

Report to the Chief Officer (Highways and Transportation)

Date: 28 March 2017

Subject: Leeds City Centre Cycle Superhighway (CityConnect2) – Phase 1 Traffic Regulation Order

Are specific electoral Wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, name(s) of Ward(s): Burmantofts & Richmond Hill, City & Hunslet		
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for Call-In?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, Access to Information Procedure Rule number:		
Appendix number:		

Summary of main issues

1. The Leeds City Centre Cycle Superhighway (CityConnect2) ambition specifically aims to overcome the current safety and infrastructure barriers to cycling by creating high quality, largely segregated cycle tracks with dedicated facilities at junctions. The ambition helps to deliver the Best Council Plan priorities of delivering a well-connected transport system, improving road safety and economic growth along with providing access to economic opportunities. Linking with the Leeds Core Cycle Network and encouraging greater and safer cycle use will help reduce congestion, drive down CO2 emissions and contribute to improving the health of the regions residents and visitors. All consistent with the Best Council Plan aim for everyone in Leeds to move easily around a well-planned city and enjoy happy, healthy active lives.
2. The principle of the full CityConnect2 ambition and delivery of the first phase scheme (Phase 1) was approved at Executive Board on 8th February 2017. Authority is now required to advertise a package of Traffic Regulation Orders in order to progress the wider consultation process, and approval is sought for the adoption of parts of St Cecilia Street and a small area of St Peter's Square.

Recommendations

3. The Chief Officer (Highways and Transportation) is requested to:
 - i) Instruct the City Solicitor to advertise a package of draft Traffic Regulation Orders comprising various waiting and movement restrictions all as shown on the drawings scheduled in Paragraph 4 to include any necessary revocation(s) of existing Orders in whole or in part and subject to no valid

objections being received, to make seal and implement the orders as advertised.

- ii) to take all necessary steps under the provisions of Section 228 of the Highways Act 1980 to declare the area of highway being parts of St Cecilia Street and a small area of St Peter's Square as shown on the plan in **Appendix 4** to be adopted and be held as highway maintainable at public expense; and
- iii) i) instruct the City Solicitor to prepare and advertise a Notice under the provisions of Section 228 of the Highways Act 1980 to declare the area of highway shown hatched on the plan in Appendix 4 to be highway maintainable at public expense; and

ii) if objections are received from the majority of the owners of the land, request the City Solicitor to make immediate application to the Magistrates' Court for an Order overruling the objections

- iv) approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway and carriageway shown on the marked up Drawings as shown in **Appendix 5**. 732408-LCC-AX-DF2-DR-EP-MI_07_ and 732408-LCC-CX-DF2-DR-EP-MI_01_ are removed and that following the removal of the footway designation, cycle tracks are constructed under powers contained under the provision of Section 65(1) of the Highways Act 1980 for shared joint use by cyclists and pedestrians.

1 Purpose of this report

- 1.1 The purpose of this report is to gain authority for the City Solicitor to advertise draft Traffic Regulation Orders for the Leeds City Centre Cycle Superhighway (CityConnect2) ambition.
- 1.2 To seek approval to adopt parts of St Cecilia Street and a small area of St Peter's Square as shown on the plan provided in **Appendix 4**.
- 1.3 To gain approval to change the designation of footways to cycle tracks where necessary along the proposed route and at the marked up locations shown in **Appendix 5**.

2 Background information

- 2.1 The CityConnect2 ambition is funded by the Department for Transport's Cycle City Ambition Grant. It consists of a number of projects throughout West Yorkshire all intended to inspire more people to cycle more often. By developing and improving cycle routes and engaging with local populations through activity based projects, CityConnect is working towards the vision of West Yorkshire being recognised as a great region for safe cycling. Increasing the level of cycling will improve air quality, lead to a healthier population, create a safer more attractive urban environment and improve the potential for economic growth through further access to employment and training.

- 2.2 Leeds City Council Executive Board approved the principle of CityConnect2's ambition and also the delivery of Phase 1 of the ambition on the 8th February 2017.
- 2.3 Phase 1 of the ambition seeks to extend the benefits of City Connect 1 (comprising of Cycle Superhighway routes CS1 and CS2) into Leeds City Centre through the provision of segregated routes, improvements to cycle permeability and other complimentary measures.
- 2.4 The overall ambition including the Phase 1 proposals are shown in **Appendix 1**.

3 Main Issues

- 3.1 To allow safe operation it is necessary to introduce Traffic Regulation Orders to support the delivery of Phase 1 the route of which is described below and shown in **Appendix 2**.
- Cycle Superhighway CS1 and CS2 extensions into the city centre, including connectivity measures on Wellington Street to City Square, Queen Street to Westgate and Leeds Bridge into the South Bank
 - Superhighway connections North to South along St Peter's Street east of the City centre from existing route No. 9 Regents Street to Kirkgate.

In order for the proposed one-way arrangement on St Peter's Square to operate it is necessary for the Highway Authority to adopt as public maintainable highway part of St Cecilia Street and a small area on St Peter's Square for the extents shown in **Appendix 4**.

4 Traffic Regulation Orders

- 4.1 To facilitate the successful operation of the cycle superhighway within the existing highway boundary it is proposed to promote a package of Traffic Regulation Orders. These will help ensure that it operates free of obstruction by encroaching vehicles, that the free flow of traffic is preserved on the remaining highway and that the entirety of the route is safe for all road users.
- 4.2 Relevant indicative Traffic Regulation Order drawings included as Background documents are shown in the table below:

Drawing / Document Number	Description
732408-LCC-AX-DF3-DR-EP-TRO_01A	Section A Design Freeze Three Consultation – Traffic Regulation Orders , Sheet 1 of 3
732408-LCC-AX-DF3-DR-EP-TRO_02A	Section A Design Freeze Three Consultation – Traffic Regulation Orders , Sheet 2 of 3
732408-LCC-AX-DF3-DR-EP-TRO_03A	Section A Design Freeze Three Consultation – Traffic Regulation Orders , Sheet 3 of 3
732408-LCC-CX-DF3-DR-EP-TRO_01A	Section C Design Freeze Three Consultation – Traffic Regulation Orders , Sheet 1 of 1
732408-LCC-DX-DF3-DR-EP-TRO_01A	Section D Design Freeze Three Consultation – Traffic Regulation Orders , Sheet 1 of 1

4.3 Parking restrictions

- 4.3.2 There are two key aspects to the parking restrictions contained in the proposed Orders. One part prevents the cycle superhighway from being obstructed by stationary motor vehicles. The second part prevents the carriageway being obstructed where widths have been reduced through the cycle superhighway design. These two aspects address different needs and are not reliant on the other aspect being introduced; they have been designed however to be complimentary and care has been taken to develop a coherent scheme.
- 4.3.3 The parking restrictions covered by this report are detailed on attached drawings highlighted in the table above and comprise:
- i) No Waiting At Any Time
 - ii) No Loading At Any Time
 - iii) No Parking Or Loading on Cycle Track or Footway
 - iv) Disabled Parking Only
 - v) Loading Only
 - vi) Pay and Display Parking
 - vii) On street parking for car club vehicles
- 4.3.4 The “No Parking or Loading on Cycle Track or Footway” restriction is designed to address a key concern of the cycle track being obstructed by vehicles mounting the track to park. It is considered that introducing this restriction will allow the routes to be kept unobstructed and allow civil enforcement of any transgressions.
- 4.3.4 The remaining restrictions mainly comprise No Waiting At Any Time, No Loading At Any Time. These restrictions are proposed at those areas where the scheme reduces the carriageway width such that any parking – or in some cases loading – will compromise the safe free flow of traffic.
- 4.3.5 The Phase 1 scheme retains time limited waiting and pay and display parking in areas where this is already in operation. In some cases it may prove necessary to remove bays or relocate existing parking bays to suitable locations nearby and the restrictions will be revoked and enacted at new locations accordingly.
- 4.3.6 The scheme also retains Disabled Parking in areas where this is already in operation and in some cases looks to relocate parking bays to suitable locations nearby.
- 4.3.7 Loading Only restrictions have been enacted at locations close to these businesses to ensure that a suitable facility is available.

4.4 Movement Restrictions

- 4.4.1 The Movement Restriction Orders detailed on attached drawing ‘732408-LCC-AX-DF3-DR-EP-TRO_01A_’ include:

- i. The introduction of a one way traffic flow except for cycles on St Peter's Square from its junction with St Cecilia Street to its junction with St Peter's Street.
- ii. The closure to motor vehicles of a section of Brick Street between its junction with Brussels Street and York Street.
- iii. The Prohibition of left turn from Duke Street into York Street.

4.4.2 The Movement Restriction Orders detailed on attached drawing '732408-LCC-AX-DF3-DR-EP-TRO_03A_' include:

- i. Prohibition of left turn from Harper Street into Kirkgate.
- ii. The introduction of a mandatory cycle lane on Kirkgate from its junction with Harper Street to its junction with High Court.

4.4.3 The Movement Restriction Orders detailed on attached drawing '732408-LCC-CX-DF3-DR-EP-TRO_01A_' & '732408-LCC-DX-DF3-DR-EP-TRO_01A_' include:

- i. The introduction of a one way traffic flow on Cropper Gate from its junction with Grove Street to its junction with Wellington Street.
- ii. Prohibition of right turn from Westgate (old part) into Cropper Gate.
- iii. The Prohibition of motor vehicles all day and all hours, except for loading of Grove Street from its junction with Cropper Gate to its junction with Lisbon Street.
- iv. The introduction of a one way traffic flow on Queen Street from its junction with St Paul's Street to its junction with Wellington Street.
- v. Prohibition of left turn from Queen Street onto Wellington Street
- vi. Mandatory left turn from Northern Street onto Wellington Street.
- vii. The introduction of mandatory cycle lanes at specific points where the cycle track rejoins the carriageway. Introduction of these mandatory cycle lanes will prevent obstruction by parked vehicles and ensure that motor vehicles do not encroach into the lanes whilst being driven.

5 Highway Adoption

5.1 It is proposed that Leeds City Council as Highway Authority to adopt as public maintainable highway as part of St Cecilia Street and a small area of St Paul's Square for the extents shown on the plan in **Appendix 4**.

5.2 St Cecilia Street is Leeds City Council owned land under a long term lease to Caddick Developments Ltd (as part of the Quarry Hill Site redevelopment). CityConnect2 proposes to implement a one-way restriction on St Peter's Square in the westbound direction thus routing all traffic accessing St Peter's Square via St Cecilia Street. Under the proposals it is not possible to access St Peter's Square without the use of St Cecilia Street. Therefore it is necessary to adopt part

of St Cecilia Street and a small area on St Peter's Square (for the extents shown in the attached plan) using powers under Section 228 of the Highways Act 1980. If the owner of the land (or if more than one, the majority of the owners) objects to the proposal to adopt the Council will be required to apply to the Magistrates' Court within a period of 2 months of the expiry of the Notice for an Order overruling the objection(s). Subject to any objection(s) being overcome, the highway would then become adopted and maintainable at public expense.

5.3 The footways on St Cecilia Street have been constructed to adopted standards however; the carriageway requires a surface course finish.

5.4 Although St Cecilia Street is under a long-term lease to Caddick Developments Ltd, a mechanism is provided within the lease for Leeds City Council to adopt St Cecilia Street should it be required.

6 Footway to Cycleway designation

6.1 There will be a limited number of locations throughout Phase 1 where short sections of footway will need to be re designated to cycle track to afford shared joint use by cyclists and pedestrians. Where necessary this will be promoted using the powers in Section 66(4) and 65(1) of the Highways Act 1980.

6.2 Marked up Drawings as shown in **Appendix 5**. 732408-LCC-AX-DF2-DR-EP-MI_07_ and 732408-LCC-CX-DF2-DR-EP-MI_01_ show the locations where this re designation will be required.

7 Programme

7.1 It is anticipated that Traffic Regulation Orders will be advertised during March 2017. The adoption of the aforementioned roads and designations of footway to cycleway will take place during 2017/18 financial year.

8 Corporate Considerations

8.1 Consultation and Engagement

8.1.1 Prior to public consultation local Ward Councillors were consulted on the proposal. Regular liaison has taken place with cycling forums and disability groups where specific design details have been discussed, feedback received and improvements made.

8.1.2 The scheme has also been subject of review by the City Connect Advisory Group. This group comprises representatives of Leeds Cycling Campaign, Cycling UK (The national cycling charity), West Yorkshire Combined Authority and advisors, Living Streets (national charity for pedestrians), Leeds Public Health and Sustrans.

8.1.3 Internal consultation on the proposals has been undertaken with Officers between April and July 2016. This consultation was staged following the completion of the preliminary design for each of the sections.

- 8.1.4 An extensive public consultation exercise was undertaken by WYCA and ran between 1st August 2016 and 9th September 2016. Following completion of the Preliminary Design phase a consultation leaflet was developed which, along with a covering letter, was delivered to all residential and business properties fronting the proposed routes. Key stakeholders were identified and all were sent leaflets via email regarding scheme proposals and they were made aware of the consultation events, dates and locations.
- 8.1.5 The information contained in the leaflet was also available on the City Connect website (<http://cyclecityconnect.co.uk/projects/leeds-city-centre-improvements/>) and users were encouraged to login online to comment on the scheme.
- 8.1.6 The CityConnect Facebook and Twitter pages were used to provide information to the public but also to promote the consultation events. Five consultation events were held in total in City Centre locations and in community facilities. Members of the City Connect team at WYCA along with members of the Leeds City Council design team were present to provide technical information about the scheme and discuss detailed aspects of the route design with consultees. At the events members of the public were encouraged to fill out questionnaires to obtain views. The venues and dates of the events are listed below.
- Wellington House on 9th August
 - Leeds Briggate on 10th August
 - St Matthews Community Centre 15th August
 - Trinity Shopping Centre on 6th September
 - St Johns Centre on 7th September
- 8.1.7 Feedback from the public consultation exercises was collated by the City Connect Communications and Engagement team at WYCA. Wherever possible designs were amended to accommodate the comments received from Councillors, businesses, interest groups and the general public. A full copy of the consultation report is included in the background information.
- 8.1.8 To ensure that the cycle track, footway and areas of narrow carriageways are kept free from parked vehicles traffic regulation orders will be advertised. Further Letters to affected frontages, advertisements and notices will be distributed at this time.

8.2 Equality and Diversity / Cohesion and Integration

- 8.2.1 An Equality Diversity Cohesion and Integration Screening has been undertaken for the proposed scheme and is attached at **Appendix 3**. The Cycling Infrastructure Impact Assessment is also referred to as part of the screening process.
- 8.2.2 Key findings:

Positive impact: –

- Scheme provides the infrastructure to facilitate an affordable means of transport accessible to all income and employment classes;

- Scheme creates a safer cycling environment for all ages, but in particular the more vulnerable in society – children and senior citizens;
- Scheme creates a dedicated cycling facility suitable for all abilities, and will encourage cyclists with disabilities or impairments to make more journeys by cycle;
- Scheme will improve access to employment, skill development and education for all socio-economic classes; and
- Scheme will support the integration of communities along the route.

Adverse impact: –

- In constrained locations, the footway width will be narrowed (typically to 1.8m). To alleviate the potential impact the design/ positioning of street furniture such as lighting columns and signposts will be carefully considered to ensure adequate width for carers and those with disabilities or impairments;
- Certain businesses may perceive an adverse impact on their trade due to loss of parking/loading facilities (which in itself causes problems for pedestrians); although this will be mitigated against as the scheme will seek to relocate these facilities in the vicinity of affected businesses;
- More vulnerable pedestrians may feel uneasy mixing with cyclists in shared use areas such as bus-stops and signalised crossings. However, cycle routes are being conspicuously designed in shared use areas using a combination of green coloured surfacing/ white cycle symbols -this will particularly assist pedestrians with hearing impairments. In addition crossings for cyclists will specifically include signals with cycle symbols to help minimise potential confusion; and
- We will continue to promote positive impacts through ongoing consultation and the longer term City Connect communications and engagement strategy Council policies and the Best Council Plan

8.3 Resources and value for money

- 8.3.1 Delivery of Phase 1 of City Connect 2 amounts to £6,497,000, comprising £4,634,000 works costs and £1,862,000 design / supervision costs and was approved by Executive Board on 8th February 2017. All costs associated with the Traffic Regulation Orders are included in this approval. The scheme is fully funded by the CityConnect 2 programme held by the West Yorkshire Combined Authority.

8.4 Legal Implications, Access to Information and Call In

- 8.4.1 The Traffic Regulation Orders referred to in this report may be objected to or challenged as part of their publication. Nothing contained in this report, or attached appendices, is deemed confidential. The proposals contained in this report are eligible for call in.

8.5 Risk Management

- 8.5.1 Objections to loading restrictions have the potential to require the highway authority to participate in a Public Inquiry to determine whether the objection should be upheld. Every effort has been made to identify potential objections during the consultation phase and to influence the design accordingly to remove

potential objections. However the risk of objections remains and may not materialise until the formal advertisement process.

9 Conclusions

9.1 The City Connect 2 Leeds City Centre Cycle Superhighway scheme is a key infrastructure project of the City Connect Programme and will improve upon the step-change quality of cycle tracks and facilities provided as part of the Leeds Bradford Cycle Superhighway project. Approval of the recommendations will allow formal consultation and advertising of Traffic Regulation Orders to commence on Phase 1 of the project, and the adoption of part of St Cecilia Street and a small area on St Peter's Square.

10 Recommendations

10.1 The Chief Officer (Highways and Transportation) is requested to:

- i) Instruct the City Solicitor to advertise a package of draft Traffic Regulation Orders comprising various waiting and movement restrictions all as shown on the drawings scheduled in Paragraph 4 to include any necessary revocation(s) of existing Orders in whole or in part and subject to no valid objections being received, to make seal and implement the orders as advertised.
- ii) to take all necessary steps under the provisions of Section 228 of the Highways Act 1980 to declare the area of highway being parts of St Cecilia Street and a small area of St Peter's Square as shown on the plan in **Appendix 4** to be adopted and be held as highway maintainable at public expense; and
- iii) i) instruct the City Solicitor to prepare and advertise a Notice under the provisions of Section 228 of the Highways Act 1980 to declare the area of highway shown hatched on the plan in **Appendix 4** to be highway maintainable at public expense; and

ii) if objections are received from the majority of the owners of the land, request the City Solicitor to make immediate application to the Magistrates' Court for an Order overruling the objections.

- iv) approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway and carriageway shown on the marked up Drawings as shown in **Appendix 5**. 732408-LCC-AX-DF2-DR-EP-MI_07_ and 732408-LCC-CX-DF2-DR-EP-MI_01_ are removed and that following the removal of the footway designation, cycle tracks are constructed under powers contained under the provision of Section 65(1) of the Highways Act 1980 for shared joint use by cyclists and pedestrians.

11 Background documents¹

11.1 Relevant indicative Traffic Regulation Order drawings attached are shown in the table below:

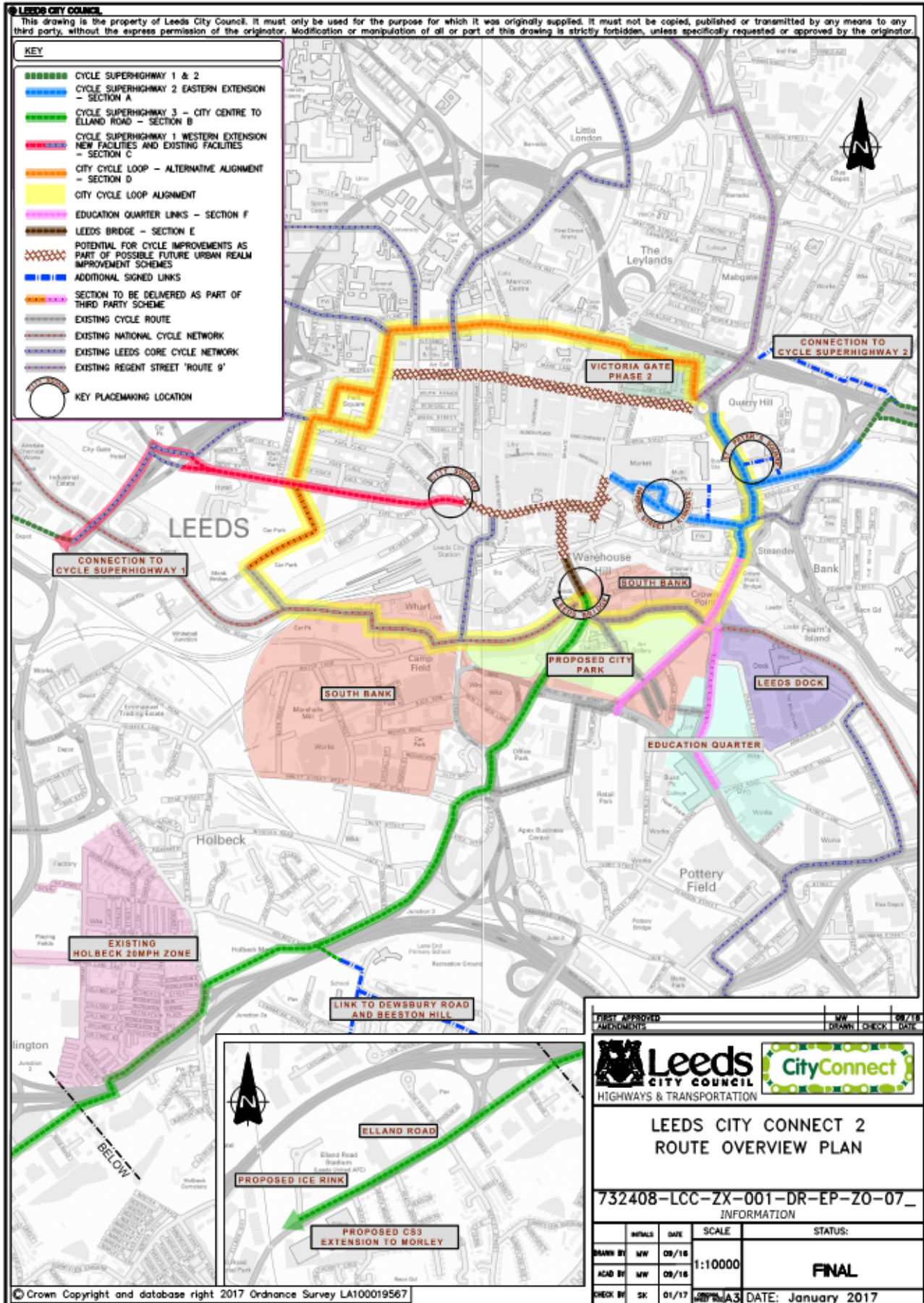
Drawing / Document Number	Description
732408-LCC-AX-DF3-DR-EP-TRO_01A_	Section A Design Freeze Three Consultation – Traffic Regulation Orders , Sheet 1 of 3
732408-LCC-AX-DF3-DR-EP-TRO_02A_	Section A Design Freeze Three Consultation – Traffic Regulation Orders , Sheet 2 of 3
732408-LCC-AX-DF3-DR-EP-TRO_03A_	Section A Design Freeze Three Consultation – Traffic Regulation Orders , Sheet 3 of 3
732408-LCC-CX-DF3-DR-EP-TRO_01A_	Section C Design Freeze Three Consultation – Traffic Regulation Orders , Sheet 1 of 1
732408-LCC-DX-DF3-DR-EP-TRO_01A_	Section D Design Freeze Three Consultation – Traffic Regulation Orders , Sheet 1 of 1

12 Appendices

- 12.1 Appendix 1 – Drawing no 732408-LCC-ZX-001-DR-EP-ZO_07_ : Leeds City Connect 2 Route Overview Plan
- 12.2 Appendix 2 – Drawing no 732408-LCC-ZX-001-DR-EP-ZO-08 : Leeds City Connect 2 Phase One Overview Plan
- 12.3 Appendix 3 – Equality, Diversity, Cohesion and Integration Screening
- 12.4 Appendix 4 – St Cecilia Street Adoption plan
- 12.5 Appendix 5 – Drawings 732408-LCC-AX-DF2-DR-EP-MI_07_ : Leeds City Connect 2 Kirkgate – Shared Use Footway and 732408-LCC-CX-DF2-DR-EP-MI_01_ : Leeds City Connect 2 Wellington Street/Wellington Bridge Street – Shared Use Footway

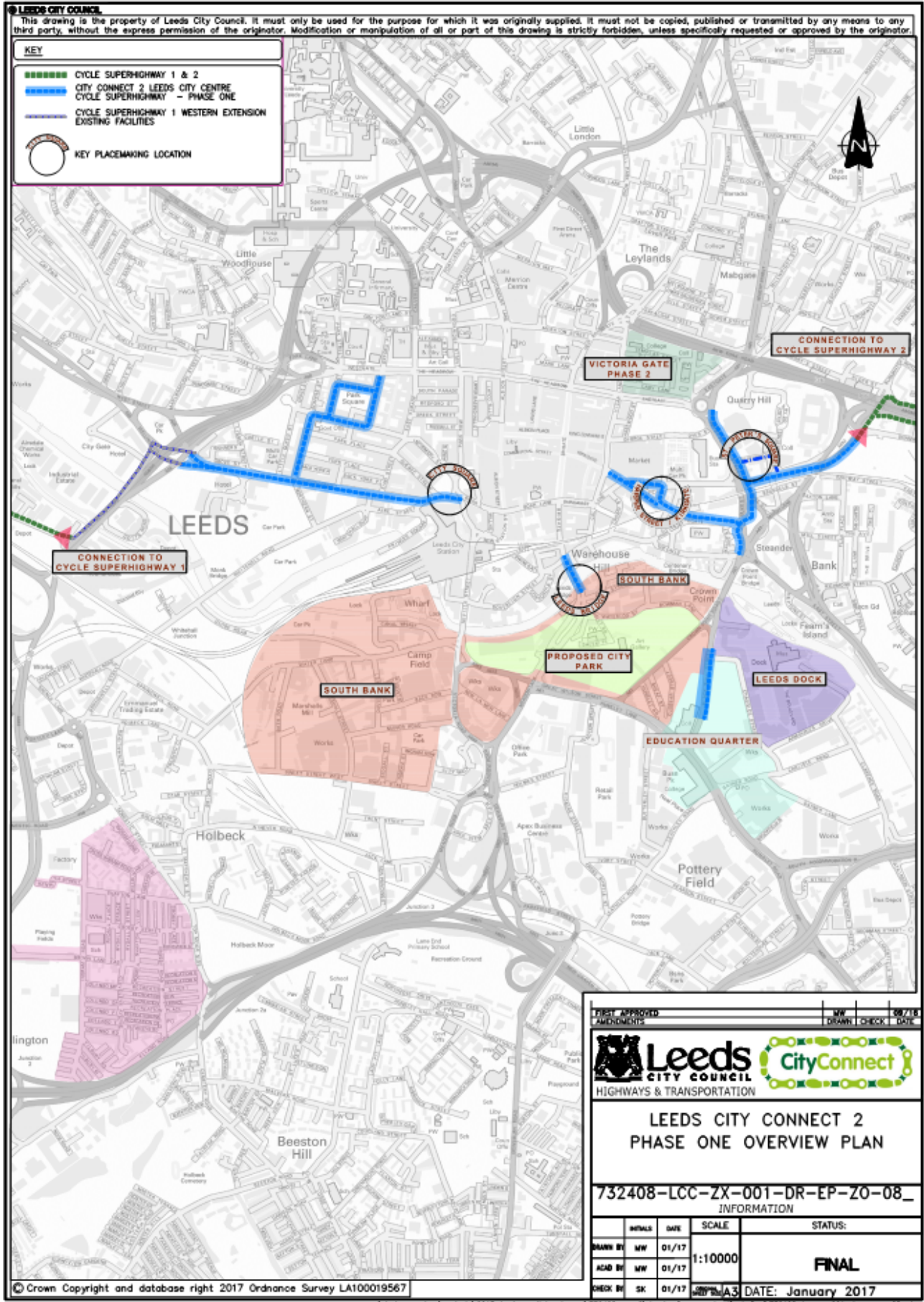
¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

Appendix 1



© Crown Copyright and database right 2017 Ordnance Survey LA100019567

Appendix 2



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/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 (<i>Engineering Projects</i>)
Lead person: John White	Contact number: 0113 37 87558

1. Title: City Connect 2
Is this a:
Strategy / Policy <input type="checkbox"/> Service / Function <input type="checkbox"/> Other <input checked="" type="checkbox"/>
If other, please specify Infrastructure Project

2. Please provide a brief description of what you are screening
<p>The screening focuses on the report seeking approval to implement the proposals associated with the City Connect 2 Leeds City Centre Cycling ambition – see attached ‘Leeds City Centre Cycling Ambition’ leaflet.</p> <p>In summary the works comprise the construction of a dedicated cycle track by redistributing the highway space currently assigned to the carriageway and footway. Where space permits a narrow kerbed island will be constructed between trafficked lanes and the cycle track to create a buffer. For narrower situations this buffer will be replaced by a low kerb such that cyclists will travel at a slightly higher level compared to vehicles on a stepped track.</p> <p>Treatments at junctions have been determined to suit four types of side road/ accesses, namely major, minor, minor (with speed table) and private access. Bus stops have generally been retained in their current positions. Any modifications have been agreed</p>

with Metro. Any shelters will be reused or replaced like for like. To maintain a cycle route through a bus stop location, two bus stop treatments have been chosen. The first where space is available is the bus stop by-pass where the cycle way runs between the footway and a pedestrian boarding area. The second is the bus stop boarder treatment where the cycleway remains at the front of the footway with the bus shelter and pedestrians to the rear of the footway. When the bus arrives this facility allows the pedestrian to alight/board over the cycleway.

Signalised junctions will be upgraded to provide, in the main, a dedicated crossing facility for cyclists. At more constrained junctions, or where a facility is required to allow cyclists to safely cross the carriageway toucan crossings will be installed.

To facilitate the successful operation of the cycle superhighway within the existing highway boundary it is proposed to promote a package of Traffic Regulation Orders (TRO). These will ensure that the cycle superhighway operates free of obstruction by encroaching vehicles; that free flow of traffic is preserved on the remaining highway; that the entirety of the route is safe for all road users.

3. Relevance to equality, diversity, cohesion and integration

All the council's strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/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 and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

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?**

The City Connect 2 Scheme has been the subject of consultation with emergency services, ward members, business groups, cycling forums, disability groups and the general public. To date consultation has taken place on all proposed sections of the scheme. Consultation commenced 1st August 2016 and closed on 9th September 2016. Residents and businesses along the routes of the proposed cycle superhighways were leafleted to inform them about the scheme. Five public drop-in sessions were held along the route. There was also an interactive website (<http://cyclecityconnect.co.uk/>) which allowed interested parties to provide feedback. All responses to these consultations have been collated and used to inform the design accordingly.

Particular attention has been afforded to the needs of visually impaired pedestrians in shared use areas e.g. Bus-stops and signalised crossings. Specific liaison with these groups has been undertaken, and their views have helped develop alternative design solutions in these areas.

- **Key findings**

Positive impact:

1. Scheme provides the infrastructure to facilitate an affordable means of transport accessible to all income and employment classes;
2. Scheme creates a safer cycling environment for all ages, but in particular the more vulnerable in society – children and senior citizens;
3. Scheme creates a dedicated cycling facility suitable for all abilities, and will encourage cyclists with disabilities or impairments to make more journeys by cycle.
4. Scheme will improve access to employment, skill development and education for all socio-economic classes.
5. Scheme will support the integration of communities along the route;

Adverse impact:

1. In constrained locations the footway width will be narrowed (to typically 1.8m). To alleviate the potential impact the design/ positioning of street furniture such as lighting columns and signposts will be carefully considered to ensure adequate width for carers and those with disabilities or impairments;
2. Certain businesses may perceive an adverse impact on their trade due to loss of parking/loading facilities (which in itself causes problems for pedestrians); although this will be mitigated against as the scheme will seek to relocate these facilities in the vicinity of affected businesses;
3. More vulnerable pedestrians may feel uneasy mixing with cyclists in shared use areas such as bus-stops and signalised crossings. However, cycle routes are being conspicuously designed in shared use areas using a combination of green coloured surfacing/ white cycle symbols -this will particularly assist pedestrians with hearing impairments. In addition crossings for cyclists will specifically include signals with cycle symbols to help minimise potential confusion.

We will continue to promote positive impacts through on-going consultation and the longer term City Connect communications and engagement strategy.

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

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

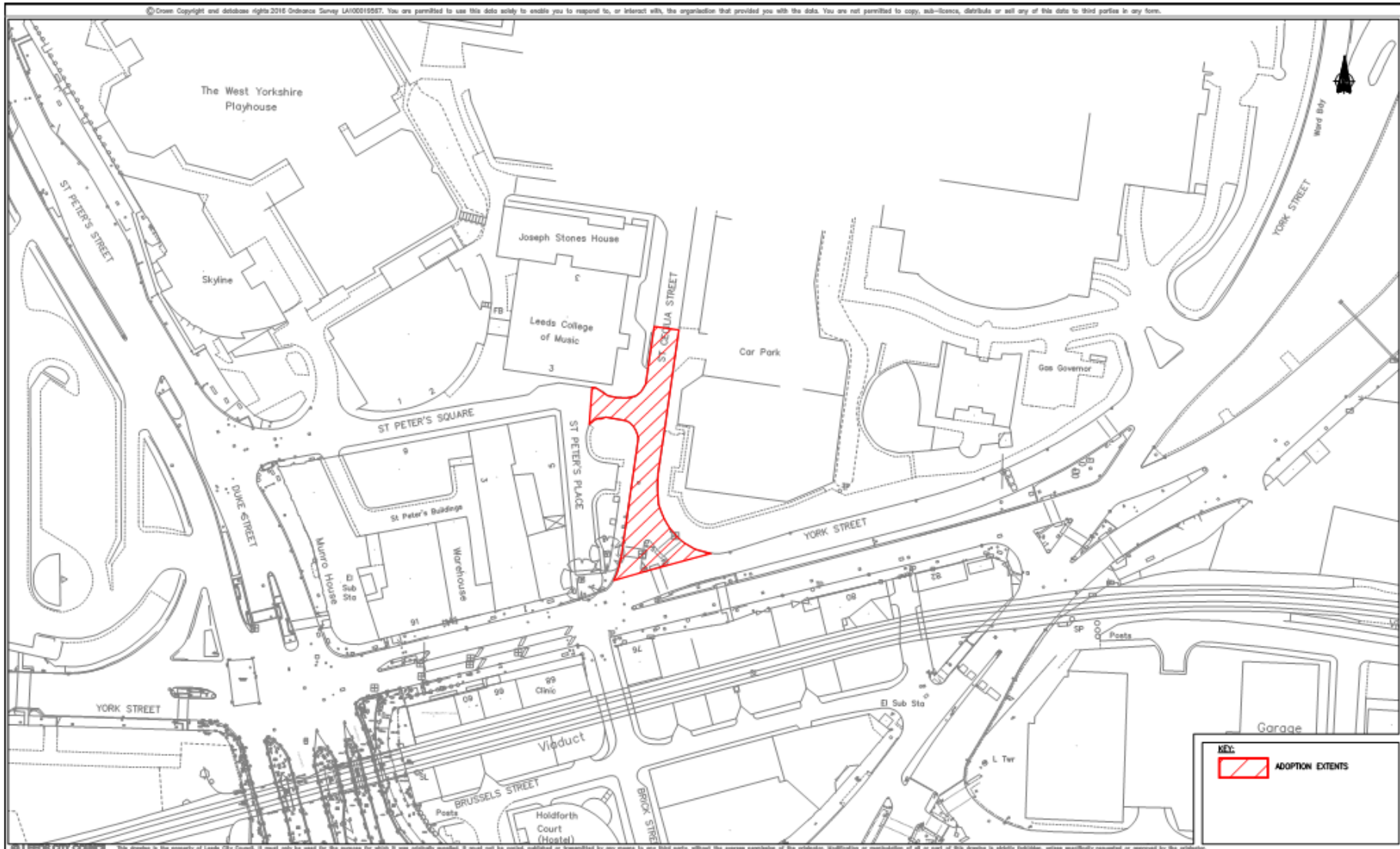
Name	Job title	Date
Sabby Khaira	Principal Engineer	21/09/2016

7. Publishing
This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.

Please send a copy to the Equality Team for publishing

Date screening completed	20/09/2016
Date sent to Equality Team	20/09/2016
Date published (To be completed by the Equality Team)	

Appendix 4



LEEDS CITY COUNCIL
CityConnect
 LEEDS CITY CONNECT 2 SECTION A
 ST CECILIA ST ADOPTION PLAN
 SHEET 1 OF 1

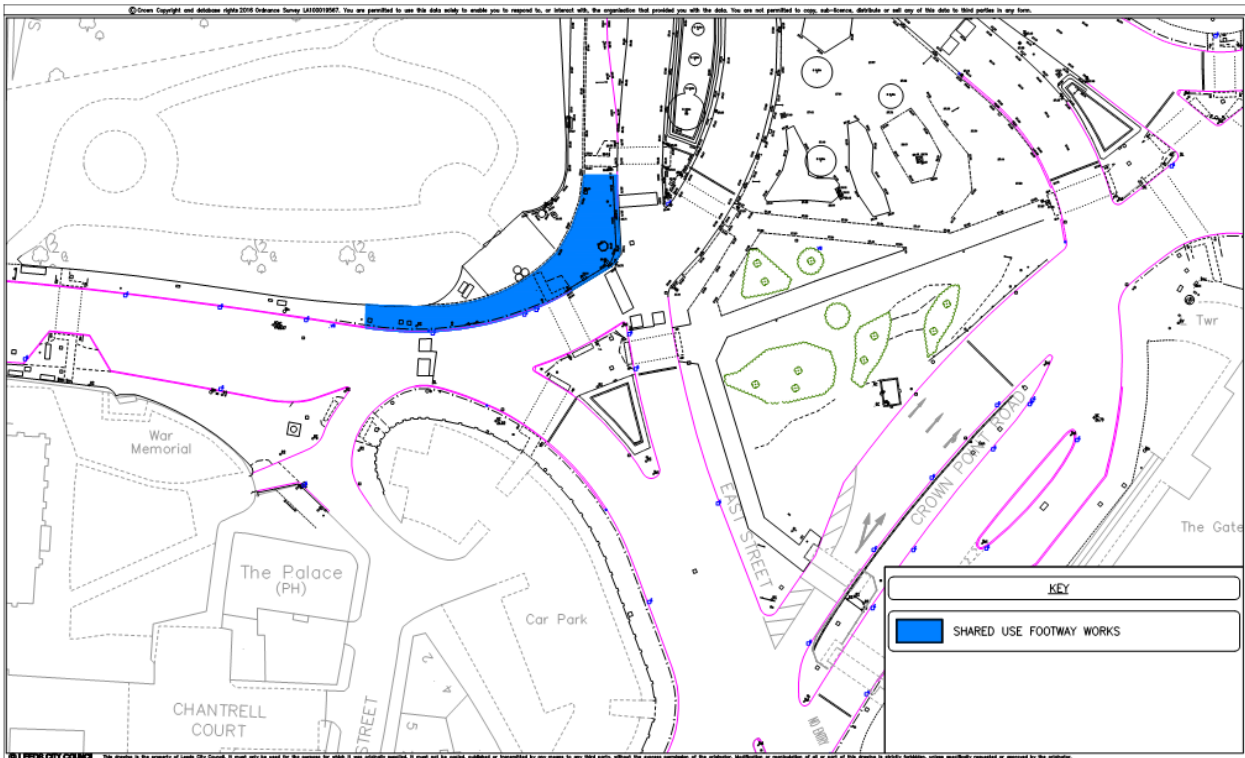
NO.	DATE	BY	FOR

1:500
Leeds
 CITY COUNCIL
 HIGHWAYS AND TRANSPORTATION

732408/LCC/AX/DF3/DR/EP/M1_14
APPROVED
 DATE: February 2017

© LEEDS CITY COUNCIL. This drawing is the property of Leeds City Council. It must only be used for the purposes for which it was originally supplied. It must not be copied, published or transmitted by any means to any third party, without the express permission of the originator. Modification or manipulation of all or part of this drawing is strictly forbidden, unless specifically requested or approved by the originator.

Appendix 5

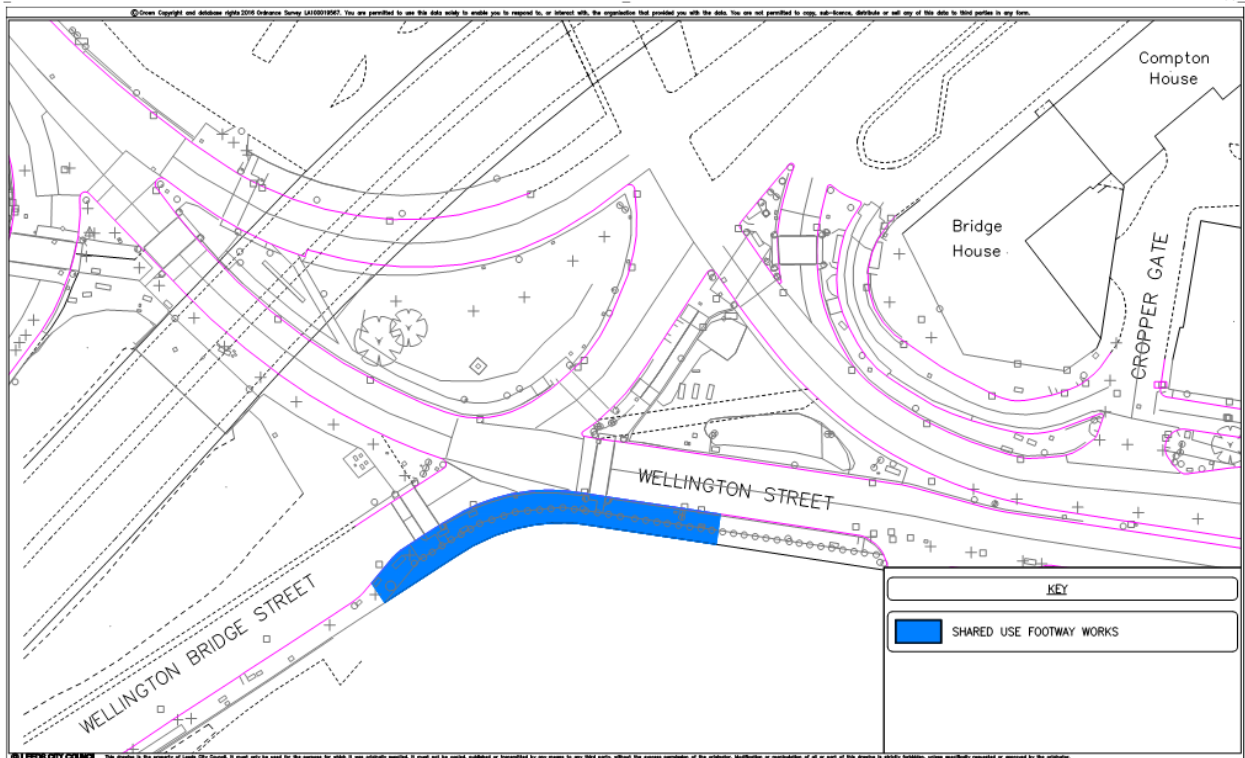


LEEDS CITY COUNCIL - This drawing is the property of Leeds City Council. It must only be used for the purpose for which it was originally supplied. It must not be copied, published or disseminated by any means to any third party without the express permission of the originator. Liability is not accepted for any use of this drawing in any form.

CityConnect LEEDS CITY CONNECT 2
KIRKGATE - SHARED USE FOOTWAY

PROJECT NO.	732408-LCC-AX-DF2-DR-EP-MI_07
SCALE	1:250
DATE	December 2016
STATUS	DRAFT
DATE	December 2016

Leeds CITY COUNCIL
HIGHWAYS AND TRANSPORTATION



LEEDS CITY COUNCIL - This drawing is the property of Leeds City Council. It must only be used for the purpose for which it was originally supplied. It must not be copied, published or disseminated by any means to any third party without the express permission of the originator. Liability is not accepted for any use of this drawing in any form.

CityConnect LEEDS CITY CONNECT 2
WELLINGTON STREET/WELLINGTON BRIDGE STREET - SHARED USE FOOTWAY

PROJECT NO.	732408-LCC-CX-DF2-DR-EP-MI_02
SCALE	1:250
DATE	December 2016
STATUS	DRAFT
DATE	December 2016

Leeds CITY COUNCIL
HIGHWAYS AND TRANSPORTATION