

Equality Impact Assessment (EIA) Template

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| Title of proposal | Connecting Leicester Walking and Cycling Improvements Belvoir Street & Welford Place |
| Name of division/service | Planning Transport & Economic Development |
| Name of lead officer completing this assessment | |
| Date EIA assessment completed | |
| Decision maker | City Mayor |
| Date decision taken | |

Please ensure the following:

- (a) That the document is understandable to a reader who has not read any other documents, and explains (on its own) how the Public Sector Equality Duty is met. This does not need to be lengthy, but must be complete.
- (b) That available support information and data is identified and where it can be found. Also be clear about highlighting gaps in existing data or evidence that you hold, and how you have sought to address these knowledge gaps.

- (c) That the equality impacts are capable of aggregation with those of other EIAs to identify the cumulative impact of all service changes made by the council on different groups of people.

1. Setting the context

Describe the proposal, the reasons it is being made, and the intended change or outcome.

- The reconstruction of Belvoir Street and Welford Place to improve and enhance the public realm environment in this area of the city centre
- Provision of a mixed segregated and unsegregated cycle facility on Belvoir Street and Welford Place to link existing and proposed cycle facilities on Newarke Street and Welford Road respectively to existing cycle facilities on Granby Street
- The removal of the traffic signal control and controlled pedestrian crossings at Granby Street/Rutland Street, Bowling Green Street and Wellington Street/King Street
- Provision of tactile guidance and advisory paving to assist the visually impaired

The project outcomes are:

- To provide an environment through careful and robust design choices where all users interact to create a safe and pleasant street that people will want to visit
- To support the local retail and entertainment economy on Belvoir Street and Welford Place through the upgrading of the street appearance to attract increased footfall
- To improve cycle route connectivity across the city centre to encourage increased cycling activity
- To enable the transport sector to contribute to improving health of residents and visitors to Leicester by providing the

opportunity for increased use of sustainable modes including walking, cycling and public transport

- Improved bus timetable reliability as a result of the removal of the traffic signals and the inherent delay caused by this method of traffic control
- Reduction in traffic queues thereby reducing air pollution and creating lower carbon emissions
- Belvoir Street is the first phase in the delivery of a series of public realm improvements to streets in the south western side of the city centre over the next 3 years. Future phases will incorporate measures to significantly reduce the volume of traffic that currently travels through this part of the city centre which will be of significant benefit to pedestrians, cyclists and the public transport system that uses these streets. The primary aim is to create an environment where it is the driver that feels as though they are the visitor even though the streets will be reconstructed in the traditional manner with a road and pavements/cycle paths either side. To achieve this vision it is proposed that roads are narrowed and pavements widened to raise driver awareness of the fact that they are travelling through a city centre where pedestrian activity is increased.

2. Equality implications/obligations

Which aims of the Public Sector Equality Duty (PSED) are likely be relevant to the proposal? In this question, consider both the current service and the proposed changes.

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| | Is this a relevant consideration? What issues could arise? |
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| <p>Eliminate unlawful discrimination, harassment and victimisation</p> <p>How does the service ensure that there is no barrier to access for anyone with a particular protected characteristic (as set out in our PSED) with needs that could be addressed by that service?</p> | <p>Transport isolation and poor connectivity penalises people without a car so improvements to the walking and cycling infrastructure and public transport operation reduces such isolation for all protected groups and communities.</p> <p>The provision of improvements to the walking and cycling infrastructure and a more reliable public transport service could encourage greater patronage of the city centre and a potential reduction in the number of private vehicles.</p> |
| <p>Advance equality of opportunity between different groups</p> <p>How does the proposal/service ensure that its intended outcomes promote equality of opportunity for users? Identify inequalities faced by those with specific protected characteristic(s).</p> | <p>Improving access to key services through walking and cycling, and promoting social inclusion will benefit younger and older age groups.</p> <p>Older and young people may not have the same range of travel choices or be able to change behaviour.</p> <p>Improving facilities for pedestrians and cyclists may benefit some age groups.</p> <p>An ineffective sustainable transport network and being unable to access transport reduces life opportunities.</p> <p>Transport isolation and poor connectivity penalises people without a car so improvements to the walking and cycling infrastructure and public transport can work to reduce such isolation for all protected groups and communities.</p> |

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| <p>Foster good relations between different groups</p> <p>Does the service contribute to good relations or to broader community cohesion objectives? How does it achieve this aim?</p> | <p>The improvements to the footways and cycle connections will have a positive affect across all protected characteristics through improved surfacing and the removal of un-necessary street clutter from the footways.</p> <p>Improving access to key services by walking, cycling and public transport and promoting social inclusion will particularly benefit younger and older age groups who may have restricted travel choices.</p> <p>Society needs an effective sustainable transport network which allows everyone to conveniently access employment, education, shops, leisure, healthcare, culture and other essential facilities.</p> |
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| <p>3. Who is affected?</p> <p>Outline who could be affected, and how they could be affected by the proposal/service change. Include current service users and those who could benefit from but do not currently access the service.</p> |
| <p>The improvements to the street environment will affect people who travel down this street as part of their journey to or through the city centre. The proposed changes are improved surfacing, the removal of un-necessary street clutter from the footways and the removal of queuing traffic.</p> <p>. Active travel choices provide broad benefits in terms of health for participants, which in turn are of benefit to wider society. Improvements to walking and cycling facilities may promote and increase active transport modes and improvements to bus</p> |

service journey times and reliability has the potential to be of benefit to younger members of society who do not have access to a private car.

Concerns have been raised regarding the perceived increased danger to pedestrians, particularly the disabled and infirm, of cycles being able to lawfully ride on footways

The design of the street will aim to reduce vehicle speeds and the queues that currently develop at the traffic signals will not occur due to the low level of traffic flow along the street (Approximately 2 – 3 vehicles per minute during the peak periods). This should provide frequent and safe opportunity for the visually impaired pedestrian to cross the road in this area of the city centre. The removal of the controlled pedestrian crossing facilities may have an adverse effect on the ability of visually impaired and disabled pedestrians to negotiate their way along the street. However, this will be offset by the provision of multiple uncontrolled crossing points identified by appropriate tactile paving. Tactile guidance will also be incorporated to guide visually impaired pedestrians to the pedestrian crossing locations.

In summary, people need to be able to access local services without needing to be dependent on car travel. Improving access to key services by walking, cycling and public transport and promoting social inclusion will particularly benefit younger and older age groups who may have restricted travel choices.

4. Information used to inform the equality impact assessment

What **data, research, or trend analysis** have you used? Describe how you have got your information and what it tells you. Are there any gaps or limitations in the information you currently hold, and how you have sought to address this, e.g. proxy data, national trends, etc.

To determine the current level of vehicle demand on Belvoir Street a traffic counts were undertaken at the following locations:

- Belvoir Street/Granby Street/Rutland Street

- Belvoir Street/Welford Place/Wellington Street
- Belvoir Street/Welford Road/Newarke Street

To determine the level of pedestrian activity on Belvoir Street pedestrian surveys were carried out at the following locations:

- Belvoir Street/Granby Street/Rutland Street• Belvoir Street/Welford Place/Wellington Street
- Belvoir Street/Welford Road/Newarke Street/Pocklington's Walk

The following documents were used to inform the design process:

- Sustrans Design Manual: Handbook for cycle-friendly design April 2014
- Department for Transport, Local Transport Note 02/08 Cycle Infrastructure Design and Department for Transport, Local Transport Note 01/12, Shared Use Routes for Pedestrians and Cyclists have been used as the basis guidance for the detailed design of the proposal and constitute best practice.
- WS Atkins for the Department of Transport, Report 2012 Shared Use – Operational Review is a report based on case-study research and in part provides analysis of observed interaction between pedestrians and cyclists using shared use facilities and their perceived behaviour. Case study research offers an intensive description and analysis of a particular group or groups and provides a good source of ideas about behaviour and is a good method to challenge assumptions.

Transport isolation and poor connectivity penalises people without a car so improvements to the walking and cycling infrastructure and public transport reliability reduces such isolation for all protected groups and communities.

5. Consultation

What **consultation** have you undertaken about the proposal with current service users, potential users and other stakeholders?

What did they say about:

- What is important to them regarding the current service?
- How does (or could) the service meet their needs?
- How will they be affected by the proposal? What potential impacts did they identify because of their protected characteristic(s)?
- Did they identify any potential barriers they may face in accessing services/other opportunities that meet their needs?

Public and stakeholder consultation regarding the specific scheme proposal is on – going and ends on the 2nd November 2015.

- Approximately 250 letters were distributed to frontage properties giving readers information on where to view the proposed scheme and contact details of Officers should they wish to discuss the scheme
- On – line information, including a drawing, on the City Mayor’s web pages
- Stakeholder consultation being undertaken, including the Inclusive Design Advisory Panel, Leicester Disabled People's Access Group and the Cycle Forum
- Public exhibition at the Adult Education Centre, Belvoir Street between Wednesday 14th October and Monday 2nd November 2015

Consultation feedback will be considered in developing detailed design; the results of the consultation, including any comments and suggestions made by or at Economic Development, Transport and Tourism Scrutiny Commission will be reported to the City Mayor before decisions on the final designs are taken.

6. Potential equality Impact

Based on your understanding of the service area, any specific evidence you may have on service users and potential service users, and the findings of any consultation you have undertaken, use the table below to explain which individuals or community groups are likely to be affected by the proposal because of their protected characteristic(s).

Describe what the impact is likely to be; how significant that impact is for individual or group well-being, and what mitigating actions can be taken to reduce or remove negative impacts.

Looking at potential impacts from a different perspective, this section also asks you to consider whether any other particular groups, especially vulnerable groups, are likely to be affected by the proposal. List the relevant that may be affected, along with their likely impact, potential risks and mitigating actions that would reduce or remove any negative impacts. These groups do not have to be defined by their protected characteristic(s).

| Protected characteristics | Impact of proposal: Describe the likely impact of the proposal on people because of their protected characteristic. Why is this protected characteristic relevant to the proposal? How does the protected characteristic determine/shape the potential impact of the proposal? How are people with this protected characteristic affected by the proposal? | Risk of negative impact: How likely is it, that people with this protected characteristic, will be negatively affected? How great will that impact be on their well-being? What will determine who will be negatively affected? | Mitigating actions: For negative impacts, what mitigating actions can be taken to reduce or remove this impact? These should be included in the action plan at the end of this EIA. |
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| Age | Young people and older people are less likely to have access to a private form of transport and | Some younger or older people may not be expecting and be concerned about the presence of | Clear signage and promotion of the scheme. |

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| | <p>therefore tend to be more reliant on travel on foot or bicycle and/or bus. The proposal presents a clear route for them through the city centre.</p> <p>Cyclists will need to be mindful of pedestrians when travelling through shared common space.</p> | <p>cycles on the shared use elements of the footway.</p> <p>Young children may not be allowed to walk around freely within the shared space because of safety concerns from cyclists or from cars.</p> | <p>Highway Code Rule 62 applies (see footnote)</p> <p>The need for courtesy on shared footways to be promoted to local cycling clubs/local cycling schemes for children,</p> |
| Disability | <p>The scheme aims to increase the use of sustainable modes of transport and improve accessibility to the city centre.</p> <p>The area will have improved surfacing and their improved maintenance increase the comfort levels of people with impaired mobility. The removal of un-necessary street clutter from the footways will have a positive effect in people no longer having difficulty navigating narrow footways with obstacles such as signs and other street furniture,</p> | <p>Negative. Some people with certain impairments such as poor vision or hearing loss for example may not be expecting or able to detect the presence of cycles on the shared use elements of the footway. They may be concerned about their safety when using this shared space.</p> <p>Negative. Some people with certain impairments such as poor vision or hearing loss for example may be less confident in their ability to cross the road safely due to the removal of the controlled pedestrian crossing facilities. They may avoid use of this route as part of their journey</p> | <p>The case-study research mentioned demonstrated the following.</p> <p>The pedestrianised areas of the city centre are spaces where pedestrians and cycles have mixed for several years. Records show that there have been no reportable injury accidents involving pedestrians and cyclists in these areas of the city centre.</p> <p>Robust design following best practice guidance on tonal contrasts, tactile surfaces and raised curbs as boundaries will be used for detailed design.</p> |

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| | | through the city centre. | <p>Clear signage and promotion of the scheme.</p> <p>Highway Code Rule 62 applies (see footnote)</p> <p>At the present time the presence of the traffic signal control results in the generation of traffic queues. In addition, as a consequence of the delay some drivers appear to take the green signal as their 'right' to travel at speed despite the presence of pedestrians crossing the road. The removal of the traffic signal control should result in the removal of the queues and provide significant gaps in the low level of traffic flow (approx. 2 to 3 vehicles per minute during the peak hours on Belvoir Street) should allow all pedestrians to cross the road in safety. The overall street design will also aim to induce appropriate speeds along Belvoir Street which will be of benefit to all pedestrian and cycle users of the street.</p> |
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| | | | <p>Work with individuals and groups on the design and to ensure that the new design is fully understood by all users.</p> <p>Working with taxi drivers and bus companies to ensure their staff are aware of the safety considerations to be given to pedestrians and cyclists when all are using this street.</p> |
| Gender Reassignment | not relevant to this proposal- | | |
| Marriage and Civil Partnership | not relevant to this proposal- | | |
| Pregnancy and Maternity | Improved surfacing and removal of unnecessary street clutter would have a positive impact on those who have impaired mobility due to being pregnant or people with pushchairs. | Some users may not be expecting the presence of cycles on the shared use elements of the footway. | <p>Robust design following best practice guidance will be used for detailed design.</p> <p>Clear signage and promotion of the scheme.</p> <p>Highway Code Rule 62 applies(see footnote)</p> |
| Race | not relevant to this proposal- | | |

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| Religion or Belief | not relevant to this proposal- | | |
| Sex | not relevant to this proposal- | | |
| Sexual Orientation | not relevant to this proposal- | | |

Summarise why the protected characteristics you have commented on, are relevant to the proposal?

Age, disability and pregnancy & maternity are the protected characteristics that have potential bearing on movement and these are the factors that need to be considered.

Improving access to key services through public transport, walking and cycling, and promoting social inclusion will benefit younger and older age groups who may not have access to private modes of transport.

Shared use schemes are often implemented to improve conditions for cyclists and pedestrians, but it is essential that they are designed to take into account the needs of everyone expected to use the facility.

Summarise why the protected characteristics you have not commented on, are not relevant to the proposal?

These protected characteristics have no bearing on mobility.

The scheme aims to increase the use of sustainable modes and improve accessibility to and within the area with improved surfacing and the removal of unnecessary street clutter from the footways will have a positive affect across these protected characteristics.

FOOTNOTE.

Highway Code Rule 62 states.

“Cycle Tracks. These are normally located away from the road, but may occasionally be found alongside footpaths or pavements. Cyclists and pedestrians may be segregated or they may share the same space (unsegregated). When using segregated tracks you **MUST** keep to the side intended for cyclists as the pedestrian side remains a pavement or footpath. Take

care when passing pedestrians, especially children, older or disabled people, and allow them plenty of room. Always be prepared to slow down and stop if necessary. Take care near road junctions as you may have difficulty seeing other road users, who might not notice you.

Law HA 1835 sect 72”

| Other groups | Impact of proposal: Describe the likely impact of the proposal on children in poverty or any other people who we consider to be vulnerable. List any vulnerable groups likely to be affected. Will their needs continue to be met? What issues will affect their take up of services/other opportunities that meet their needs/address inequalities they face? | Risk of negative impact: How likely is it that this group of people will be negatively affected? How great will that impact be on their well-being? What will determine who will be negatively affected? | Mitigating actions: For negative impacts, what mitigating actions can be taken to reduce or remove this impact for this vulnerable group of people? These should be included in the action plan at the end of this EIA. |
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| Children in poverty | not relevant to this proposal | | |
| Other vulnerable groups | Not relevant to this proposal | | |
| Other types of groups (i.e. mobile phone users) | Some users of mobile devices or those wearing headphones may at times be oblivious to their surroundings. | Being unaware of other users on the shared elements of the footway may increase risk of incidents. | Clear signage and promotion of the scheme. Highway Code Rule 62 applies |

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| | | | Reduced traffic dominance will make crossing the road safer for those using headphones/mobile phones etc who are paying less attention to their surroundings |
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7. Monitoring Impact

You will need to ensure that monitoring systems are established to check for impact on the protected characteristics and human rights after the decision has been implemented. Describe the systems which are set up to:

- monitor impact (positive and negative, intended and unintended) for different groups
- monitor barriers for different groups
- enable open feedback and suggestions from different communities
- ensure that the EIA action plan (below) is delivered.

Post scheme monitoring will be undertaken following completion. This may comprise of further surveys to identify any changes in traffic, cycle and pedestrian flows on Belvoir Street. Increased journeys by foot or cycle will indicate positive outcomes as will reductions in congestion.

Any feedback received from members of the public and any 'lessons learned' will be considered during the development of future phases to re-construct other streets in the south western side of the city centre.

8. EIA action plan

Please list all the equality objectives, actions and targets that result from this Assessment (continue on separate sheets as necessary). These now need to be included in the relevant service plan for mainstreaming and performance management purposes.

| Equality Outcome | Action | Officer Responsible | Completion date |
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| Negative impact on pedestrians with certain disabilities for example may not be expecting or able to detect the presence of cycles on the footway. | Robust design following best practice guidance. Post scheme monitoring | @leicester.gov.uk @leicester.gov.uk | 2017 - 6 months after the completion of the works |
| Negative impact on some pedestrians with certain disabilities who may have difficulty crossing the road as a result of the removal of the traffic signals | Robust design following best practice guidance. Post scheme monitoring | @leicester.gov.uk @leicester.gov.uk | 2017- 6 months after the completion of the works |

Draft EIA – Belvoir Street & Welford Place

November 2015