

Report to the Chief Officer, Highways and Transportation

Date: 5 June 2018

Subject: Highways England – M62 Junctions 27 /28 improvements – Highways England – MSIF (Minor Safety Improvement Fund)

Are specific electoral Wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, name(s) of Ward(s): Morley North, Morley South, Ardsley & Robin Hood.		
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" 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. This project is part of the Highways England Minor Safety Improvements Programme and aims to address issues identified at two junctions along the M62 through provision of localised improvements. The junctions are Junction 27 (Gildersome) and Junction 28 (Tingley).
2. The M62 junctions 27 and 28 are heavily congested at peak hours, which causes severe delays. Additionally proposals are targeted at improving safety for road users at both junctions. Over the past 5 years Junction 27 has experienced 1 serious and 70 slight road traffic accidents. Junction 28 has experienced 1 fatal, 5 serious and 43 slight road traffic accidents.
3. Highways England (HE) have requested that Leeds City Council (LCC) complete detailed design, procure the works and supervise the works on site on behalf of and in agreement with HE. This builds on previous likewise arrangements in delivering improvements at Junction 44 of the M1.
4. The Chief Officer (Highways and Transportation) has given previous approvals to;
 - i) Enter into an agreement under the provisions of Section 6 of the Highways Act 1980 to allow LCC and their contractor to undertake the works, as specified above, on the HE network.
 - ii) Approve the undertaking of the implementation of a scheme to improve the capacity, improve safety and reduce congestion, at Junctions 27 and 28 of the M62.

5. This report seeks approval to an injection of £5,735,000 into the City Development Capital Programme to be fully funded by HE.

Recommendations

6. The Chief Officer (Highways and Transportation) is requested to:
- i) Note the highway works as outlined in Section 2.3 and indicated on drawings 70038464-WSP-HGN-J27-DR-CH-01_06 and 70038464-WSP-HGN-J28-DR-CH-01_01 as attached.
 - ii) Approve an injection of £5,735,000 into the City Development Capital Programme to be fully funded by Highways England.
 - iii) Give authority to incur expenditure of £4,725,000 works costs and £1,010,000 staff costs to be fully funded by HE.
 - iv) Give authority to complete the detailed design, tender the works through the Highways Term Contract – Option A and implement the works as set out in Section 2.5.
 - v) Approve the undertaking of the implementation of schemes at Junction 27 and 28 of the M62 to improve capacity, improve safety, and reduce congestion.

1. Purpose of this report

- 1.1 To seek approval to implement a scheme to improve the capacity, improve safety and reduce congestion at junctions 27 and 28 of the M62,
- 1.2 To give authority to incur expenditure associated with the implementation of highway works to be fully funded by HE.

2 Background information

- 2.1 HE plans to improve the M62 at junctions 27 and 28.
- 2.2 This project is part of the HE MSIF (Minor Safety Improvements Programme) and aims to address issues identified at two junctions along the M62 through the provision of localised improvements. The junctions are - Junction 27 (Gildersome) and Junction 28 (Tingley).
- 2.3 The scheme will involve the following :

The works to be carried out include alterations to the existing junction layouts at Junction 27 and J28 of the M62. Primarily the works involve provision of additional lanes to the exit slip roads westbound at Junction 27 (M62 and M621 exit slip roads) and Junction 28 (M62 westbound exit slip road). Lane designation has been amended accordingly to provide clear designated routes to destinations whilst leaving the M62 and M621 at these points. Signals equipment is to be replaced and upgraded at these locations.

The physical works to enable the improvements involve:

- 1. Installation of new kerb alignment, with online carriageway widening and appropriate reinstatement of the carriageway and adjacent footways or verges
- 2. Alterations to the existing drainage and upgrade where required to accommodate the new road layout
- 3. Installation of High Friction Surfacing to stop lines on carriageways
- 4. Construction of earthworks and retaining structures as required to accommodate the new road layout
- 5. Alterations and renewal of existing fencing as required to accommodate the new road layout
- 6. Alterations to existing road and pedestrian restraint systems and installation of new systems.
- 7. Installation of new traffic signal equipment as appropriate and slot cutting of traffic signal loops where required
- 8. Installation of permanent and temporary traffic signs.
- 9. Diversion of statutory undertakers equipment as required to accommodate the new road layout
- 10. Installation of new road markings as required to facilitate the new road layout
- 11. Alterations to the existing street lighting system and installation of new equipment as appropriate
- 12. Upgraded Emergency lay by and telecommunications provision and interaction with existing 'Smart Motorway' facilities
- 13. Amendments to existing landscaping and installation of additional landscaping as appropriate.
- 14. Installation and removal of appropriate temporary traffic management to facilitate the construction of the scheme as required

2.4 This scheme aims to improve capacity, reduce congestion and improve safety.

2.5 All design proposals for junction 27 and 28 are subject to Road Safety audit at design stage and post construction completion. This process is currently being carried out for these projects.

3 Main issues

3.1 The whole works, including works to the LCC network are to be funded by HE.

- 3.2 As a large part of the works are on the LCC highway network HE have requested that LCC design, procure and supervise the works on site on behalf of and in agreement with Highways England. A S6 agreement has been previously approved by Highways Board and the agreement has been signed off by HE. This allows LCC and their contractor to undertake the works, as specified above, on the HE network.
- 3.3 HE will cover all LCC costs in full, via the Section 6 agreement. A copy is attached below for reference.
- 3.4 A short length of Highway at Junction 27 is within Kirklees Metro Council (KMC). A S4 agreement (KMC / HE) has been entered into allowing works to be carried out at this location. This allows HE to carry out works on the KMC Highway network.
- 3.5 TTRO's (Temporary Traffic Regulation Orders) have been secured to allow local roads and the Motorway slip roads to be closed to safely execute the works. These will be used to primarily carry out surfacing works to the slip roads and circulatory carriageway. Additionally a 50 mph speed limit is to be imposed on the Motorway slip roads to safely carry out the works. Works are to be carried out 'off peak' with any planned closures to be night works. The normal LCC/ HE restrictions during works preceding and during the Christmas / New Year period are to be imposed.
- 3.6 A Memorandum of Understanding has been developed and agreed. This clearly sets out the roles and responsibilities of the Contractor and 'road owners' as the works are being carried out. The agents of HE, Aone + and DBFO authority have engaged positively in this exercise to create a workable and reasonable arrangement of responsibilities whilst works take place.
- 3.7 ECI. An Early Contractor involvement activity has been running alongside the design process and project development. LCC 'term contractor' Colas have worked with the design team and HE to help plan and develop design solutions. This has been particularly valuable with respect to construction strategy, Traffic management as works progress and knowledge of the HE process, contacts and agents (Colas form part of the Aone+ group currently working on behalf of HE in this area) At time of writing Colas are presently building up a construction pricing proposal in order to award the works having previously inputted into budget and cost estimates.
- 3.8 Programme: Works start date on site is planned as July 2018 with a works finish date of March 2019.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 LCC officers have been previously consulted on the proposals. LCC officers have been involved in development of design solutions developed. Neighbouring local authority Kirklees Metro Council (KMC) has been previously consulted on the proposals. Feedback has been accommodated in the developed designs where appropriate. KMC have entered into a S4 agreement with HE. KMC have been involved in the development of the Communications Strategy' (see below)
- 4.1.2 HE Regional control centre, Aone+ and DBFO have all been consulted on the proposals, and worked with the design team and any feedback has been incorporated where appropriate into the developed projects.
- 4.1.3 Local Ward Councillors have previously been consulted along with MP with no adverse comments received.
- 4.1.4 Local Councillors, MP, adjacent local businesses and road users will be informed of the works prior to works commencement. Web access via HE is to be set up to provide and maintain contemporary information for road users.
- 4.1.5 All statutory consultation partners will be consulted as part of this process.
- 4.1.6 Communications Strategy. A communications strategy has been developed with LCC and HE officers involved. Additionally Aone+, DBFO and KMC have made significant contributions to this, along with LCC and HE Communications and Public Relations specialists. The projects will be 'headed' by HE who will take a lead role on customer contact handling with any contacts being cascaded to the appropriate point of contact. This has been developed to enable clear lines of communications and clarity of roles and responsibilities to deal with customer contacts, information dissemination and dealing with media enquiries.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 An Equality Impact Assessment Screening (appendix B) has been undertaken and the screening identified no potential negative impacts.
- 4.2.2 Existing pedestrian crossings will be retained as part of the scheme. This will support disabled people, especially wheel chair users, carers and parents with pushchairs, and people using mobility scooters.

4.3 Council policies and City Priorities

- 4.3.1 This scheme contributes to the best council objective of improving roads infrastructure and connectivity.

4.4 Resources and value for money

- 4.4.1 The cost of the works will be met in full by Highways England on behalf of the Secretary of State.
- 4.4.2 Future maintenance costs of Leeds city council assets will be met by the council.

4.5 Capital Funding and Cash Flow

Funding Approval :	Capital Section Reference Number :-						
Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2017 £000's	FORECAST				
			2017/18 £000's	2018/19 £000's	2019/20 £000's	2020/21 £000's	2021 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2017 £000's	FORECAST				
			2017/18 £000's	2018/19 £000's	2019/20 £000's	2020/21 £000's	2021 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	4725.0			4725.0			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	1010.0		360.0	650.0			
OTHER COSTS (7)	0.0						
TOTALS	5735.0	0.0	360.0	5375.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2017 £000's	FORECAST				
			2017/18 £000's	2018/19 £000's	2019/20 £000's	2020/21 £000's	2021 on £000's
Highw ays England	5735.0		360.0	5375.0			
Total Funding	5735.0	0.0	360.0	5375.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

4.6 Legal Implications, Access to Information and Call In

- 4.6.1 The previous Section 6 agreement has been assessed by legal departments from Highways England and Leeds City Council.

4.7 Risk Management

- 4.7.1 Leeds City Council will manage the risks to deliver the projects in liaison with Highways England as the Project Sponsor. A risk and issues register is prepared and maintained and agreed between Leeds CC, HE, Designer and the Contractor. Early contractor involvement has been initiated and maintained.

5 Conclusions

- 5.1 Leeds City Council will gain a significant value of road improvement works, and their associated benefits, as a result of this project.

6 Recommendations

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

- vi) Approve an injection of £5,735,000 into the City Development Capital Programme to be fully funded by the Highways England. This is to cover all works costs and all staff fees incurred.
 - vii) Approve the undertaking of the implementation of schemes at Junction 27 and 28 of the M62 to improve capacity and reduce congestion.
- i) Background documents¹
- ii) **Previous Highways Board approved report -15th August 2017. Namely :**
- Approve the undertaking of the implementation of a scheme to improve the capacity of, and reduce congestion, at junctions 27 and 28 of the M62, as indicated on the attached drawings numbered B2005501-J27-0100-001, B2005501-J27-0100-002, B2005501-J28-0100-001, and B2005501-J28-0100-002
- ii) Enter into an agreement under the provisions of Section 6 of the Highways Act 1980 (attached at appendix A) to allow LCC and their contractor to undertake the works, as specified above, on the HE network.

Appendix A – Section 6 Agreement.

Dated _____ 2017

Highways Act 1980 section 6 Agreement between

HIGHWAYS ENGLAND COMPANY LIMITED

and

LEEDS CITY COUNCIL

for highway works on the M62 Motorway at Junctions 27 and 28

Highways England Company Limited

Bridge House

1 Walnut Tree Close

Guildford

Surrey GU1 4LZ

THIS AGREEMENT is made as a deed on the2017 under section 6(5) of the Highways Act 1980 between **HIGHWAYS ENGLAND COMPANY LIMITED** ("**Highways England**") of Bridge House 1 Walnut Tree Close Guildford Surrey GU1 4LZ Registered in England and Wales number 09346363 and **LEEDS CITY COUNCIL** ("**the Council**") of the Civic Hall, Calverley Street, LS1 1UR each referred to in this agreement as "**a party**" or both referred to as "**the parties**".

- (a) The Council is proposing to carry out a road improvement scheme on the M62 Motorway ("**the Trunk Road**") at Junctions 27 and 28 as shown on the attached drawings numbered B2005501-J27-0100-001 & B2005501-J27-0100-002 and B2005501-J28-0100-001 & B2005501-J28-0100-002 ("**the Scheme**").
- (b) The Scheme will involve the carrying out of works to the Trunk Road as described in the Schedule below ("**the Works**").
- (c) Planning permission is not required for the Scheme.
- (d) Highways England is the Highway Authority for the Trunk Road and the Council have requested that Highways England authorise them to construct the Works as agent for and on behalf of Highways England under 6(5) of the Highways Act 1980.
- (e) Highways England has agreed to so authorise the Council to carry out the Works subject to the terms and conditions of this agreement.

IT IS AGREED

- 1. The Council shall carry out the Works as agent of Highways England.
- 2. The Council shall:
 - (a) carry out the Works at the expense of Highways England;
 - (b) during the works, notify Highways England of any claims arising under Part I of the Land Compensation Act 1973 or any other statutory enactment arising from the use of the Works; and
 - (c) during the works, notify Highways England of any costs and expenses properly incurred in complying with his legal obligations to insulate buildings against noise or in complying with his legal obligations under any other statutory enactment arising from the construction of the Works and / or the use of the Works.
 - (d) Highways England to be handed over any ongoing claims in respect of (b) and (c) above at scheme completion for his ongoing attention.
- 3. Highways England shall pay the Council the whole of any costs and expenses reasonably and properly incurred by the Council in relation to the Works and the implementation of

this agreement including without prejudice to the generality of the following any such costs and expenses in relation to:

- (a) the approval of design work carried out by or on behalf of the Council;
- (b) the carrying out of any supervision of the Works;
- (c) all administrative and legal expenses including an appropriate sum for general staff costs and overheads; and
- (d) the costs of drafting negotiating and making this agreement.

The sums referred to in this clause includes any value added tax payable by the Council for such costs and expenses for which it cannot obtain reimbursement from HM Revenue and Customs.

- 4. The Works to be executed and the expenditure to be incurred by the Council in discharge of the delegated functions carried out by it under this agreement shall be subject to the prior written approval of Highways England such approval not to be unreasonably withheld or delayed.
- 5. The Council shall comply with all reasonable requirements of Highways England as to the manner in which the Works are to be carried out.
- 6. The Council shall comply with any reasonable directions of Highways England as to the terms of the contract to be entered into by the Council for carrying out the Works.
- 7. The Works shall be completed to the satisfaction of Highways England and in particular they shall be constructed in accordance with the Manual of Contract Documents for Highway Works and the Design Manual for Roads and Bridges published by Highways England and any amendment to or replacement of it for the time being in force save to the extent they are a departure from such standards and have been approved by Highways England.

In the event that for any reason the Works are not completed to the satisfaction of Highways England the Council shall either procure the carrying out of such works necessary in order for Highways England to be so satisfied or indemnify Highways England for its costs in carrying out such works. Where Highways England acting reasonably considers it would not be practical to complete the works Highways England may require the Council to either procure reinstatement of the Trunk Road(s) and other land and premises of Highways England disturbed by the Works to their previous condition or to a good condition (at the Council's election) or to pay Highways England's costs in so doing.

- 8. The Council shall in the execution of the Works take such precautions for the protection of public and private interests as would be incumbent on the Council if it were the Highway Authority and the Council shall indemnify Highways England against all claims for damages and compensation which may be brought against Highways England arising out of the construction and / or use of the Works.

9. The parties shall at all times co-operate with each other to enable the Works to be carried out promptly effectively and without undue disruption to the existing highway network and in particular shall assist each other in the promotion and publication of any necessary traffic regulation orders and dealing with any other statutory requirements including those of any utility companies.
10. Unless otherwise agreed in writing between the parties this agreement shall automatically terminate if the Works are not substantially commenced within 4 years of the date of this agreement. Such termination is without prejudice to the rights of the parties against each other for any breach of this agreement which occurred before termination and without prejudice to the liability of the Council to pay any monies due and outstanding to Highways England at the date of termination.
12. Any dispute or difference under or arising from this agreement may be referred to arbitration by either party by written notice to an independent arbitrator agreed between the parties or upon failure to agree on an independent arbitrator any dispute or difference may be referred to a person appointed as arbitrator by the President of the Institution of Civil Engineers at the request of either party. The award or determination of such arbitrator shall be final and binding on the parties.

Schedule of Works

The works to be carried out include alterations to the existing junction layouts at Junction 27 and J28 of the M62 Motorway and contained within the area bounded by a red line on drawings numbered B2005501-J27-0100-001, B2005501-J27-0100-002, B2005501-J28-0100-001, and B2005501-J28-0100-002 as follows:

1. Installation of new kerb alignment, with online carriageway widening and appropriate reinstatement of the carriageway and adjacent footways or verges.
2. Alterations to the existing drainage and upgrade where required to accommodate the new road layout.
3. Installation of High Friction Surfacing to stop lines on carriageways in accordance with the DMRB.
4. Construction of earthworks and retaining structures as required to accommodate the new road layout.
5. Alterations and renewal of existing fencing as required to accommodate the new road layout.
6. Alterations to existing road and pedestrian restraint systems and installation of new systems as required in accordance with the DMRB.
7. Installation of new traffic signal equipment as appropriate and slot cutting of traffic signal loops where required.
8. Installation of permanent and temporary traffic signs, as required in accordance with the DMRB.
9. Diversion of statutory undertakers' equipment as required to accommodate the new road layout.
10. Installation of new road markings as required to facilitate the new road layout.
11. Alterations to the existing street lighting system and installation of new equipment as appropriate.

12. Amendments to existing landscaping and installation of additional landscaping as appropriate.
13. Installation and removal of appropriate temporary traffic management to facilitate the construction of the scheme as required.
14. Temporary traffic management.

In witness whereof Highways England Company Limited has affixed its common seal to this Deed and the Council has affixed its common seal to this Deed on the date this agreement is completed.

Executed as a Deed by affixing the common seal of **HIGHWAYS ENGLAND COMPANY LIMITED** in the presence of:

..... Director or Authorised Signatory

..... Director or Company Secretary or Authorised Signatory

Executed as a Deed by affixing the common seal of **LEEDS CITY COUNCIL**

..... Authorised Signatory

Appendix B

Equality, Diversity, Cohesion and Integration Screening

Appendix A

Draft dated 17th May 2018

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
Lead person: S Khaira	Contact number: 0113 3952586

1. Title: M62 Junctions 27 and 28 Improvement scheme.			
Is this a:			
<input type="checkbox"/>	Strategy / Policy	<input checked="" type="checkbox"/>	Service / Function
<input type="checkbox"/>		<input type="checkbox"/>	Other
If other, please specify			

2. Please provide a brief description of what you are screening
<p>The screening focuses on the report seeking approval for Highways England to implement a scheme via a Section 6 agreement to improve the capacity of, and reduce congestion at Junctions 27 and 28 of the M62</p> <p>The scheme will involve the following improvement works:</p>

SCHEDULE OF WORKS

The works to be carried out include alterations to the existing junction layouts at Junction 27 and J28 of the M62 and contained within the area bounded by a red line on drawings numbered B2005501-J27-0100-001, B2005501-J27-0100-002, B2005501-J28-0100-001, and B2005501-J28-0100-002 as follows:

- 1. Installation of new kerb alignment, with online carriageway widening and appropriate reinstatement of the carriageway and adjacent footways or verges
- 2. Alterations to the existing drainage and upgrade where required to accommodate the new road layout
- 3. Installation of High Friction Surfacing to stop lines on carriageways in accordance with the DMRB
- 4. Construction of earthworks and retaining structures as required to accommodate the new road layout
- 5. Alterations and renewal of existing fencing as required to accommodate the new road layout
- 6. Alterations to existing road and pedestrian restraint systems and installation of new systems as required in accordance with the DMRB
- 7. Installation of new traffic signal equipment as appropriate and slot cutting of traffic signal loops where required
- 8. Installation of permanent and temporary traffic signs, as required in accordance with the DMRB
- 9. Diversion of statutory undertakers equipment as required to accommodate the new road layout
- 10. Installation of new road markings as required to facilitate the new road layout
- 11. Alterations to the existing street lighting system and installation of new equipment as appropriate
- 12. Amendments to existing landscaping and installation of additional landscaping as appropriate.
- 13. Installation and removal of appropriate temporary traffic management to facilitate the construction of the scheme as required

This scheme aims to reduce congestion and improve safety

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).

4.1.1 LCC officers have previously been consulted on the proposals. Neighbouring local authority Kirklees Metro Council has been previously consulted on the proposals (during the previous design phase referred to above prior to February 2016) A communication workshop is to take place shortly to resolve the communication and consultation plan.

4.1.2 All statutory consultation partners will be consulted as part of this process.

<p>• 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)</p> <p>Existing pedestrian crossings will be retained as part of the scheme. This will support disabled people, especially wheel chair users, carers and parents with pushchairs, and people using mobility scooters.</p>
<p>• Actions No specific actions have been identified as part of the screening process.</p>

<p>5. If you are not already considering the impact on equality, diversity, cohesion and integration you will need to carry out an impact assessment.</p>	
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

<p>6. Governance, ownership and approval Please state here who has approved the actions and outcomes of the screening</p>		
Name	Job title	Date
Sabby Khaira	Civil Engineering Manager	12 th July 2017 and 17 th May 2018

<p>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.</p> <p>If this screening relates to a Key Delegated Decision, Executive Board, full Council or a Significant Operational Decision a copy should be emailed to Corporate Governance and will be published along with the relevant report.</p> <p>A copy of all other screenings should be sent to equalityteam@leeds.gov.uk. For record keeping purposes it will be kept on file (but not published).</p>	
Date screening completed	12 th July 2017 and 17 th May 2018
If relates to a Key Decision - date sent to Corporate Governance	
Any other decision – date sent to Equality Team (equalityteam@leeds.gov.uk)	