

**MEANWOOD DISTRICT CENTRE
APPENDIX D – EQUALITY IMPACT ASSESSMENT**

Equality, Diversity, Cohesion and
Integration Impact Assessment



As a public authority we need to ensure that all our strategies, policies, services, functions, and structures both current and proposed have given proper consideration to equality, diversity, cohesion and integration. In all appropriate instances we will need to carry out an equality, diversity, and cohesion and integration impact assessment.

This form:

- can be used to prompt discussion when carrying out your impact assessment
- should be completed either during the assessment process or following completion of the assessment
- should include a brief explanation where a section is not applicable

Directorate: City Development	Service area: Highways & Transportation
Lead person: James Chadwick	Contact number: 0113 3787499
Date of the equality, diversity, cohesion and integration impact assessment: 2/3/2023	

1. Title: Meanwood District Centre – Junction improvement scheme						
Does this relate to:						
Strategy	Policy	Service	Function	Structure	Other	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is this:						
<input checked="" type="checkbox"/>	New/ proposed	<input type="checkbox"/>	Already exists and is being reviewed	<input type="checkbox"/>	Is changing	
(Please tick one of the above)						

2. Members of the assessment team:

Name	Organisation	Role on assessment team e.g. service user, manager of service, specialist
James Chadwick	Traffic Engineering – Leeds City Council	Traffic Engineer

3. Summary of strategy, policy, service, function or structure that was assessed:

This EIA concerns a scheme to introduce a new signalised layout at the junction of Meanwood Road / Monk Bridge Road / Green Road / Stonegate Road / Stainbeck Avenue. The Meanwood District Centre forms part of the implementation of the priorities and actions as identified in the West Yorkshire Local Transport Plan 2011-2026 (WYLTP3):

O1 – Low Carbon. To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans; and

O3 – Quality of life. To enhance the quality of life of people living in, working in and visiting West Yorkshire.

It will continue to meet the objectives of the new LTP3 *My Journey* which contains proposals “to define, develop and manage networks and facilities to encourage walking and cycling” and to “develop a model for transport planning at a community level to enhance local accessibility”, to improve safety and security seeking to minimise transport casualties and to address barriers to travel.

The review considers requests for provision of formal crossing facilities on all arms of these junctions whilst reducing the dominance of vehicles. The aim of the review is to get approval to fund the junction improvement scheme and pedestrian facilities where these:

- facilitate pedestrian journeys by overcoming a barrier or severance
- link communities to facilities, such as shops, transport infrastructure, community centres, surgeries etc
- help reduce the number of pedestrians killed or seriously injured and improve road safety

The scheme will deliver a series of improvements to bus routes, public realm, pedestrian and cycling infrastructure which will reduce delays for buses. The specific proposals are:

- Provision of traffic signals to simplify the junction arrangement by banning certain low used movements.
- Introduction of pedestrian crossing facilities at all arms of the junctions.
- Improvements to cycling facilities for northbound cyclists through the provision of a segregated facility.
- Footway widening outside the businesses.
- Aiding buses to exit Green Road due to the current layout often blocking the junction for traffic turning into Monk Bridge Road.

4. Scope of the equality, diversity, cohesion and integration impact assessment
 (complete - 4a. if you are assessing a strategy, policy or plan and 4b. if you are assessing a service, function, structure or event)

4a. Strategy, policy or plan (please tick the appropriate box below)	
The vision and themes, objectives or outcomes:	<input checked="" type="checkbox"/>
The vision and themes, objectives or outcomes and the supporting guidance	<input type="checkbox"/>
A specific section within the strategy, policy or plan	<input type="checkbox"/>
<p>Please provide detail:</p> <p>The scheme looks at the junction and assesses the needs of users visiting the District Centre or local facilities as well as separating out through traffic on the main approach roads. Specifically the scheme will involve:</p> <ul style="list-style-type: none"> • Changes to general traffic movements, including restrictions on certain movements through banned turns. • Introduction of signalised junctions and pedestrian crossing facilities at all arms of the junctions. • Provision for northbound cyclists. • Changes to the bus route. • Removal of on street parking facilities. <p>The Vision for Leeds specifies the following objectives:</p> <ul style="list-style-type: none"> • Increase investment in other forms of transport, such as walking and cycling routes, to meet everyone's needs • Local services, including shops and healthcare, are easy to access and meet people's needs 	

4b. Service, function, event please tick the appropriate box below	
The whole service (including service provision and employment)	<input type="checkbox"/>
A specific part of the service (including service provision or employment or a specific section of the service)	<input type="checkbox"/>

Procuring of a service (by contract or grant)	<input type="checkbox"/>
Please provide detail:	

5. Fact finding – what do we already know
 Make a note here of all information you will be using to carry out this assessment. This could include: previous consultation, involvement, research, results from perception surveys, equality monitoring, service level equality targets and customer/ staff feedback.
 (priority should be given to equality, diversity, cohesion and integration related information)

Background Information

A planning condition for the construction of the Waitrose development on Green Road required the signalisation of the Green Rd/ Stonegate Rd/ Meanwood Rd junction to address concerns relating to increase capacity and existing recorded injury collisions.

The Town and Local Centres programme funding contribution has enabled the long-standing planning commitment to be designed and delivered which will result in the implementation of a district centre signalisation/ improvement scheme in Meanwood. The scheme will make the area feel less car dominated and aim to provide a safer and more pedestrian/ cycle friendly district centre. The council's Inclusive Growth Strategy recognises the importance of such district centres as economic, social and service hubs and the need to continue to deliver improvements that promote enterprise and connect people to jobs and opportunities within them. Targeting improvements to local district centres assist in delivering the Best Council Plan ambition of promoting sustainable and inclusive economic growth.

The proposals will also help reduce existing injury road collisions through the control of traffic and pedestrians in this area. The introduction of signal control will also help improve bus service punctuality and a reduction in the speed limit to 20mph will also improve road safety and make the area a more pleasant environment.

Consultations

Public consultation was undertaken in several forms:

- Letters delivered directly to those properties who's frontage directly overlooks the junction.
- Online consultation was undertaken through Connecting Leeds where people could provide their comments.
- A drop in session was held to allow people to visit and discuss the scheme with engineers.

Over 600 people attended the drop in session along with another 440+ responses received via online consultation and direct emails. There was a mix of support for and objections to the scheme for various reasons.

A portion of these comments expressed concerns over bus routes due to them being diverted because of the banned movements. Meetings have been held with WYCA regarding the proposed route and considerations have been made to prevent delays to the bus.

Surveys / Data

Some concerns raised relate to vehicle movements through the surrounding area following the works therefore surveys have been undertaken to assess these roads prior to the schemes introduction.

Consideration has also been given to the recorded injury collision data for these junctions which has seen numerous pedestrians knocked down in locations where there is no formal pedestrian crossing facility.

Are there any gaps in equality and diversity information

Please provide detail:

None. Collision data does distinguish on age i.e. adults, children, and older people.

Action required:

Have regard for road safety records and analysis.

6. Wider involvement – have you involved groups of people who are most likely to be affected or interested

Yes

No

Please provide detail:

Public Consultations have been undertaken with the Meanwood Valley Partnership, Ward Members, Businesses and local residents through online consultations, letter drops for direct frontages and a public meeting where people could visit and discuss the scheme with the design engineers.

Action required:

No action required at present.

7. Who may be affected by this activity?

please tick all relevant and significant equality characteristics, stakeholders and barriers that apply to your strategy, policy, service or function

Equality characteristics

Age

Carers

Disability

Gender reassignment

Race

Religion or Belief

Sex (male or female)

Sexual orientation

Other

(for example – marriage and civil partnership, pregnancy and maternity, social class, income, unemployment, residential location or family background, education or skills level)

Please specify:

The work undertaken by the service has a positive effect on local people and communities generally, but in particular; older and younger people, pregnant women, people with children and disabled people.

Stakeholders

Services users

Employees

Trade Unions

Partners

Members

Suppliers

Other please specify

Potential barriers.

Built environment services

Location of premises and

Information and communication

Customer care

Timing

Stereotypes and assumptions

Cost

Consultation and involvement

specific barriers to the strategy, policy, services, function or structure

Please specify

8. Positive and negative impact

Think about what you are assessing (scope), the fact finding information, the potential positive and negative impact on equality characteristics, stakeholders and the effect of the barriers

<p>8a. Positive impact:</p>
<p>The assessment framework considers the demand from children and elderly people and factors such as the proportion of children, enabling journeys to school and the proportion of elderly people are weighed positively in the decision making process to recommend the provision of a crossing. No specific data is gathered in terms of disability, sexual orientation or race, however, site observations/ request details do provide some indication of demand from pedestrians with a mobility impairment. Whenever possible, these are factored into the decision making process.</p> <p>The scheme proposes to introduce pedestrian crossing facilities at all arms of the junctions which work within the traffic signals for vehicles. This has a positive impact on people's ability to make journeys on foot, including elderly and disabled people and children.</p> <p>Age:</p> <ul style="list-style-type: none"> • Older people often require a longer time to cross and are unable / find it difficult to cross unless there are large gaps in traffic. The new signalised junctions will provide safe crossing points on all arms of the junction. • Young people are enabled to cross the road in relative safety and formal facilities help promote independence, for example on a journey to school. <p>Disabled people:</p> <p>Formal crossing facilities include features which benefit disabled pedestrians such as dropped kerbs for wheelchair users and tactile paving to assist blind and partially sighted pedestrians. Signal controlled crossings also have tactile and audible signals corresponding to the 'green man' phase. At-grade crossings are more inclusive than bridges and underpasses and are accessible to all. Blind pedestrians do not have to judge the direction and speed of traffic and can cross in greater confidence at a formal crossing point.</p>
<p>Action required:</p>
<p>No action required.</p>

<p>8b. Negative impact:</p>
<p>General</p> <p><u>The review framework does not have negative impacts on equality characteristics. In terms of specific outcomes, potential negative impacts may be:</u></p> <p>Traffic flows and congestion – increase in pedestrian facilities and junction signals may produce delays on some congested routes. The signals have been designed in a way to minimise traffic queues on the approaching roads.</p>

The banning of certain vehicular movements will have an impact on the routes that drivers take to get around the area. This has the potential to see more vehicles using the residential roads to bypass the banned movements.

Age and Disability

Parking – The introduction of the signalised junctions remove all available parking and as such this does remove kerbside parking, which may have a negative impact, particularly on elderly and disabled people.

Action required:

General: Assessment on traffic flows in these nearby roads have been undertaken and will be further assessed after the scheme is introduced.

Disabled people: Continue to note and give consideration to the needs of disabled people in the nearby roads.

9. Will this activity promote strong and positive relationships between the groups/communities/teams identified?

Yes

No

Please provide detail:

The provision of crossings helps overcome physical barriers and therefore links communities where severance by a busy road occurs. However, there is potential for one community to feel that they are being put at a disadvantage due to more traffic using their roads than had previously.

Action required:

- Continue to perform traffic assessments on all nearby roads to determine if there is an increase in traffic and whether this has a negative impact on the locality.

10. Does this activity bring groups/communities/teams into increased contact with each other (e.g. in schools, neighbourhood, workplace)?

Yes

No

Please provide detail:

Facilitating pedestrian journeys provides greater opportunities for residents and communities to meet, interact and visit local businesses.

Action required: None

11. Could this activity be perceived as benefiting one group/community/team at the expense of another?

Yes
 No

Please provide detail:

Action required:

12. Equality, diversity, cohesion and integration action plan
 (insert all your actions from your assessment here, set timescales, measures and identify a lead person for each action)

Action	Timescale	Measure	Lead person
Assessment on traffic flows in these nearby roads have been undertaken and will be further assessed after the scheme is introduced.	Ongoing	Pre-work surveys have been undertaken. Post-work surveys will be undertaken 6 months after the scheme has been implemented and traffic flows have adjusted to the new layout.	James Chadwick
Continue to note and give consideration to the needs of disabled people in the nearby roads	Ongoing	Review of parking restrictions in the area to determine if more facilities can be introduced following the schemes implementation.	James Chadwick

13. Governance, ownership and approval

State here who has approved the actions and outcomes from the equality, diversity, cohesion and integration impact assessment

Name	Job Title	Date
Kate Morris	Head of Transport Policy	March 2023

14. Monitoring progress for equality, diversity, cohesion and integration actions (please tick)

- As part of Service Planning performance monitoring
- As part of Project monitoring
- Update report will be agreed and provided to the appropriate board
Please specify which board
- Other (please specify)

15. Publishing

Date sent to Equality Team	
Date published	