

**Report of Leeds Corridor Improvement Programme Executive Manager**

**Report to the Chief Officer (Highways & Transportation)**

**Date: 24 March 2020**

**Subject: A647 / A6120 Dawsons Corner junction improvement scheme**

**Capital Scheme Number: 32827/DAW/000**

|  |   |
|--|---|
| Are specific electoral wards affected?<br>If yes, name(s) of ward(s): Calverley & Farsley  | <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?<br>If relevant, access to information procedure rule number:<br>Appendix number: | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |

**1. Summary**

**1.1 Main Issues**

- 1.1.1 This report was drafted before the COVID-19 crisis. To expedite matters, no changes have been made at this stage but future reports will more fully reflect the current and ongoing situation.
- 1.1.1 The A647 / A6120 Dawsons Corner has a strategic location on the transport network. It is the junction between the Leeds-Bradford corridor and the Outer Ring Road. The A647 / A6120 Dawsons Corner is also located on the Bradford to Leeds CityConnect Cycle Superhighway and facilities access to the New Pudsey railway station.
- 1.1.2 The current junction layout is inadequate for pedestrians and cyclists, who find it difficult to cross the busy junction. The pedestrian and cyclist are forced to take convoluted routes around the junction, due to the lack of crossing facilities, as only three of four arms currently include crossing facilities. The improvements to the junction are essential to improving pedestrian and cycling connectivity and making the junction safer to use which will encourage people to walk or cycle. The Cycle Superhighway will also be enhanced as part of the scheme.

- 1.1.3 There are currently no dedicated bus provisions through the junction. Real-time data shows that bus journey times through A647 / A6120 Dawsons Corner can vary by as much as 13 minutes at peak times. The scheme incorporates new bus lanes through the junction to improve journey time reliability and make public transport more attractive.
- 1.1.4 Traffic congestion at the junction results in delays, especially at peak times, when journey times can take three times as long. The proposed scheme looks to improve the junction efficiency of this key link in the Leeds orbital route. The improvements to the scheme layout will make the junction more efficient for traffic at this critical intersection, supporting and promoting economic growth across Leeds and Bradford. The reduction in congestion will lead to better environment in terms of improve air quality.
- 1.1.5 There is insufficient land within the highway boundary to accommodate the junction improvements. Therefore, Leeds City Council (LCC) will need to acquire third party land located directly southwest of the existing junction and part of third party land located directly northeast of the junction. There have been discussions held with the land owners and negotiations advanced to procure land.

## **1.2 Best Council Plan Implications**

- 1.2.1 The Best Council Plan is the Council's strategic planning document and sets out what the Council will do to deliver better outcomes across Leeds. The proposals in this report contribute towards the plans objectives in improving the city's transport infrastructure and tackling climate change risks. This is achieved through improved safety for all road users, providing new crossing facilities for pedestrians and cyclists to improve accessibility, improved journey times for buses via the implementation of designated bus lanes through the junction and bus priority traffic signals and reducing traffic congestion which will lead to better environment in terms of improved air quality.

### Climate Emergency

- 1.2.2 The Council has in response to the United Nations' report on climate change declared a climate emergency in March 2019 and are committed to making Leeds carbon neutral by 2030.
- 1.2.3 To understand at this early stage of development how the scheme could affect net greenhouse gas (GHG) emissions, a high level environmental assessment has been undertaken. It is anticipated that a change in GHG emissions as a result of the scheme would be:
- i) The enhanced pedestrian and cycle facilities would encourage people to walk or cycle instead of driving and the new bus lanes will improve journey time reliability and make public transport more attractive to travellers, both of which would have a beneficial effect on GHG emissions. The A647 / A6120 Dawsons Corner scheme will also complement the LPTIP improvements on the A647 corridor and improve connectivity between Bradford and Leeds.
  - ii) Trees are currently considered to be a good method for the sequestration of carbon from the atmosphere. The landscape design, including tree planting, will be progressed as the scheme design develops.
  - iii) The improvements in the scheme layout will make the junction operate more efficiently and reduce congestion which would have a beneficial effect on GHG emissions.

iv) The potential effects of the scheme on climate change and material resources will be considered as part of the EIA process.

### **1.3 Resource Implications**

- 1.3.1 The proposed scheme is funded by the West Yorkshire Combined Authority (WYCA) through the West Yorkshire Plus Transport Fund (WY+TF). The current cost estimate for the A647 / A6120 Dawsons Corner scheme is £20.2M.
- 1.3.2 The scheme is part of the Corridor Improvement Programme (CIP). This is a WYCA 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.
- 1.3.3 There has been a separate funding bid submitted as part of the Transport for the North Major Roads Network (MRN) for the A647 / A6120 Dawsons Corner and Stanningley Bypass (combined scheme). The decision is pending and expected by the end of 2019.

### **1.4 Recommendations**

- 1.4.1 The Chief Officer (Highways & Transportation) is requested to:
- i) approve the preliminary scheme layout to enable the A647 / A6120 Dawsons Corner junction improvement to progress to Full Business Case and Planning at an estimated cost of £335,416;
  - ii) note that the detailed design contract will be procured through established frameworks; and
  - iii) note that the scheme construction contract will be procured through the established YORCivils 2 Framework, Major Scheme lot, for the A647 / A6120 Dawsons Corner and Stanningley Bypass. A further report will be submitted seeking approval to spend.

## **2 Purpose of this report**

- 2.1.1 To seek approval for the preliminary scheme layout to enable the A647 / A6120 Dawsons Corner junction improvement to progress to Full Business Case and Planning.

## **3 Background information**

- 3.1.1 Leeds City Council and West Yorkshire Combined Authority are working together to improve and shape the future of transport in Leeds.
- 3.1.2 Studies by LCC have identified number of strategic locations that are congestion hotspots and have constrained network capacity. This could potentially constrain the ability to deliver future development or support economic growth. As part of the WYCA CIP programme, priority junctions have been selected with requirements to commence construction before the financial year end 2020 / 2021. This includes, A647 / A6120 Dawsons Corner, A6120 Fink Hill and A660 / A658 Dyneley Arms.

- 3.1.3 In June 2017 WYCA approved progression of CIP Phase 1 to Outline Business Case. The WYCA funding eligibility is based upon a scheme's strategic fit to the Strategic Economic Plan (SEP) 2016.
- 3.1.4 The three CIP schemes are being developed separately. This report is for the proposed scheme layout for A647 / A6120 Dawsons Corner.
- 3.1.5 As the scheme is identified within the CIP, the headline objectives set out below are linked to the overarching funding programme objectives:
- To complete the Leeds-Bradford Cycle Superhighway facilities in this location.
  - Support bus priority facilities at a key LPTIP intersection.
  - To reduce peak hour bus delays at the junction and to reduce journey time variability and to contribute to LPTIP objectives on the Leeds Bradford corridor.
  - To reduce peak hour delay for all modes at the junction and to increase journey time reliability.
  - To reduce air pollution caused by standing traffic.
  - To accommodate future traffic growth, to accommodate the cumulative effect of traffic from future housing units and other development as planned for in both the Leeds and Bradford Site Allocations Plans.
  - To facilitate increased capacity at New Pudsey station Park & Ride site.
- 3.1.6 A key additional objective required on the scheme by LCC is for key node improvements on the A6120 / A647 Outer Ring Road (ORR) to enable for future aspirations to make improvement on the ORR to curtail traffic through district and the city centre.

## **4 Main issues**

- 4.1.1 The A647 / A6120 Dawsons Corner scheme has a strategic location on the transport network. It is the junction between the Leeds-Bradford corridor and the Outer Ring Road. The A647 / A6120 Dawsons Corner is also located on the Bradford to Leeds Cycle Superhighway and facilities access to the New Pudsey railway station.
- 4.1.2 Improvements at A647 / A6120 Dawsons Corner are a key component in the wider package of measures proposed along the Bradford to Leeds route. The area has recently experienced major investment to deliver the Bradford to Leeds Cycle Superhighway. However, congestion at the junction result in delays for both buses and general traffic, especially at peak times, when journey times can take three times as long.
- 4.1.3 The current scheme layout is inadequate for pedestrians and cyclists, who find it difficult to cross the busy roads. The pedestrians and cyclists are forced to take convoluted routes around the junction, due to the lack of crossing facilities, as only three of the four arms currently include crossing facilities. The improvements to the junction are essential to improving pedestrian and cycling connectivity and making the junction safer to use which will encourage people to walk or cycle. The Cycle Superhighway will also be enhanced as part of the scheme.
- 4.1.4 There are currently no dedicated bus provisions through the junction. Traffic congestion can have a significant impact on bus services, causing unpredictable delays and making the services unreliable. Real-time data shows that bus journey times through A647 / A6120 Dawsons Corner can vary by as much as 13 minutes at peak times. The scheme incorporates new bus lanes through the junction to improve journey time reliability and make public transport more attractive.

- 4.1.5 Traffic congestion at the junction results in delays, especially at peak times, when journey times can take three times as long. Reducing delays at the junction is essential on the key link in the Leeds orbital route to curtail traffic from using other, less suitable routes. The proposed improvements to the scheme layout will make the junction more efficient for traffic at this critical intersection, supporting and promoting economic growth across Leeds and Bradford. The reduction in congestion will lead to better environment in terms of improved air quality.
- 4.1.6 To improve crossing facilities and junction efficiency at the A647 / A6120 Dawsons, the footprint of the junction will need to be increased. There is insufficient land within the highway boundary to accommodate the junction improvements. Therefore, LCC will need to acquire third party land located directly southwest of the existing junction and part of third party land located directly northeast of the junction. There have been discussions held with the land owners and negotiations advanced to procure land purchase.
- 4.1.7 The A647 / A6120 Dawsons Corner improvement scheme replaces the existing signalised roundabout with a signalised gyratory. The proposed scheme entails, as follows:
- Pedestrian and cycle crossing facilities provided on all arms with the tie-in / completion of Leeds-Bradford Cycle Superhighway.
  - A647 Bradford Road – provisions for bus lanes in both directions with a bus gate to give priority to eastbound buses and a new service road will be constructed to maintain access to properties on Bradford Road adjacent to the junction.
  - A6120 Ring Road – the carriageway is widened to accommodate additional lanes on the approach to / from the junction and a pedestrian route located to the west of the A6120 Ring Road will be widened to accommodate a shared pedestrian / cycle route.
  - B6157 Bradford Road – provisions for a bus lane on the westbound approach to the junction with some carriageway widening to improve the junction layout.
  - A647 Stanningley Bypass – the carriageway is widened to accommodate additional lanes to / from the junction with structural works undertaken over the Wood Nook Tunnel.
- 4.1.8 The design proposals for A647 / A6120 Dawsons Corner as shown on the General Arrangement drawing 70054580-WSP-HGN-DAW-DR-CH-0100\_002. Refer to Appendix A.

#### Environment and Landscape

- 4.1.9 To construct the scheme, existing trees and vegetation will need to be cleared. A tree / vegetation survey has been undertaken at preliminary design stage to inform the Environmental Baseline Report. The survey identified trees / vegetation to be classified as low quality and are generally small, scrubby specimens that provide only low visual and amenity benefits.
- 4.1.10 At this early stage of development, it is anticipated that the proposed scheme will require the removal of approximately 50% of trees / vegetation located within the scheme extents. A detailed tree / vegetation survey is to be undertaken at this stage as part of the EIA process to establish further the impact of the proposed scheme.
- 4.1.11 At this stage, the potential areas available for landscape planting have been identified. As part of LCC environmental policy detailed within the Natural Resources and Waste Development Plan (DPD), for every tree uprooted by the

scheme, three trees shall be planted. The landscape appraisal is planned to be undertaken earlier in the detailed design stage to understand the landscape mitigation strategy and this will be developed in detail as part of the EIA process later in the detailed design stage.

#### Scheme Programme

4.1.12 The anticipated scheme programme dates as of February 2020 are as follows:

- Design Completion (including Environmental Statement) - Sep 20
- Land Acquisition Agreement - Jul 20
- FBC Submission - Aug 20
- Planning Application Submission – Sep 20
- FBC Approval - Dec 20
- Planning Application Approval - Jan 21

#### Buildability Advice

4.1.13 Early engagement with buildability contractor is planned to obtain advice to better inform design and understand the construction impacts. The buildability contractor will look to prepare construction phasing report, traffic management plans, review construction programme and the scheme costs.

## **5 Corporate considerations**

### **5.1 Consultation and engagement**

- 5.1.1 As part of the LPTIP, an initial round of public consultation on the identified issues and potential opportunities was undertaken between February and March 2018, to allow the public to express their views as pedestrians, cyclists, bus users, motorists, business owners or local residents. Over 3,700 contributions to the public consultation were received.
- 5.1.2 A second programme of public and stakeholder engagement was undertaken in November to December 2018 to obtain feedback on more detailed plans and ideas on specific sections of the A647 corridor, which included the A647 / A6120 Dawsons Corner.
- 5.1.3 188 people provided feedback to the proposals for the A647 / A6120 Dawsons Corner, which consisted of widening the junction, creating a bus lane, installing MOVA controlled traffic signals and enhancing the pedestrian/cyclist facilities.
- 5.1.4 The 51% of respondents felt positive or slightly positive about the proposals, 30% of the respondents felt negative or slightly negative and 19% of the respondents felt neutral.
- 5.1.5 There has an update provided to ward members for Calverley & Farsley on the changes made to the scheme since the consultation, the feedback was that the changes that have been made are positive. Furthermore, the scheme has been presented to the Executive Board Member for Climate Change, Transport and Sustainable Development and member has been satisfied with the scheme. The potential landscaping has been enquired by the members and therefore the landscape appraisal is proposed to be undertaken earlier in the design stage to develop landscape mitigation strategy.

5.1.6 Refer to Appendix B for details on the consultation feedback and the design team response to the queries raised.

## **5.2 Equality and diversity / cohesion and integration**

5.2.1 Consideration have been given to equality, diversity, cohesion and integration for the A647 / A6120 Dawsons Corner 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 pedestrian / cycle facilities would provide positive impact towards the protected characteristics such as disabled, elderly and/or children.

5.2.2 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>

5.2.3 An updated EDCI Screening has been prepared for the A647 / A6120 Dawsons Corner scheme at this stage to support the FBC. Refer to Appendix C.

## **5.3 Council policies and the Best Council Plan** (click [here](#) for the latest version of the Best Council Plan)

5.3.1 The proposed scheme fits within the Best Council Plan strategic aims to improve the city's transport infrastructure and tackling climate change risks. This is achieved through improved safety for all road users, providing new crossing facilities for pedestrians and cyclists to improve accessibility, improved journey times for buses via the implementation of designated bus lanes through the junction and bus priority traffic signals and reducing traffic congestion which will lead to better environment in terms of improved air quality.

5.3.2 Connecting Leeds is LCC's ambition to improve travel in Leeds for people who live, work and visit the city. This focuses on all road user safety, improvement to pedestrian and cycle facilities, public transport and reducing congestion. The proposed scheme contributes towards these aims and objectives.

5.3.3 To contribute to improved air quality in Leeds the Council is implementing a Clear Air Zone (CAZ) to reduce air pollution by encouraging businesses to transition to cleaner, less polluting vehicles. The CAZ go live date is currently planned to be no earlier than January 2021.

### Climate Emergency

5.3.4 The Council has in response to the United Nations' report on climate change declared a climate emergency in March 2019 and are committed to making Leeds carbon neutral by 2030.

5.3.5 The A647 / A6120 Dawsons Corner improvement scheme is an Environmental Impact Assessment (EIA) development, the potential effects of the proposed scheme on climate change will be considered as part of the EIA process. To understand at this early stage of development, how the scheme could affect net greenhouse gas (GHG) emissions and, therefore, LCC's carbon-neutral target the potential impact on climate change, a high-level environmental assessment has been undertaken. It is anticipated that a change in GHG emissions as a result of the scheme would be due to, as follows:

- 5.3.6 The proposed improvements to pedestrian and cycle facilities will encourage people to walk or cycle instead of drive, which would have a beneficial effect on GHG emissions. The potential effects of the proposed scheme on population and health, including pedestrian and cycle facilities, will be considered as part of the EIA process.
- 5.3.7 Trees are currently considered to be a good method for the sequestration of carbon from the atmosphere. The scheme requires vegetation clearance but vegetation planting would be included as part of the scheme, with three trees being planted for every tree lost. The landscape design, including tree planting, will be progressed as the scheme design develops.
- 5.3.8 The improvements in the scheme layout will make the junction operate more efficiently and reduce congestion which would have a beneficial effect on GHG emissions. It is anticipated that the new bus lanes would improve journey time reliability and make public transport more attractive to travellers which would have a beneficial effect on GHG emissions.
- 5.3.9 Materials used for the construction of the proposed scheme would have GHG emissions associated with the production of materials (i.e. embedded carbon). In addition, activities such as the transport of materials to site and removal of waste from site would generate GHG emissions. The potential effects of the proposed scheme on climate change and material resources will be considered as part of the EIA process.

#### **5.4 Resources, procurement and value for money**

- 5.4.1 The proposed scheme is funded by the West Yorkshire Combined Authority (WYCA) through the West Yorkshire Plus Transport Fund (WY+TF). The current cost estimate for the A647 / A6120 Dawsons Corner scheme is £20.2M.
- 5.4.2 The scheme is part of the Corridor Improvement Programme (CIP). This is a WYCA 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.
- 5.4.3 There has been a separate funding bid submitted as part of the Transport for the North Major Roads Network (MRN) for the A647 / A6120 Dawsons Corner and Stanningley Bypass (combined scheme). The decision is pending and expected by the mid-2020.

#### **5.5 Legal implications, access to information, and call-in**

- 5.5.1 There are no specific legal implications included within this report, nor is any information contained within this report deemed to be confidential.
- 5.5.2 The proposals outlined in this report has been confirmed as an EIA Development following the Screening Opinion received from LCC under the Town and Country Planning Act 1990.
- 5.5.3 The scheme requires the acquisition of third party land to accommodate the junction improvements, as follows:
- i) Land located directly southwest of the junction; and

ii) Land located directly northeast of the junction.

5.5.4 The discussion with land owner to procure third party land located southwest of the junction has been agreed in principal. Further, WYCA have approved for LCC to purchase the land.

5.5.5 There have been meetings held with land owners for land located to the northeast of the junction and the discussions advanced to procure land.

## **5.6 Risk management**

5.6.1 The delivery of the A647 / A6120 Dawsons Corner scheme is essential to the Council's ambitions to encourage people to walk and cycle. The proposed scheme complements the LPTIP improvements on the A647 corridor with the aim to improve bus journey time reliability and make public transport more attractive to travellers which would have a beneficial effect towards contributing in reducing the risk of climate change. The improvements aim to reduce delays and enable the junction to operate more efficiently leading to better environment in terms of air quality and enhance the key objective of all road user safety.

If the scheme is not implemented then this will have an adverse effect on the ambitions of the Council to make improvements in line with the Councils objectives as outlined in Section 5.3 of this report.

5.6.2 The schemes will be assured through the WYCA framework set up for the WY+TF. The progression through this assurance process in a timely manner is necessary in order to avoid delays to the overall programme delivery and to commence construction before the financial year end 2020 / 2021.

5.6.3 The scheme is reported at LCC Project Board and Programme Board. Risks are actively managed through these Boards.

## **6 Conclusions**

6.1 The A647 / A6120 Dawsons Corner scheme will enhance pedestrian and cycle facilities at the junction. The proposed scheme will make the junction safer for pedestrian and cyclist to use and will encourage people to walk or cycle instead of driving, contributing to the quality of life for people living and working adjacent to scheme.

6.2 The new bus lanes will improve journey time reliability and make public transport more attractive to travellers, promoting an alternative mode of transport.

6.3 Trees are currently considered to be a good method for the sequestration of carbon from the atmosphere. The scheme requires vegetation clearance but vegetation planting would be included as part of the scheme, with three trees being planted for every tree lost.

6.4 The proposed improvements to the scheme layout will make the junction operate more efficiency at a critical intersection, supporting and promoting economic growth across the Leeds / Bradford border and beyond. Improving journey times and reliability for all road users, which will lead to better environment by reducing congestion to improve air quality.

## **7 Recommendations**

7.1 The Chief Officer (Highways & Transportation) is requested to:

- i) approve the preliminary scheme layout to enable the A647 / A6120 Dawsons Corner junction improvement to progress to Full Business Case and Planning at an estimated cost of £335,416;
- ii) note that the detailed design contract will be procured through established frameworks; and
- iii) note that the scheme construction contract will be procured through the established YORCivils 2 Framework, Major Scheme lot, for the A647 / A6120 Dawsons Corner and Stanningley Bypass. A further report will be submitted seeking approval to spend.

## **8 Appendices**

8.1 Appendix A – Proposed Scheme Layout

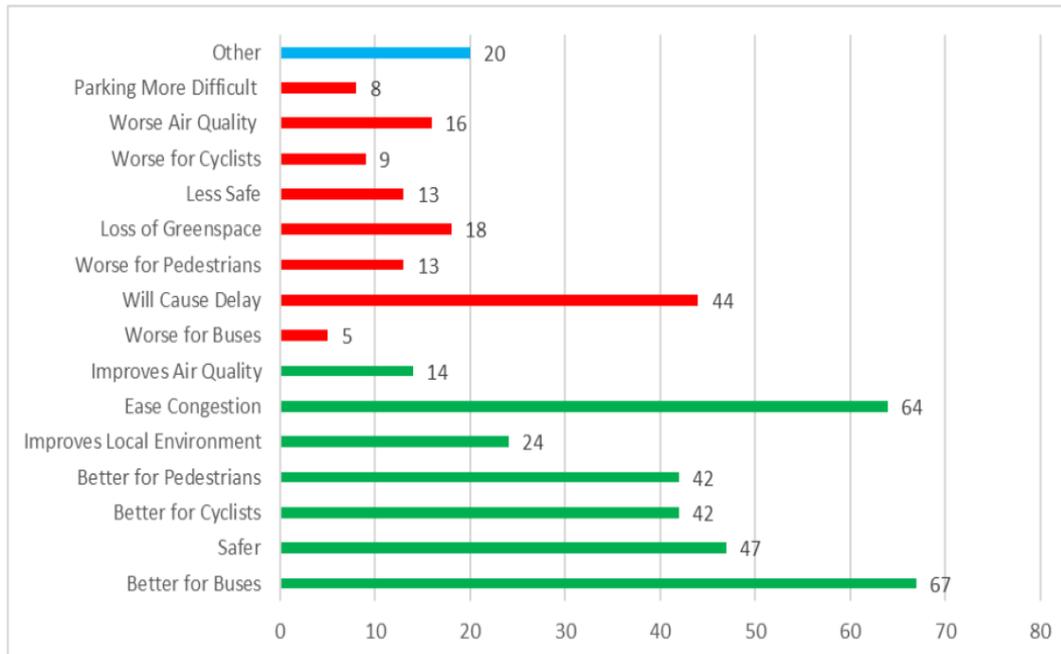
8.2 Appendix B – Public Consultation Feedback November/December 2018

8.3 Appendix C – Updated EDCI

## Appendix B - Public Consultation Feedback November/December 2018

Of the 188 respondents providing feedback to the proposals for A647 / A6120 Dawsons Corner, 166 of them also identified the reasons to explain why they felt that way. A total of 446 reasons were provided to explain the respondent's feelings towards the A647 / A6120 Dawsons Corner proposals, these are summarised in Figure 2 below.

Figure 2 – Why do you feel this way? (A647 / A6120 Dawsons Corner)



The following is the response to the feedback received for the A647 / A6120 Dawsons Corner public consultation.

- i) **Parking will be more difficult** – *the scheme will retain the existing parking provision on the B6157 Bradford Road. The location of the parking bay on north of the carriageway will be amended to accommodate the carriageway widening.*
- ii) **Worse air quality** – *the scheme will reduce congestion on the approaches to the new junction, which will have a beneficial effect on greenhouse gas emissions.*
- iii) **Worse for cyclists** – *the scheme improves the cycle crossing facilities and ties-in to the Bradford to Leeds Cycle Superhighway with consideration being given to access to New Pudsey rail station.*
- iv) **Less safe** – *the scheme will improve safety for all road users through the addition of crossing facilities and improved junction layout.*
- v) **Loss of greenspace** – *the landscape design, including tree planting, will be progressed as the scheme design develops.*
- vi) **Worse for pedestrians** – *the scheme improves the pedestrian crossing facilities and includes the addition of a new shared cycle route through the centre of the junction.*
- vii) **Will cause delays** – *the scheme will reduce congestion, improving journey times and reliability.*
- viii) **Worse for buses** - *It is anticipated that the new bus lanes would improve journey time reliability and make public transport more attractive to travellers.*

## Appendix C – Updated EDCI

### 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.

|   |  |
|---|--|
| <b>Directorate: City Development</b>                  | <b>Service area: Highways and Transportation</b>   |
| <b>Lead person: Mohammed Mahmood / Aadam Muhammed</b> | <b>Contact number: 0113 3787524 / 07773 625678</b> |

|   |
|---|
| <b>1. Title: A647/A6120 Dawsons Corner (Junction improvement)</b>   |
| Is this a:<br><input type="checkbox"/> <b>Strategy / Policy</b> <input type="checkbox"/> <b>Service / Function</b> <input checked="" type="checkbox"/> <b>Other</b> |
| <b>If other, please specify</b>   |

|  |
|--|
| <b>2. Please provide a brief description of what you are screening</b>   |
| <p>Dawsons Corner has a strategic location on the transport network, it is the junction between the Leeds-Bradford corridor and the Outer Ring Road. Dawsons Corner is also located on the Bradford to Leeds Cycle Superhighway and facilitates access to the New Pudsey railway station.</p> <p>Improvements at Dawsons Corner are a key component in the wider package of measures proposed along the Bradford to Leeds route. The area has recently experienced major investment to deliver the Bradford to Leeds Cycle Superhighway.</p> <p>To improve the capacity of Dawsons Corner and improve pedestrian and cycle facilities, the footprint of the junction will need to be increased. The Dawsons Corner</p> |

improvement scheme replaces the existing signalised roundabout with a signalised gyratory, which has significantly larger footprint. Dawsons Corner comprises of four approach roads: A647 Bradford Road, A6120 Ring Road, B6157 Bradford Road and A647 Stanningley Bypass.

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

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

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

| Questions   | Yes | No |
|---|-----|----|
| Is there an existing or likely differential impact for the different equality characteristics?  | X   |    |
| Have there been or likely to be any public concerns about the policy or proposal?   | X   |    |
| Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?   |     | X  |
| Could the proposal affect our workforce or employment practices?  |     | X  |
| Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> <li>• Eliminating unlawful discrimination, victimisation and harassment</li> <li>• Advancing equality of opportunity</li> <li>• Fostering good relations</li> </ul> | X   |    |

If you have answered **no** to the questions above please complete **sections 6 and 7**

- If you have answered **yes** to any of the above and;
- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
  - Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

**4. Considering the impact on equality, diversity, cohesion and integration**

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **How have you considered equality, diversity, cohesion and integration?** (think about the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)

The proposed scheme at Dawsons Corner includes improvements to the pedestrian and cycle facilities including controlled crossing facilities. Changes to junction may affect mobility (The improvements are likely to be beneficial for the mobility impaired and children).

The first round of engagement to identify issues and potential opportunities was undertaken in February 2018. A second programme of public engagement was undertaken in November 2018.

188 people provide feedback to the proposals for Dawsons Corner, which consisted of: widening the junction, creating a bus lane, installing MOVA controlled traffic signals and enhancing the pedestrian/cyclist realm. 96 (51%) of the respondents felt positive or slightly positive about the proposals, 56 (30%) of the respondents felt negative or slightly negative and 36 (19%) of the respondents felt neutral.

- **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 proposals form 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). Taken together the proposal is intended to facilitate access to employment especially by bus, walking and cycling, which are measures which can help to advance equality of opportunity.

The scheme improves the cycle crossing facilities and ties-in to the previously consulted Bradford to Leeds Cycle Superhighway. Also, the pedestrian crossing facilities includes the addition of a new shared cycle route through the centre of the junction. These measures will reduce community severance and provide enhanced mobility for users including disabled, elderly and young people.

The scheme will reduce queuing and congestion on the approaches to the new junction, which will have a beneficial effect on greenhouse gas emissions, journey time and reliability.

- **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.

|   |     |
|---|-----|
| <b>5. If you are <b>not</b> already considering the impact on equality, diversity, cohesion and integration you <b>will need to carry out an impact assessment</b>.</b> |     |
| Date to scope and plan your impact assessment:  | n/a |
| Date to complete your impact assessment   | n/a |
| Lead person for your impact assessment<br>(Include name and job title)  | n/a |

|  |                            |             |
|--|----------------------------|-------------|
| <b>6. Governance, ownership and approval</b>                                 |                            |             |
| Please state here who has approved the actions and outcomes of the screening |                            |             |
| <b>Name</b>  | <b>Job title</b>           | <b>Date</b> |
| Andrew Hall  | Head of Transport Planning | 31/10/19    |
| <b>Date screening completed</b>  |                            | 15/10/19    |

|  |                     |
|--|---------------------|
| <b>7. Publishing</b>   |                     |
| Though <b>all</b> key decisions are required to give due regard to equality the council <b>only</b> publishes those related to <b>Executive Board, Full Council, Key Delegated Decisions</b> or a <b>Significant Operational Decision</b> .  |                     |
| A copy of this equality screening should be attached as an appendix to the decision making report:   |                     |
| <ul style="list-style-type: none"> <li>• Governance Services will publish those relating to Executive Board and Full Council.</li> <li>• The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions.</li> <li>• A copy of all other equality screenings that are not to be published should be sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a> for record.</li> </ul> |                     |
| Complete the appropriate section below with the date the report and attached screening was sent:   |                     |
| For Executive Board or Full Council – sent to <b>Governance Services</b>   | Date sent:          |
| For Delegated Decisions or Significant Operational Decisions – sent to appropriate <b>Directorate</b>  | Date sent: 31/10/19 |
| All other decisions – sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a>   | Date sent:          |