new foot/cycle bridge.

Specific public engagement was undertaken on the CWL Phase 2 projects (Sections 4-10). This took place between the 12th July – 11th September 2022 via connecting Leeds

commonplace (www.connectingwestleedstwo.commonplace.is) and 5 public drop in events that took place in the following locations:

- Thursday 21 July at St Margaret's Church
- Saturday 23 July at The Church in Rodley
- Saturday 3 September at The Barn, St Wilfrid's, Calverley
- Monday 5 September at Farsley Community Church
- Thursday 8 September at Pudsey Civic Hall

Wider engagement was conducted via email to community and key stakeholders including, local businesses, cycling and access groups and community groups to advertise the launch of the digital consultation on July 12 and 13, 2022. The stakeholders were also sent a follow up email on 5 September 2022.

The introduction of Average Speed Cameras (ASC's) is a key safety measure to mitigate current level of Road Traffic Collisions, to enforce the introduction of the new 50mph speed limit along the CWL Corridor from Horsforth to Bramley Town End. As well including this in Phase 1 and 2 consultations a more formal consultation was undertaken in January 2023 to supplement the earlier two consultations.

Engagement has also been undertaken on the Leeds Transport Strategy (following the Transport Conversation), as well as on a range of walking and cycling measures, so the authority has a good understanding of the issues and benefits associated with these schemes. The Council has a good track record of significant investment in facilities which benefit the mobility impaired especially in walking and cycling for both junction crossings and links. This experience helps to mitigate potential negative impacts during the design stage.

At the detailed design stage of the projects, consideration of appropriate landscaping, lighting and inter-visibility for natural surveillance will be important especially for women who can feel vulnerable during darkness or when hidden from drivers' views. The design concept emphasises public safety in the visibility and attractiveness of routes at all times of day.

- **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 Connecting West Leeds project will play a key role in addressing health inequalities within and between diverse communities in this constituency, through the delivery of active travel links. The implementation of upgraded pedestrian and cycling infrastructure will provide direct benefits for pedestrians/cyclists which is positive for low income groups, children and those seeking employment. It is especially useful given the number and location of schools in the vicinity of the corridor which have been considerations in the development of the proposals.

In addition, pedestrian improvements will overall have a positive impact on the mobility impaired in the 'disabled' category, due to better accessibility, more comfortable and

better quality surfaces (and widths available), and making new connections for exercise and social contact and work amongst other reasons.

Improved areas of greenspace associated with the project will also provide all equality groups with increased health benefits associated with such spaces including better access to the canal, which is a popular leisure and (cycle) commuting route.

The new facilities including the proposed bridge will provide a positive impact towards the protected characteristics such as disabled, elderly people and/or children.

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 North Leeds by enhancing Outer Ring Road capacity and provide safer infrastructure for both pedestrians and cyclists.

For the CWL Phase 2 consultation out of the 1,230 respondents 74.4% felt positive or mostly positive, 11% felt negative or slightly negative whilst 14.6% felt neutral. The most common responses when asked what was liked regarding each project was the improvement to safety, walking, cycling, wheeling and better for the environment. This suggests that as able-bodied people would appreciate these improvements, the benefit will accrue also to the disabled, less-abled, children and elderly, who have mobility impairments of various kinds.

The scheme designs are not expected on balance to adversely affect any of the protected characteristics. There are no impacts on loading and parking (i.e. access to property for those with mobility issues), and no reduction in quality, location or quantity of crossing points. The only potential negative is that the existing footway between Rodley and Dawsons Corner will permit cyclists, and although widened along some its length, there are pinch points which could cause discomfort for those who are anxious or mobility impaired. However, cyclists are known to use the footway anyway given the speed and volume of traffic on the ring road adjacent, and so on balance the widening should more than offset the potential for collision and reduce concerns especially as a length will be segregated.

- **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. This will include Parks and Countryside in the appropriate design of greenspace.

Through the 'Connecting Leeds' brand and our well-established communications channels, we will promote the positive impact that the measures can have for users of the CWL A6120 Outer Ring Road corridor.

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
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: