

## 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.

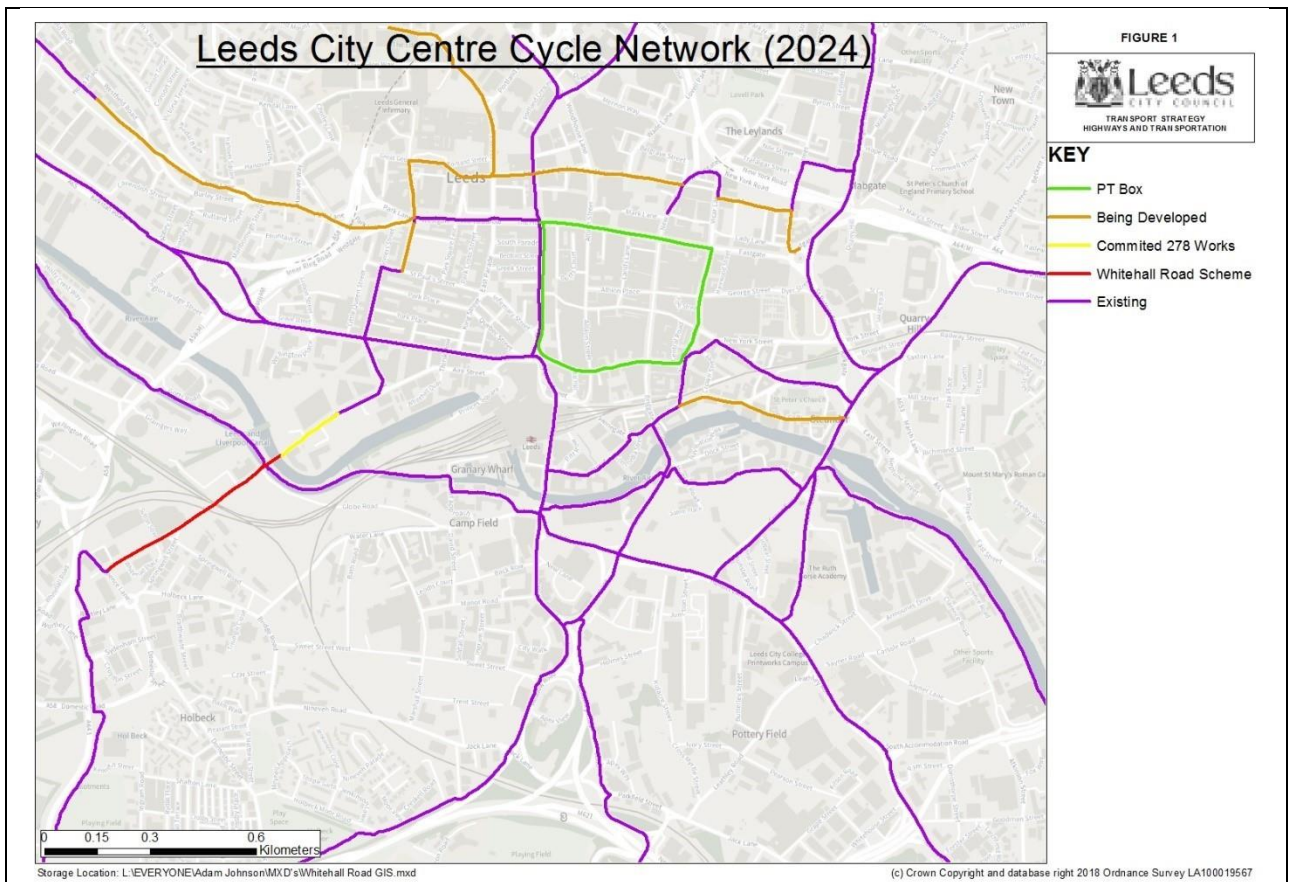
A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help 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: Kasia Speakman</b>	<b>Contact number:</b>

<b>1. Title:</b>
Is this a:
<input type="checkbox"/> <b>Strategy / Policy</b> <input checked="" type="checkbox"/> <b>Service / Function</b> <input type="checkbox"/> <b>Other</b>
<b>If other, please specify</b>

<b>2. Please provide a brief description of what you are screening</b>
<p>This Screening concerns the active travel scheme known as Holbeck Connector. The scheme aims to provide segregated cycle provision on Whitehall Road thus completing a missing strategic gap in the developing city centre cycle network, linking existing schemes (Ingram Way cycle route and the West End cycle route). See Fig. 1 for local context.</p>



The scheme will continue Leeds City Council's (LCC) programme of providing a high quality segregated and connected cycle route within and across the city centre.

It will deliver:

576m of fully segregated bi-directional 3.0m wide cycle route

Creation of landscaped public space, including space for future installation of docks for the LCB e-bike project

Location for 1 x e-bike docking station

1 new pedestrian/cycle crossing

1 upgraded pedestrian crossing

1 upgraded junction to tie in with the existing Ingram Way off highway cycle route

Junction alteration at Globe Road to simplify turning movements and mitigate potential bus delays

The space within the public highway will be reallocated in accordance with the current policy to provide room for the bi-directional cycle provision and safe crossing provision.

### 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)

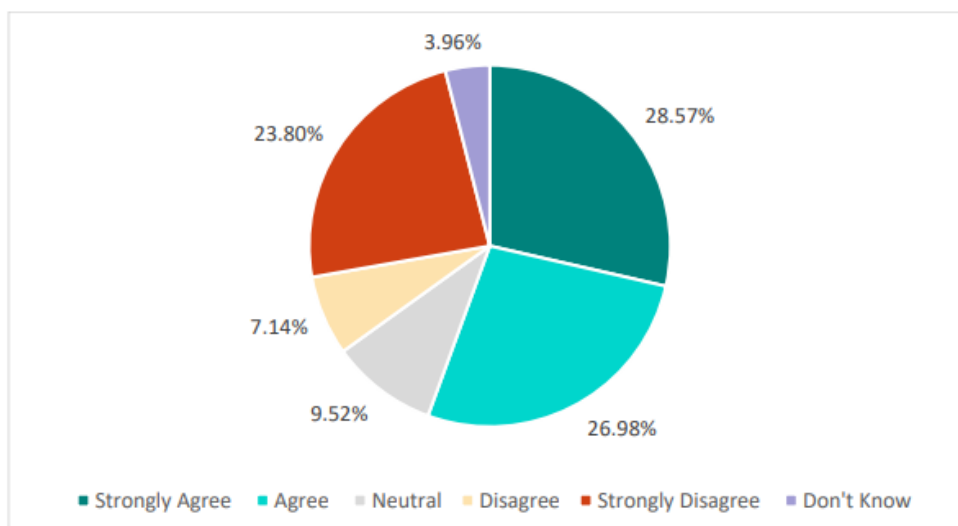
**Public Consultation** - Holbeck Connector was formerly part of the Transforming Cities Programme in 2021 and was subject to public consultation at the time. The public consultation summary report is available on the West Yorkshire Combined Authorities website.

As part of the consultation, respondents were asked to what extent they agreed that the proposed plans (for each section) will improve connections for cycling in and around the city centre. 55.6% of respondents agreed or strongly agreed, while 30.9% of respondents disagreed or strongly disagreed.

When asked if they had any other comments regarding each section of the proposed scheme, the most common themes raised regarding each area were:

- i. General positive comments (13)
- ii. Concerns about cyclists having to cycle on main carriageway (12)
- iii. Concerns about shared use spaces for cyclists and people walking (12)

**Holbeck Gateway: To what extent to you agree that the proposed plans will improve connections for cycling in and around the city centre?**



*Fig. 2 Consultation Summary*

Moving forward the intention is to provide an update on the scheme via West Yorkshire Combined Authority's public consultation page with the latest scheme plan.

The majority of the scheme falls within the Beeston and Holbeck ward and is very close to the city centre. It runs through what was traditionally an industrial

area with a low footfall; however recent residential developments are adding a mix of uses and users who will be impacted.

Holbeck is one of the most deprived areas in the city and nationally; consequently, it has low car ownership coupled with lack of a high frequency direct bus services. There are a greater number of children and young people living in the area and a larger number of 20- 49-year-olds. People aged over 60 are a minority. Residents tend to be of a White British ethnicity, although there is a substantial number of people from a Black ethnicity.

There is a sheltered housing provision centred on Cross Ingram Road with a population of older and disabled residents. Coronary Heart Disease, Diabetes, Obesity and COPD are more prevalent in this area. Children specific data highlights a particular concern of childhood obesity, with 40% of children leaving primary school with excess weight.

Major concerns in the area identified by residents included personal safety, drugs, drinking and street sex work but also lack of public transport and traffic. Upstream issues were identified as being the root causes of several health issues, namely deprivation, personal safety issues and low aspirations. Efforts to tackle these three issues were viewed as the catalyst through which lack of physical activity and isolation and loneliness could alleviate mental health issues and the burgeoning obesity issue.

- **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)

Provision of safe and segregated cycle infrastructure in this area and general public realm environmental improvements may help address some of the root causes of the poor health outcomes highlighted in the Health Check report for the area referenced above – removing the barrier of traffic, providing better quality environment and improved perception of safety – especially in conjunction with new development which introduce a better mix of use in the area and will increase footfall.

Cycling infrastructure on Whitehall Road was secured and delivered as part of past developments closer to the city centre. Without such properly linked up infrastructure that enables car free journeys traffic in the area (one of the key barriers identified by residents) is going to increase.

There is currently a gap in provision between the existing infrastructure on Whitehall Road city centre side and the traffic free route from the residential area terminating at the Dunelm Mills side of Whitehall Road and the popular canal towpath. The gap either means that cycle journeys are not made, or, frequently, in cyclists choosing to use the footway as a safe means of travel. This in turn is a disbenefit for pedestrians but particularly older people and disabled people who frequently voice their frustration at having to share the footway with much faster moving cyclists, close passes and near misses. Our counts show that where we introduced segregated cycling facilities this removed the majority of cyclists from the pavement. Introduction of a safe, segregated cycle track with therefore have a positive effect on older people and disabled people (including those who chose to cycle and pavement users). Locating this facility on the side of the entrance to the canal is likely to further reduce instances of riding on the pavement. However, these benefits depend on the cycle track being reliably detectable and a kerb upstand of 60mm or greater between the footway and the cycle track will be needed for these to be realised.

The provision is also likely to remove instances of parking in disused entrances which currently takes place, resulting in obstruction of dropped kerbs. Even if such obstructive parking is not eradicated its negative effects will diminish significantly as the cycle track will provide a safer, level alternative (it will be important to have a level section to enable wheelchair users to return to the footway).

Closure of the side junction of Spring Road – this is likely to have a major positive impact on older people and disabled people. Spring Road is an important local connector for walking journeys, its alignment corresponding to existing and proposed pedestrian crossings. At the moment the junction is a

major barrier to older and disabled people due to a very wide radius and lack of comprehensive dropped kerb provision. The proposals will remove this barrier.

Added and improved pedestrian crossings are also a benefit; these enable safe independent travel for older people, children, disabled people and especially blind and partially sighted people. The scheme design takes into consideration feedback received from user groups and disabled people's organisations (Guide Dogs, RNIB, NFB) and introduces a straight across crossing arrangement where cyclists are required to stop at a red light. This arrangement is much easier to follow than where the pedestrian is required to cross the cycle track over a separate crossing (informal and Zebra) in order to get to a signalised crossing over the carriageway.

Improvements at the Ingram Way junction – this will benefit the users of the existing segregated walking and cycling route linking the Holbeck community around the Receptions. In its current format the junction presents the barrier, especially to those who may be less able to judge the speed of traffic and be able to react swiftly and correctly– older people, disabled people and children.

The one area where there are going to be disbenefits to older and disabled people in particular is alterations to bus stops. The amalgamation of 2 stops and the move of the bus stop from the area closes to Dunelm Mills, likely removal of shelter and the introduction of the cycle track in between the bus and the footway (with no separate boarding area) is likely to have the following negative impact:

- Further distance to walk to reach the facility – negative impact on older and disabled people.
- Alighting into the cycle track – specific negative impact on blind and partially sighted people (unlikely to be able to / willing to/ use the stop) and older people. The alternative stop requires longer distance to travel or uncontrolled crossing of a busy exit from a roundabout. Likely to be a very significant barrier. However, no information is available at the time of the screening on the usage of the bus stop.
- Removal of shelter – if required – negative impact on older and disabled people - lack of seating and protection from the weather

The arrangement at other bus stop involves the introduction of the bus stop bypass. This is also a disbenefit to older and disabled people and blind people in particular. The impact can be mitigated through the introduction of a formal crossing giving pedestrian priority and design that minimises cyclists speed on the approach – bent out treatment, some narrowing and upstand.

Removal of parking – this can be both a benefit and a disbenefit to older and disabled people. As mentioned above, obstructive parking currently prevents journeys by disabled people by blocking dropped kerbs. The loss of on street parking would normally be a disbenefit to older and disabled people but in this instance all premises have off street parking provision that is situated closer to the buildings/ services they serve so it is unlikely that removal of on street parking will adversely affect this user groups.



- **Actions**

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

Signage and promotion of the new route will help realise its benefits. Provision of seating / planting should be considered, especially in the new public realm area to benefit older and disabled people.

Negative impacts can potentially be mitigated through:

- Provision of a bus boarder (if feasible)

- Provision of formal crossings

- Design adjustment that promotes slower speeds on the approach to the bus stop

- Running the cycle track beyond the bus stop – all users of the footway would have to cross and re-cross the cycle track, which will also create disbenefits.

These alternative options can be discussed with appropriate stakeholder groups, feeding into the final design solution.

Education and engagement with user groups/ TIPPS promoting considerate behaviour.

On board announcements on buses alerting users to the presence of a cycle track

An alternative arrangement can be considered but it is likely that the only other feasible solution will be for an area of shared use to be created which would also have negative impacts on the same user groups – see above.

**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
------	-----------	------

Paul Foster	Transport Strategy Manager	13.09.2024
<b>Date screening completed</b>		12.09.2024

## 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:
All other decisions – sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a>	Date sent: