

Report of Leeds Corridor Improvement Programme (CIP) Executive Manager

Report to Chief Officer (Highways & Transportation)

Date: 5 November 2019

Subject: A660 / A658 Dyneley Arms junction improvement – Approval of preliminary scheme layout to enable progress to Detailed Design and Full Business Case.

Capital Scheme Number: 32827/DYN/000

Are specific electoral wards affected? If yes, name(s) of ward(s): Adel & Wharfedale	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Has consultation been carried out?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Will the decision be open for call-in?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, access to information procedure rule number: Appendix number:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Summary

1. Main Issues

- The A660/A658 Dyneley Arms junction sits just south of the border between West Yorkshire and North Yorkshire, south of Pool-in-Wharfedale. The junction provides a key intersection point with the A658 for traffic travelling from the north to the key centres of Leeds and Bradford, as well as supporting centres such as Otley. The junction sits on the signed route to Leeds Bradford Airport (LBA) from most locations in North Yorkshire and therefore is a key access node for the airport and future employment zone.
- The current arrangements operate inefficiently, in particular as concerning traffic turning right from southbound (A658) towards Otley (A660) blocks vehicles trying to continue straight ahead through the junction towards LBA which has consequences for the wider junction and causes delays to traffic on all legs of the junction.
- The queuing traffic results in localised environmental issues including noise and air quality and impacts on the reliability of bus services.
- There are currently no cyclist and pedestrian provisions at the junction.

2. Best Council Plan Implications (click [here](#) for the latest version of the Best Council Plan)

- The Best Council Plan is Leeds City Council's (LCC) strategic planning document and sets out what LCC will do to deliver better outcomes across Leeds. The proposals in this report supports the priorities for 2019 / 20 which is improving the city's transport infrastructure and Health & Wellbeing. The proposals will look to achieve this through the following:
 - Improving transport connections, safety, reliability and affordability.
 - The improved layout will lead to smoother flows and positive impact on air quality from stationary traffic contributing to Priority Area 3 (Clean Energy & Environmental Resilience) and potentially noise pollution.
 - Introduce cycle / pedestrian facilities to promote alternative mode of transport and improve NMU safety.
 - As part of LCC environmental policy, for every tree uprooted by the scheme, 3 trees shall be planted adjacent to the scheme. The scheme has minimised the initial impact through optioneering potentially saving the loss of further two trees.
 - The scheme will aim to use sustainable road lighting (LED), sustainable material sources, and reduce waste arising from site reuse and recycle e.g. reuse materials to rebuild the wall.

3. Resources Implications

- The proposed scheme is to be wholly funded through the West Yorkshire Combined Authority (WYCA) West Yorkshire Plus Transport Fund (WY+TF). WYCA funding will be used to pay for the scheme design and construction. The schemes to be delivered within this funding are required to be in construction by March 2021.
- Total scheme costs for the A660/A658 Dyneley Arms junction are £2.7m.
- The Corridor Improvement Programme (CIP) is a WY+TF funded, West Yorkshire wide programme of highway interventions on strategic highway corridors, which aims to improve connectivity and accessibility to support economic growth. In order to achieve this, the programme aims to deliver a reduction in journey times for all traffic, with a higher reduction in journey times for buses.

Recommendations

The Chief Officer (Highways & Transportation) is requested to

- i. Approve the preliminary scheme layout to enable A660/A658 Dyneley Arms junction to progress to Detailed Design and Full Business Case at an estimated cost of £284k; and
- ii. Note that the scheme construction contract will be procured through the established LCC Term Contract for the A660/A658 Dyneley Arms Junction. A further report will be submitted seeking approval to spend.

1. Purpose of this Report

- 1.1. To seek approval for the preliminary scheme layout to enable A660/A658 Dyneley Arms junction to progress to Detailed Design and Full Business Case.

2. Background Information

- 2.1. The A660/A658 Dyneley Arms junction is a four-arm traffic signal-controlled junction with the A658 immediately adjacent to the Dyneley Arms public house. All arms are signal controlled except for the north-to-east movement from the A658 Pool to the A660 towards Leeds (left turn), which is priority controlled.
- 2.2. Leeds City Council have undertaken considerable work to identify an improvement scheme for this junction. However, the junction presents a number of engineering challenges due to local topography, land ownership and property constraints. Traffic approaching the junction from Pool and the north does so on a very uphill steep gradient, and traffic from the south approaches on a (less steep) downhill gradient to the junction. The gradients in particular complicates improvement options at the junction and significant engineering works are therefore required to achieve a scheme with appropriate capacity. A report to the Executive Board dated 20 September 2017 recognised these challenges and stated that an improved junction will require purchase of third party agricultural land.
- 2.3. The A660/A658 Dyneley Arms junction was originally identified for a significant improvement, to be funded through the WYCA WY+TF Corridor Improvement Programme (CIP). Initial investigations of viable improvement solutions, as well as determining the future ask of the junction from a traffic demand perspective, led to a decision to revise the scale of intervention at the junction. As set out above, the junction is hindered by topography, which limits the viability of isolated improvements at the existing junction location. Any future improvement scheme in the area has the potential to require new highway links and multiple junctions to align with future growth aspirations for North West Leeds and beyond, the remit of which ultimately sits outside of the CIP funding programme.
- 2.4. In the interim, a short term local improvement scheme is proposed to provide additional capacity in the short and medium term to mitigate existing congestion, accommodate continued traffic growth and enable some development, pending the further funding and development or a longer term more comprehensive scheme for the site.
- 2.5. As the scheme is identified within the CIP, the headline objectives set out below are linked to the overarching funding programme objectives:
 - Assist with accessibility to LBA and key growth points in North West Leeds.
 - Efficient movement of vehicles will boost business growth and productivity.
 - Facilitating accessibility to employment growth sites (including the proposed Employment Hub at LBA).
 - Journey time enhancement to bus routes.
 - Improving access to and from local district centres.
 - Reducing congestion will promote better air quality.

The scheme objectives were defined at the outset of the works when a larger scheme was still being considered. The Interim Scheme has been progressed through the WYCA Assurance Process, receiving approval at Activity Point 3 (Outline Business Case) utilising the same objectives, but ultimately delivering to a lesser extent than a larger scheme would. Although small in scale and identified as a 'Quick Win' scheme, it has been shown through the appraisal process to be able to contribute to the above objectives sufficiently to secure approval.

A key additional objective required on the scheme by LCC was the enhancement of pedestrian and cycle facilities. The junction currently has no formal facilities and any improvements delivered at the junction are required to provide suitable pedestrian / cyclist enhancements.

2.6. The proposed scheme involves, as follows:

- Some widening in the north-east quadrant to allow right-turning lane to be developed for vehicles turning right from the southbound A658 to the westbound A660 arm. This will enable the vehicles to position themselves out of the path of the ahead movement and mitigate any congestion at the junction.
 - Increasing the size of the junction requires a small amount of third-party land which is being negotiated with the land owner.
 - In order to deliver the widening the field boundary stone wall will need to be taken down and will be replaced after the works are complete.
- The change in layout will be combined with updated technology and vehicle detection improvements which will help the junction run more efficiently and allow the traffic lights to respond more effectively to traffic conditions in real time than currently.
- The scheme will operate with a new traffic staging sequence as well the introduction of HGV detection on Pool Bank uphill approach to the junction to avoid HGV's being caught in the middle of the junction at the end of a green signal and to avoid lost green time if a HGV is the first waiting vehicle at the stop line.
- Advance Stop Lines (ASLs) provided at all arms with pedestrian crossings proposed on the north (A658) and west (A660) arms.

2.7. Following the public consultation feedback between July-September 2019, the right turn movement from eastbound (A660) to the southbound (A658) been formalised with the addition of a right turn lane leading up to the junction. Cycle lane have been provided on the southbound (A658) approach up to the junction. A further, pedestrian crossing has been provided at the junction to enable safe movement between bus stops on southbound (A658) and westbound (A660).

2.8. The Outline Business Case (Activity 3) for A660/A658 Dyneley Arms junction was submitted to WYCA in September 2018. In December 2018 the scheme was approved to progress to Activity 4 (Full Business Case) at the Combined Authority Meeting.

3. Main issues

- 3.1. The A660/A658 Dyneley Arms junction sits just south of the border between West Yorkshire and North Yorkshire, south of Pool-in-Wharfedale. The junction provides a key intersection point for traffic travelling from the north to the key centres of Leeds and Bradford, as well as supporting centres such as Otley. The junction sits on the signed route to LBA from most locations in North Yorkshire and therefore is a key access node for the airport and future employment zone.
- 3.2. LCC has conducted a junction hotspot exercise using Trafficmaster data (GPS sourced dataset providing detailed analysis of congestion); the junction was ranked within the top 30 most congested junctions in Leeds.

- 3.3. The A660/A658 Dyneley Arms Junction also acts as a crucial intersection connecting Wharfedale, North Yorkshire, LBA and Leeds. While there are no immediately adjacent development sites, improvements to the junction will facilitate access and increased demand to/from surrounding urban areas. This includes 36.23 hectares of employment land at LBA and several housing developments in Bramhope and East of Otley amounting to circa 1200 new houses.
- 3.4. The key junction layout issues are, as follows:
- The traffic turning right from southbound (A658) towards Otley (A660) blocks vehicles trying to continue straight ahead through the junction towards LBA. This means the junction operates inefficiently with green light time lost on all approaches due to vehicles “stuck” in the centre of the junction.
 - The queuing traffic results in localised environmental issues including noise and air quality.
 - There are no cyclist and pedestrian provisions at the junction.
- 3.5. The proposed scheme will aim to address these issues by improving the junction layout and through implementation of technology increasing efficiency of the junction allowing for a more free flowing route, reducing road congestion, improving network safety for all users, and reducing levels of air pollution.
- 3.6. Design proposals are shown on drawing 70054582-WSP-HGN-DYN-DR-CH-0100_001 General Arrangement P03.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1. The consultation for the A660/A658 Dyneley Arms Junction was open from 16 July to 9 September 2019 and responses were welcomed via online portal (Commonplace), post or email, and telephone. The outreach was conducted in multiple ways, from leafleting houses in the area to social media advertising and websites, including ward members. Engagement results on Commonplace, as follows:
- 2128 people visited the site
 - 1186 people explored content, including plans and descriptions of changes.
 - 227 surveys were received
- 4.1.2. To gauge public opinion, the people were asked, “Overall, how do you feel about this proposal?” The overall opinion of people who responded to the survey was more positive (46%) than negative (32%) with reasonable proportion being neutral (22%) as shown in Figure 1 in Appendix A.
- 4.1.3. Respondents were asked “Why do you feel this way?” and were given a list of options to choose from. The most prominent answers were that the improvement was not enough (29%) and that the proposals would reduce congestion (30%) as shown in Figure 2 in Appendix A.
- 4.1.4. There has been engagement undertaken with the ward members for Adel & Wharfedale and Otley & Yeadon as well as the Executive Board Member for Climate Change, Transport and Sustainable Development. There was support towards the scheme from ward members for Adel & Wharfedale and the Executive Board Member for Climate Change, Transport and Sustainable Development. The

ward members for Otley & Yeadon feedback was that a larger scheme was anticipated.

- 4.1.5. Following the completion of public consultation, update to the ward members was provided with the latest scheme drawings. This was to demonstrate how the public feedback has been incorporated in the scheme design. The feedback received thus far from Adel & Wharfedale ward member has been supportive of the scheme.
- 4.1.6. Refer to Appendix A for details on the feedback received by the public / ward member and how this has been incorporated in the design.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 Consideration has been given to equality, diversity, cohesion and integration for the A660/A658 Dyneley Arms junction as part of the consultation and engagement process. The design considers all road users and looks to achieve a balanced proposal benefiting all road users. The new signalised crossing would provide positive impact towards the protected characteristics such as disabled, elderly and/or children.
- 4.2.2 There has been an Equality, Diversity, Cohesion and Integration Screening (EDCI) completed at Outline Business Case as part of the WY+TF CIP which gained executive board approval in September 2017. Refer to link below:
<https://democracy.leeds.gov.uk/ieDecisionDetails.aspx?Id=44822>
- 4.2.3 An updated EDCI has been prepared for the A660/A658 Dyneley Arms Junction scheme at this stage to support the Full Business Case. Please refer to appendix item 3.

4.3 Council policies and the Best Council Plan

Climate Emergency

- 4.3.1 The Climate Emergency was declared by LCC in March 2019 in response to the United Nations report on climate change. LCC is committed to making Leeds carbon neutral by 2030 and calls on central government to provide the funding and powers to make this possible.
- 4.3.2 LCC plans to tackle the causes of climate change through the Best Council Plan and decision-making structures. The plan includes: building sustainable infrastructure, improving air quality, reducing pollution and noise, reducing the level of greenhouse gas emissions from council buildings, promoting a less wasteful, low carbon economy, and reducing flooding and other risks from future climate change.
- 4.3.3 The improved layout will lead to smoother flows and positive impact on air quality from stationary traffic contributing to Priority Area 3 (Clean Energy & Environmental Resilience) and potentially noise pollution.
- 4.3.4 Cycle lane introduced on the approach to junction southbound (A658) and advanced stop lines provided on all arms for cyclist and new pedestrian crossing will promote alternative mode of transport and improve NMU safety.
- 4.3.5 Bus service journey times reliability will improve with the enhanced junction layout.
- 4.3.6 As part of LCC environmental policy detailed within the Natural Resources and Waste Development Plan (DPD), for every tree uprooted by the scheme, 3 trees shall be planted adjacent to the scheme. The scheme currently impacts one tree.

The scheme has minimised the initial impact through optioneering potentially saving the loss of further two trees.

- 4.3.7 The scheme will aim to use energy efficient road lighting (LED), sustainable material sources, and reduce waste arising from site reuse and recycle e.g. reuse materials to rebuild the wall.

4.4 Resources, procurement and value for money

- 4.4.1 The proposed scheme is to be wholly funded through the WYCA West Yorkshire Plus Transport Fund. WYCA funding will be used to pay for the scheme design and construction. The scheme is to be delivered within this funding are required to commence construction before the financial year end 2020/21.

- 4.4.2 The total scheme cost for A660/A658 Dyneley Arms junction is £2.45m plus land acquisition and the following elements:

- Scheme development - all stages of design development up to the start of construction;
- Scheme construction - this includes enabling works, utilities diversion, temporary traffic management, materials and scheme construction costs;
- Traffic signal and MOVA – this will deliver a full replacement of all equipment.
- The scheme cost estimates will also include provisions to manage project risks, contingency costs and adjustment for inflation.

The cost estimate for the Dyneley Arms scheme was prepared at the Outline Business Case in 2018 and will be reviewed / updated as part of the Full Business Case currently being prepared in 2019 / 2020.

- 4.4.3 CIP is a WY+TF funded, West Yorkshire wide programme of highway interventions on strategic highway corridors, which aims to improve connectivity and accessibility to support economic growth. In order to achieve this, the programme aims to deliver a reduction in journey times for all traffic, with a higher reduction in journey times for buses.

4.5 Legal implications, access to information, and call-in

- 4.5.1 There are no specific legal implications included within this report, nor is any information contained within this report deemed to be confidential.
- 4.5.2 The proposals outlined in this report is a Permitted Development under the Town and Country Planning Act 1990.
- 4.5.3 Third party land is required to undertake the widening works. There have been ongoing discussions with the land owner which have been positive. The Council's Property Services section has advised and a meeting has been arranged with the land owner's agent to progress towards formalising the acquisition by agreement.
- 4.5.4 It is deemed that if Compulsory Purchase Order (CPO) is enforced, this would impact the scheme programme significantly. The process being followed is aimed at ensuring it is not necessary to seek and use CPO powers.

4.6 Risk management

- 4.6.1 The current operational capacity of the A660/A658 Dyneley Arms junction acts as a key hotspot location on the highway network. Delay at this location creates significant issues for commuters and business. Furthermore, this location can be seen as a constraint to the delivery of development identified in the Leeds Site Allocations Plan (Revised Submission Draft Amendments, January 2018) as part of wider operational challenges with the ORR.
- 4.6.2 If the junction scheme is not delivered, congestion may increase with traffic growth and users may try to 'rat-run' through roads such as Old Pool Bank to avoid queues. The scheme is needed to deliver the Leeds objectives and vision of developing an accessible LBA and improve the connectivity to North Yorkshire and beyond.
- 4.6.3 The scheme is managed according to the Council's established Project Board and Programme Board practise. Risks are actively managed through project board and risk management covered through project governance.
- 4.6.4 The scheme will follow WYCA governance protocols for funding approval; progression through this is required in a timely manner in order to avoid delays to the overall programme delivery before the end of the funding window.

5 Conclusions

- 5.1 The 68% of the public were positive / neutral towards the scheme. The negative comments were in relation to scheme 'improvements not being enough' whereas the slight negative comments have been in terms to minor changes to the design e.g. right turn lane from Otley (A660) towards LBA (A658) have generally been incorporated into the design.
- 5.2 Improving the existing transport network is an important enabler helping Leeds to be a prosperous, liveable and healthy city.
- 5.3 This scheme looks to enhance pedestrian and cycle facilities at the junction, making this a safer junction for walkers, and cyclists to use. The scheme will increase traffic capacity at a critical intersection, supporting and promoting economic growth across the Leeds / Bradford border and beyond. Improvements in journey time, and reliability, for all road users (incl. public transport). This will lead to better environment by reducing congestion to improve air quality.

6. Recommendations

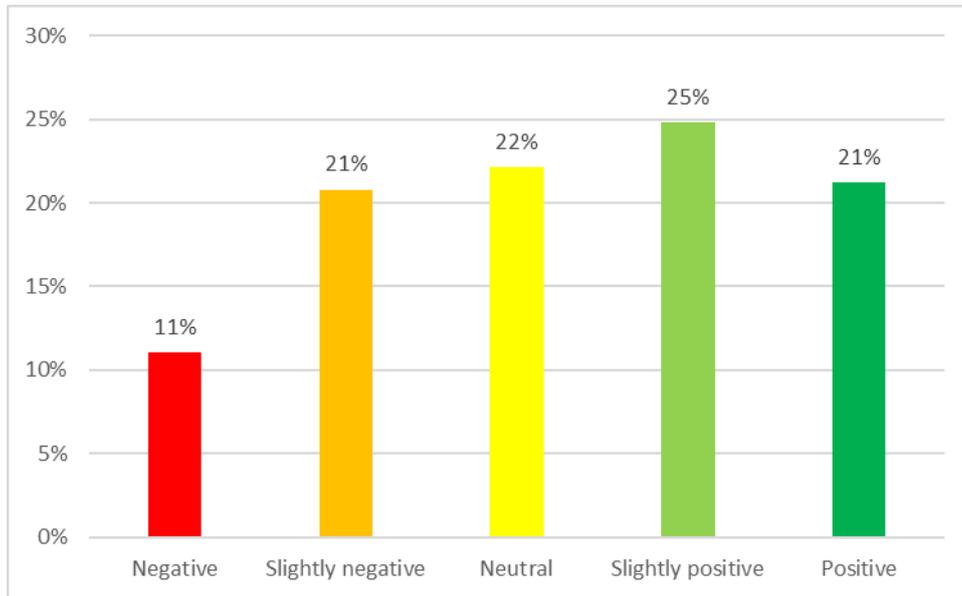
- 6.1 The Chief Officer (Highways & Transportation) is requested to:
 - i) Approve the preliminary scheme layout to enable A660/A658 Dyneley Arms junction to progress to Detailed Design and Full Business Case at an estimated cost of £284k: and
 - ii) Note that the scheme construction contract will be procured through the established LCC Term Contract for the A660/A658 Dyneley Arms Junction. A further report will be submitted seeking approval to spend.

APPENDIX A – PUBLIC CONSULTATION FEEDBACK

1. Public Feedback

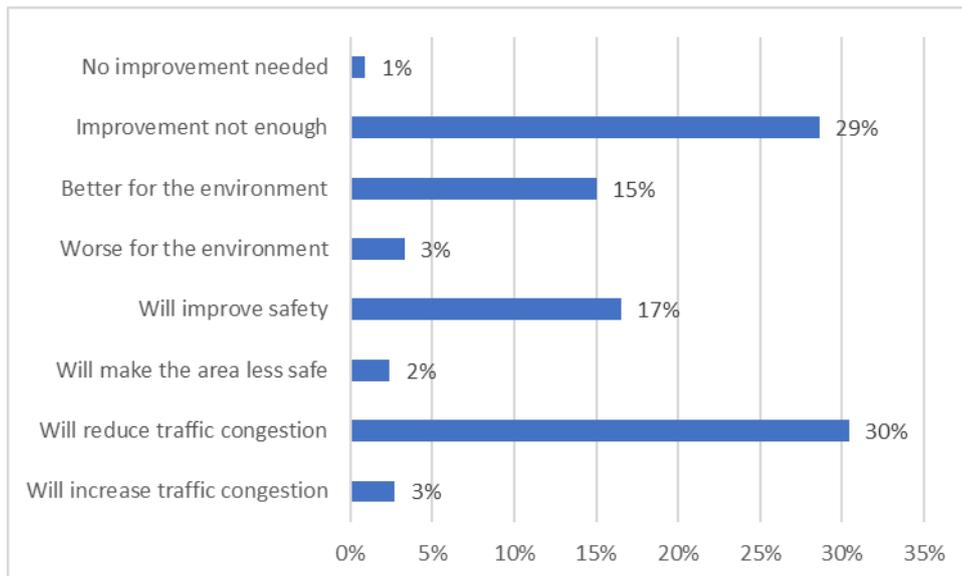
- 1.1. To gauge public opinion, the people were asked, “Overall, how do you feel about this proposal?” The overall opinion of people who responded to the survey was more positive than negative with reasonable proportion being neutral, see Figure 1.

Figure 1 - Overall feelings about the proposals



- 1.2. Respondents were asked “Why do you feel this way?” and were given a list of options to choose from. The most prominent answers were that the improvement was not enough and that the proposals would reduce congestion, see Figure 2.

Figure 2 - Why do you feel this way?



1.3. The **key themes** that were expressed across all sentiment groups were, as follows. The design team's response has also been included in grey text:

- The Scheme Needs To 'Think Big.' The following points are part of larger theme within the free text, which is **the scheme needs to be more robust in its plan to reduce traffic in the area**:
 - A few commenters boldly suggested that a *'roundabout with warning lights and rumble strips for traffic coming in any direction [would] be more appropriate.'*
Response: this is a 'quick win' scheme that is proposed to provide additional capacity in the short and medium term to mitigate existing congestion, accommodate continued traffic growth and enable development, whilst recognising that a larger scheme is needed in the medium-to-long term.
 - Others focused on the need for more *'consideration should be made for safe crossing from the bus stop on Pool Bank (e.g. disembark 747 to airport) to the bus stop on Leeds Rd (e.g. X84 to Otley): a dangerous venture, especially when dark.'* They reaffirmed the need for the plan to do more for sustainable transport in the area.
Response: pedestrian crossing has now been included within the scheme proposal. At the time of the consultation the feasibility of potential pedestrian provisions was being assessed – this work is now near completion. The left turn southbound (A658) will now be signalised.
 - Lastly, a few commenters thought that the plans need to be joined up with *'other projects in the area [such as the] airport expansion'*.
 - Generally, it can be observed that interested individuals want the junction to be sustainable as they recognise the concern that development and demand is growing in the area.
- The need for a **dedicated right turn lane or bay for traffic heading from Otley (A660) to Leeds-Bradford Airport (A658)**. For example, one commenter stated, *'This plan will do nothing to reduce the congestion on the A660 traveling from Otley and attempting to turn right towards the airport.'*
Response: the design has been updated to accommodate the right turn movement from the A660 eastbound (Otley) to the A658 southbound (LBA).
- There needs to be **defined provision for traffic heading north on the A660 and turning right towards Pool-in-Wharfedale**. For instance, a contributor explained their *'only concern is whether enough is being done to facilitate right turning traffic from Leeds to Pool from the A660.'*
Response: whilst the existing junction arrangement has been kept the same for the right turning traffic from Leeds (A660) to Pool (A658), the signal phasing has been altered to allow for right turning traffic to turn without impediment.
- Many stakeholders in each sentiment type called for **cycle lanes leading up to the Advanced Stop Lines (ASLs)**. For example, one comment highlighted that there are *'no cycling lanes so the very large volume of traffic going from Otley to Leeds at 5:30-6:30pm get stuck waiting for them to get past. It is a very difficult junction for cyclists to negotiate'*.

Response: where feasible e.g. widened section southbound (A658), a cycle lane has been provided which feeds into the ASL and for all other arms ASL have been introduced. There has been consultation with the sub-cycling group and there has been positive feedback towards the ASL and pedestrian crossing facility.

- **Cost concerns** were a common recurrence in the free text, with respondents surprised about the sums involved, relative to the scale of the proposed changes.

Response: a breakdown of the cost estimate has been provided to the Councillors that had requested the information to better explain the cost build-up. The cost estimate are to be revised as part of the detailed design stage.

2. Engagement with Ward Members

2.1. There was engagement undertaken with the ward members prior to the public consultation. The common queries, as follows:

- Traffic management, including during construction. *Feedback was given that experience from the recently completed culvert scheme should to be applied to the Dyneley Arms scheme. This has been considered.*
- Information about MOVA and how it can resolve issues. *Information provided as to how the implementation of technology would make the junction function more efficiently.*
- Costs with requests for a breakdown of costs. *Breakdown of cost provide with explanation.*
- Introduction of cycling facilities, particularly uphill on Pool Bank. *This has been incorporated in the scheme. The more efficient traffic flow through the junction will help this user group as well as the ASLs.*
- Results from traffic modelling and journey time savings. *To be provided following completion of traffic modelling work.*
- Query with regards to whether other changes in the area had been considered, including a housing and school site allocation and Otley relief road plans. *This had been assessed.*

2.2. The specific concerns were, as follows:

- The right turn from Otley (A660) towards LBA (A658) to allow movement of traffic. *This has been incorporated in the scheme.*
- HGVs going up Pool Bank, moving into the centrally hatched area. *The scheme layout has been modified to allows increased length of right turn lane to avoid this.*
- The number of HGVs going through Pool and whether this could increase. *No significant change expected.*
- The buses that provide a once per hour service to Pool (X84 and X85), with concerns that any disruption related to construction could result in further unreliability and drop in patronage. *Bus stops to remain open / managed during construction.*
- Rat running down Old Pool Bank. *Proposed temporary traffic management to consider.*
- Delays northbound (uphill) on Pool Bank for HGVs and whether sensors will identify them early enough to make a difference. *Technology system used will enable this.*

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 or 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: Mohammed Mahmood / Aadam Muhammed	Contact number: 01133787524 / 07773 625678

1. Title: A660/A658 Dyneley Arms (Junction improvement)

Is this a:

Strategy / Policy
 Service / Function
 Other

If other, please specify

2. Please provide a brief description of what you are screening

The Dyneley Arms junction is a four-arm traffic signal-controlled junction immediately adjacent to the Dyneley Arms public house that gives its name to the junction. All arms are signal controlled except for the north-to-east movement from the A658 Pool to the A660 towards Leeds (left turn), which is priority controlled.

The scheme comprises of:

- Widening to provide a right turn lane for traffic turning from the southbound A658 (Pool) to the westbound A660 (Otley)
- Updated technology and vehicle detection improvements
- Advance Stop Lines (ASLs) provided at all arms and pedestrian / toucan crossing considered.

3. Relevance to equality, diversity, cohesion and integration

All the council's strategies and policies, service and functions affect service users, employees or the wider community – city wide or more local. These will also have a greater or lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?	X	
Have there been or likely to be any public concerns about the policy or proposal?	X	
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> • 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?** (**think about** the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)

Consideration has been given to equality, diversity, cohesion and integration for Dyneley Arms as part of the consultation and engagement process. The design considers all road users and looks to achieve a balanced proposal benefiting all road users. The new signalised crossing would provide positive impact towards the protected characteristics such as disabled, elderly people and/or children.

Introduction of cycle and pedestrian facilities will promote alternative mode of transport and also Non-Motorised Users (NMU) safety.

- **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)

The proposal forms part of the wider emerging transport strategy incorporating feedback from the Transport Conversation (seeking views of Leeds' residents and interest groups on the future of transport in Leeds). The proposal is intended to improve journey time and reliability for all road users (inc. public transport) to facilitate access to employment. This will also lead to an improvement to air & noise quality and smoother traffic flows.

- **Actions**

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

The Highways and Transportation service will follow well practiced procedures in engaging with relevant groups and adopting design standards to achieve the expected outcomes.

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
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Date to complete your impact assessment	n/a
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Lead person for your impact assessment (Include name and job title)	n/a
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6. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
Andrew Hall	Head of Transport Planning	31/10/19
Date screening completed		15/10/19

7. Publishing

Though **all** key decisions are required to give due regard to equality the council **only** publishes those related to **Executive Board, Full Council, Key Delegated Decisions** or a **Significant Operational Decision**.

A copy of this equality screening should be attached as an appendix to the decision making report:

- Governance Services will publish those relating to Executive Board and Full Council.

- The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions.
- A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record.

Complete the appropriate section below with the date the report and attached screening was sent:

For Executive Board or Full Council – sent to Governance Services	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent: 31/10/19
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: