

Report of the Transport Strategy Transportation Engineering Manager

Report to the Chief Officer (Highways & Transportation)

Date: 19 May 2020

Subject: M621 ROAD INVESTMENT STRATEGY SCHEME PRELIMINARY DESIGN

Capital Scheme Number: n/a

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, name(s) of ward(s): Beeston & Holbeck and Hunslet & Riverside		
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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, access to information procedure rule number:		
Appendix number:		

1. Summary

- 1.1.1 Highways England (HE) is promoting and funding a Road Investment Strategy (RIS) scheme along the M621 from Junction 1 to 7. The works at Junction 7 are well advanced and the remainder of the scheme is expected to be on site in early 2021.
- 1.1.2 Highways England's proposals are fundamental in enabling the delivery of the Leeds City Centre Package (LCCP). Improvements on the Strategic Road Network will enable the LCCP scheme to be realised and will see general traffic re-assigned from City Square to more appropriate routes especially via the M621 and the Inner Ring Road following the closure of City Square to general traffic.
- 1.1.3 Although the M621 itself is not a Leeds CC highway asset, the scheme includes works on highway for which Leeds CC is the highway authority, including the Junction 2 roundabout, Cemetery Road in the vicinity of Junction 2A and miscellaneous locations potentially for the mounting of signs and gantries. Other land required for the scheme which is owned by Leeds but is not highway is not covered in this report.
- 1.1.4 The designs for the scheme are currently being developed by Highways England and this report seeks some specific approvals to enable the work to progress with less risk to the budget and programme by seeking LCC approval incrementally. One or more further reports are likely to be brought forward to approve the detailed

design, any Section Agreement(s) and further approvals associated with the Elland Road/Cemetery Road junction. This report focuses primarily on the preliminary design at the M621 Junction 2 and in particular design items that require LCC approval, including:

- Approval of the general arrangement of M621 Junction 2 noting the DMRB departures from standards;
- The principle of a super-span gantry at Elland Road, requiring placement on LCC highway.

1.2 Recommendations

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

- i) approve the preliminary scheme layout for M621 Junction 2 improvement, enabling it to progress to detailed design;
- ii) approve in principle the provision of a super-span gantry in terms of it requiring LCC highway land on Elland Road;
- iii) note the proposed closure of M621 Junction 2A westbound off-slip and the changes required to the Leeds highway on Cemetery Road to facilitate this;
- iv) note that the detailed design will be undertaken by Highways England's consultants, currently BWB Consulting Limited, and will be implemented by Highways England's framework contractors North Midland Construction PLC subject to approval of works on Leeds' highway via a Section 4 agreement; and
- v) note that one or more further reports are expected to follow to cover the following:-
 - a. design approval for a super-span gantry;
 - b. detailed design approval including Section 4 agreements;
 - c. proposed M621 Signing Strategy as liaison continues with LCC regarding new traffic routing and signing proposals being developed with LCCP;
 - d. the details of the proposed junction improvements that are being considered at the Elland Road/Cemetery Road junction;
 - e. Traffic Regulation Orders; and
 - f. Confirmation of arrangements for the management and maintenance of items including signal control at M621 Junction 2.

2 Purpose of this report

2.1.1 Highways England has requested that Leeds City Council confirms some key aspect of the ongoing design development work of the M621 RIS proposals to avoid abortive expenditure, keep to programme and ensure compliance with LCC requirements on the Leeds highway. This report seeks approval for the following items:-

- The proposed preliminary design at M621 Junction 2; and
- Agreement in principle of providing a super-span gantry with foundations located behind the M621 retaining wall within LCC highway land, to replace two existing

gantries (should this become the preferred option), subject to further review, assessment and approvals.

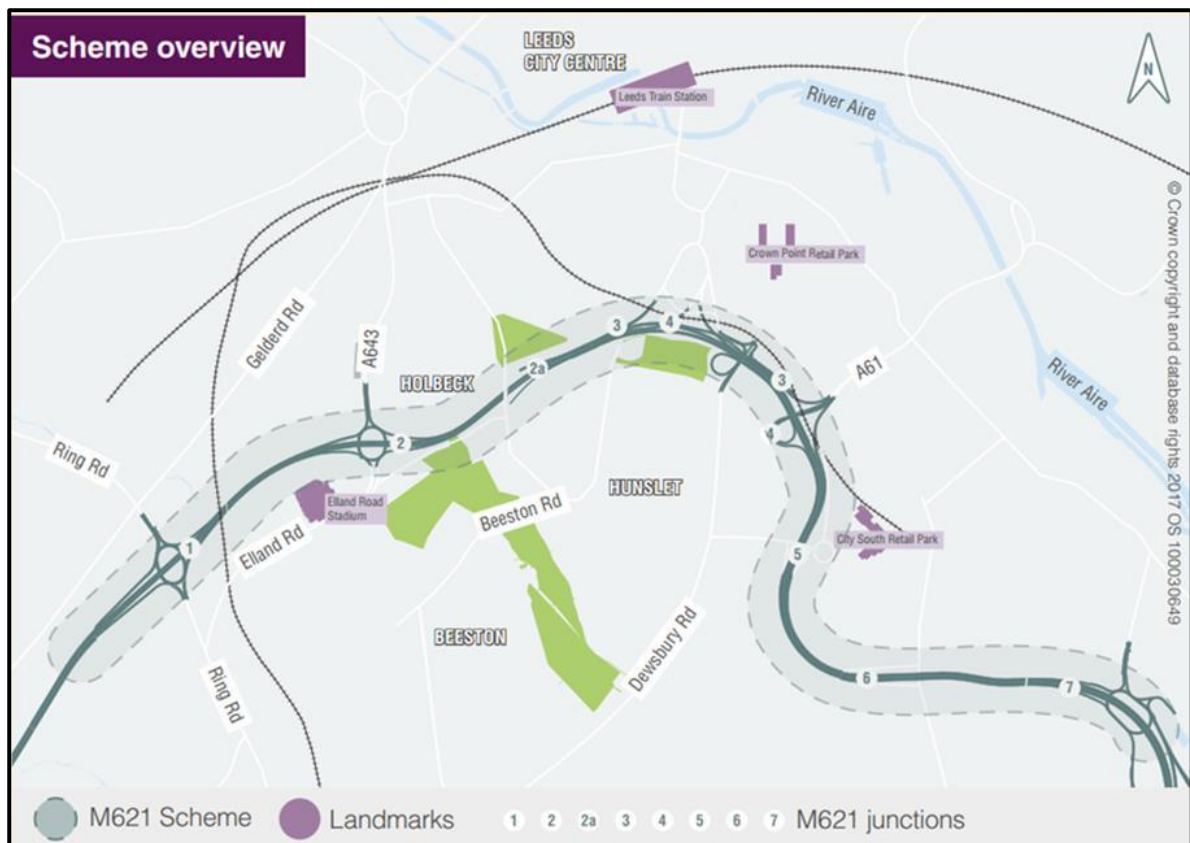
3 Background information

Leeds City Centre Package

- 3.1.1 An Outline Business Case for the Leeds City Centre Package (LCCP) was approved by the West Yorkshire Combined Authority (WYCA) in early 2016. This business case proposed a series of interventions within the extended city centre area aimed at improving public service connectivity, reducing city centre through traffic and creating and enhancing the city's public space.
- 3.1.2 Following a paper submitted in September 2016, Executive Board gave support for the delivery of these proposals as part of a combined WYCA and Leeds City Council funding agreement (West Yorkshire Transport Fund (WYTF)). This agreement was ratified in May 2019 and confirmed a funding allocation of £66.8m for the LCCP, subject to sign off of the Full Business Case and construction tender price.
- 3.1.3 Realising the outcomes of the City Centre Package remains one of the Council's top priorities for transforming the city centre. These outcomes are only possible if some of the traffic currently using City Square is diverted onto the M621 westbound between Junctions 3 and 2.

Highways England's M621 RIS Scheme

- 3.1.4 Highway England's Road Investment Strategy (RIS) proposals on the M621 are fundamental in enabling the delivery of the aforementioned LCCP by providing the required capacity on the M621. Improvements on the Strategic Road Network will enable the LCCP scheme to be realised and will see general traffic re-assigned from City Square to more appropriate routes from the west via the M621, Armley Gyratory and the A58, and from the East via either the M621, A61 and the Inner Ring Road or Junction 2 and Armley Gyratory, following the closure of City Square to general traffic.
- 3.1.5 Highways England is promoting improvement schemes along the M621 between Junction 1 to 7 but this report focuses on the proposals which affect Leeds City Council highways. The extent of Highways England proposals is provided in the scheme overview below.



Source: <https://Highwaysengland.co.uk/projects/M621-junctions-1-to-7/>

- 3.1.6 The M621 runs from junction 27 of the M62 to junction 43 of the M1 and serves the centre of Leeds and surrounding areas. The M621 Junctions 1 to 7 improvement scheme includes technology upgrades to the full M621 corridor, but with the majority of improvements proposed between Junction 1 and Junction 4.
- 3.1.7 Highways England identified that congestion and reliability issues affect the M621 and in 2014 the Government proposal to improve the M621 between Junction 1 and Junction 7 as part of their first Road Investment Strategy.
- 3.1.8 During peak times traffic is very congested on the M621 between junctions 1 and 7, making people's journeys unreliable and leading to shunts and slow-speed collisions between vehicles.
- 3.1.9 Highway England's scheme is expected to ease congestion at key locations along the M621, providing a better, safer, experience for motorists and more reliable journeys. This will support economic growth aspirations – helping people and businesses access Leeds city centre and the surrounding area, especially by enabling more highway within Leeds city centre to be reallocated away from general traffic to pedestrians, cyclists and public transport, as well as better access to the existing and proposed park and ride sites at Elland Road and Stourton.
- 3.1.10 The aims of this scheme (M621 between Junctions 1 and 7) are to:
- increase capacity and improve journey time reliability;
 - improve the safety of the M621 corridor for drivers;
 - provide better and real time information to drivers;
 - avoid and mitigate potential environmental impacts of the scheme and enhance, where possible, the built and natural environment; and
 - support Leeds City Council's development plans, including updates to the Leeds transport network, where possible.

- 3.1.11 This scheme will add additional lanes for vehicles to use at the Junction 2 roundabout and on the main line at Junction 3 westbound, as well as between junctions 2 and 3 where an extra running lane be created. These changes will mitigate the effects of the City Centre Package, catering for diverted traffic.
- 3.1.12 Highways England expects the scheme to be safer for motorists as it will enable vehicles to move more freely at existing junctions on the M621 – reducing stopping traffic and the risk of shunts and slow speed collisions.
- 3.1.13 Highways England will also be changing junction 3 westbound to give priority to the main M621 traffic, allowing it to flow more freely. Improvements at this junction will also remove conflicts where the traffic merges in this area. Permanently closing Junction 2a will allow junction 3 improvements to reduce the risk of collisions resulting from the short distance between junctions 3 and 2a.
- 3.1.14 Highways England will also install new technology which will detect incidents and helps them respond quicker and get traffic flowing sooner. This will reduce the likelihood of both congestion and further collisions.
- 3.1.15 The M621 RIS scheme involves the closure of a strategic road junction, M621 Junction 2A, and this will see some traffic reassign via the local road network in order to achieve their destination. Feedback from public engagement raised this as a concern, and through modelling Highways England has identified that the Elland Road/Cemetery Road junction requires mitigation. As with all future predictions, although there is some uncertainty over the likelihood of the predicted impacts materialising as modelled, there seems to be a significant risk to the journey time and reliability of bus services, especially the services approaching from Elland Road including the park and ride buses, if no mitigation is adopted. The Highways England modelling suggests that the signalisation scheme at Elland Road/Cemetery Road will accommodate the displaced traffic, allowing drivers to access Cemetery Road (via Junction 2) without undue delay and maintaining reliability of the existing bus services on Elland Road.

Scheme Programme

3.1.16 The anticipated scheme programme dates are as follows:

- Orders submitted to the Secretary of State / scheme documentation shared with stakeholders including Leeds City Council – Oct 2019
- Public Inquiry confirmed by SoS – Jan 2020
- Public Inquiry originally planned for Jun 2020 but hiatus owing to lockdown in response to COVID-19 Outbreak
- Begin Construction (subject to PI) – Late 2020
- Scheme opening circa 2022

Environment

3.1.17 An Environmental Assessment Report has been prepared by Highways England to identify the likely environmental impacts of the M621 Junctions 1 to 7 scheme to inform Preliminary Design and the planning process. The EAR is available on Highways England website and describes the proposed scheme, construction activities, timescales and alternative options considered alongside the anticipated environmental impacts and the proposed measures to reduce or offset those impacts

4 Main issues

- 4.1.1 Highways England's proposals interface with Leeds' local road network and assets. This report focuses primarily on the preliminary design at the M621 Junction 2 and in particular design items that require LCC approval, including the following.

Junction 2 General Arrangement and Departures from Standard

- 4.1.2 There are a number of technical departures from standard (DMRB CD116) required for the layout at Junction 2. Drawings, a summary note and a risk assessment associated with the departures are provided in **Appendix A**. It is proposed that the preliminary design and associated Departures from Standard and risk assessment are accepted by the Local Highway Authority as Overseeing Organisation, noting that Leeds City Council policy recommends that DMRB design standards are adopted on major highways such as M621 Junction 2.
- 4.1.3 Whilst the Departures from Standard at M621 Junction 2 will follow the formal Highways England approval process, it is also expected that the design will be subject to the formal DMRB Road Safety Audit process at the relevant stages in design.

Super-span gantry at Elland Road

- 4.1.4 Highways England is developing proposals for the changes to motorway signalling and signage on the M621. One particularly complex section is J2-2A which has a very tight cross section within the existing high retaining walls. Design development is on-going, but they are considering an option which seeks to remove two existing gantries and replace with a new single super-span removing the need for central reserve supports. The foundations for this would likely sit behind the M621 retaining walls and on the north side would be within LCC highway (it is assumed that HE currently have an access arrangement to maintain the retaining walls). Drawings and images relating to the existing and proposed gantries are provided in **Appendix B**. One important benefit to this is it allows the signage on the eastbound side to be replaced and brought into line with the proposed signage strategy.
- 4.1.5 The super-span gantry foundation would not clash with the proposed LCC Elland Road City Connect 3 cycle scheme as there is a wide verge on the north side of the M621 before the proposed cycle track work. Appropriate security measures will be needed to deter unauthorised access (such as those in place for the existing gantries) to be developed at the next stage. Rights for maintenance would also need to be agreed, but this may be as simple as replacing existing access rights to the existing gantries.
- 4.1.6 The provision of a super-span gantry allows the removal two existing gantries on the M621. The position of the proposed super-span gantry has been selected since it offers the most suitable location for providing signage for the exits at both Junction 3 and Junction 4 on the eastbound M621 carriageway. Furthermore, the super-span gantry would also be positioned in close proximity to one of the existing gantries that is proposed to be removed.
- 4.1.7 The specific details including sign destinations, sign sizes etc. will be confirmed once the preliminary sign design is complete and approval of these details will be

sought in a subsequent highway board report. Similarly, the impact of the proposed super-span gantry upon trees and planting has not been investigated in detail yet and this will be captured in the next stage in the design process. However, it is noted that the provisional location identified may require one tree to be removed, and if this cannot be avoided then suitable mitigation will be identified and agreed with the council's relevant officers.

- 4.1.8 Confirmation is sought that the council is content in principle with the identified location of a super-span gantry, with foundations located behind the M621 retaining wall within LCC highway, subject to all of the detailed considerations noted above and further approvals to be sought once the proposals have been developed.

Elland Road/Cemetery Road

- 4.1.9 Highways England, with LCC input, is currently developing a signal controlled layout for this junction to mitigate the predicted local impacts. This scheme has an interface with LCC's City Connect 3 project and dialogue has been maintained to ensure compatibility between schemes.
- 4.1.10 There will be a further report that will confirm the design standards to be adopted for the proposed junction improvements in order to assist Highways England's Consultants in satisfying their design approval procedures. The current analysis indicates that the proposals are likely have a varied but modest impact on the local neighbourhood with small traffic reductions on Cemetery Road and Beeston Road and a small increase on Wesley Street.

Signing Strategy

- 4.1.11 As part of the LCCP, general traffic will not be permitted to route through City Square. Instead motorists will be encouraged to use more appropriate strategic routes to get to their destination. As a consequence of these proposals the directional signing for the city centre and strategic road network will need to be reviewed to advise motorists of the new routing restrictions.
- 4.1.12 Highways England and LCC are developing a signing strategy which takes on board new routing strategy through or around Leeds City Centre. A further report will follow for the proposed M621 signing strategy as liaison continues with LCC Officers regarding new traffic routing and signing proposals associated with LCCP, and any costs arising not in scope for the HE scheme.

5 Corporate considerations

5.1 Consultation and engagement

Main Scheme (Junctions 1 to 7)

- 5.1.1 Highways England ran a public consultation exercise for six weeks between 4th September and 15th October 2017 for the M621 Junctions 1 to 7 Improvement Scheme. The M621 Junction 2 proposals were captured as part of this larger link-based improvement scheme. Three public consultation events were held during the consultation period, which a total of 33 people attended. A summary of the findings is provided in **Appendix C**.

- 5.1.2 In September 2019, Highways England held a public information event, and the following month, in October 2019, published the draft Orders for the scheme and shared details with stakeholders including Leeds City Council.
- 5.1.3 At the end of the objection period only one outstanding statutory objection remained from the landowner of the Maple Park industrial units at Junction 2 where land is identified within the CPO. Only one other objection was received during the representation period which related to Statutory Undertakers diversions and this was closed out during the period.
- 5.1.4 On 10th January 2020 the Department for Transport issued to all outstanding objectors a 'notice of intention to hold Public Local Inquiries' into the Orders.
- 5.1.5 Although a Public Inquiry has been called by the Secretary of State, expected to be in June 2020, the proposed date has not yet been confirmed because it has been put on hold following the COVID-19 outbreak.

Elland Road/Cemetery Road

- 5.1.6 The proposals at this junction did not form a core part of the original 2017 consultation, as the mitigation scheme was not proposed until after the consultation. A summary of the consultation undertaken to date for the Elland Road/Cemetery Road junction improvement is provided below.
- 5.1.7 March 2019: Letters were sent to Beeston & Holbeck and Hunslet & Riverside ward councillors with an invitation to meet and discuss the scheme proposals. HE received a response from one Ward Member which was followed up with a meeting in June 2019. HE explained the scheme, including the proposed works at Elland Road / Cemetery Road, but Highways England has recorded that no comments or objections were provided.
- 5.1.8 September 2019: Highways England held a Public Information Event, prior to publishing the Made Orders (the Side Roads Order and the Compulsory Purchase Order), at Hillside Enterprise Centre in Beeston. This included an update on progress and proposals to improve the Elland Road/Cemetery Road junction. No objections/comments were received that related to the proposed improvement at Elland Road/Cemetery Road.
- 5.1.9 October 2019: Highways England published a Side Road Order for the closure of westbound Junction 2a and Compulsory Purchase of Land for the improvements between J2a and J2. The published documents included a Statement of Case which explained the highway improvement works at Elland Road / Cemetery Road.
- 5.1.10 Further, specific consultation will be undertaken on the Elland Road/Cemetery Road junction in the near future and the outcomes will be fed into the design development. The results of the consultation exercise will be reported at a subsequent Highways Board report. Owing to the COVID 19 outbreak and current lockdown, we are developing a consultation strategy that doesn't involve face to face engagement. This strategy will be continuously reviewed to follow government guidelines. The programme for progressing the M621 scheme does not currently allow a delay in consultation until the autumn in case it prejudices the optimum temporary traffic management arrangements during construction of the main M621 scheme for which LCC and HE are cooperating to minimise the disruption caused to local residents. It is currently felt that the localised nature of the works at Elland Road/Cemetery Road support the proposed approach. Highways England have been requested to engage in detail with Ward Members further at the next planned specific consultation stage.

5.2 Equality and diversity / cohesion and integration

- 5.2.1 Consideration has been given to equality, diversity, cohesion and integration for the Junction 2 and Elland Road/Cemetery Road junction. The design considers all highway users and looks to achieve a balanced proposal benefiting all highway users.
- 5.2.2 An EDCI Screening has been prepared for the Elland Road/Cemetery Road scheme at this current stage in design development. Refer to Appendix D.
- 5.2.3 The localised effects of the HE scheme in its entirety are expected to be minimal at Junction 2 and at Elland Road/Cemetery Road, but by virtue of the contribution it makes to enabling the full City Centre Vision to be realized will likely have a very positive contribution, improving mobility in the city centre by reducing the dominance of traffic.

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

- 5.3.1 The scheme forms part of the wider Leeds City Centre Package which is a programme of works designed to support Leeds as an urban growth centre as identified in the LCR Strategic Economic Plan (SEP), delivering growth in jobs and housing on the South Bank and enabling the city to be HS2 ready.
- 5.3.2 Whilst the M621 Junction 2 improvement is a Highways England Scheme, one of the scheme's aims is to support Leeds City Council's development plans, including updates to the Leeds transport network, where possible. The M621 Junction 2 Improvement scheme is one the fundamental enabling measures for Leeds City Council to realise the Leeds City Centre Package, which closes City Square to through traffic and enables the reprioritisation of road space especially in the South Bank, making a significant contribution to the Leeds City Centre Vision.
- 5.3.3 The LCCP programme's objective are designed to align with the following Leeds City Council's Best City priorities as laid down in the Best Council Plan 2019/20 – 2020/21:
Inclusive Growth
- 5.3.4 The major regeneration of dated highway infrastructure and refresh of key public spaces within the city centre core will create an internationally recognisable and vibrant city, desirable to visitors and residents and the creation of new landmark sites will entice day tourism to the city.
- 5.3.5 The programme seeks to unlock areas for business and housing development through stronger, more reliable, transport links which will entice new investment into the city and facilitate business rate growth. Alongside this, enhancements to existing junctions and the public realm will facilitate safe and easy access around both the inner and outer city centre areas
- 5.3.6 Working closely with design and delivery partners will allow Leeds City Council to boost the local economy through social investment and a locally-sourced workforce.
- 5.3.7 Removal of unnecessary traffic from the city centre and making better use of existing strategic/main roads will help to achieve inclusive growth.

Housing

5.3.8 Through investment and enhancement of highway infrastructure, Leeds intends to make the city centre more liveable, attracting people to live in the city centre to help meet future housing growth. Improving access to quality and reliable public transport infrastructure would also promote independent living throughout Leeds' growing population, as would the re-purposing of existing highway land to better quality urban realm and more walkable streets.

21st Century Infrastructure

5.3.9 The programme seeks to work alongside other Leeds City Council and WYCA investment programmes and initiatives to deliver improvements in air quality through the reduction of local congestion and the increase of public transport patronage and improved journeys. It seeks to deliver renewed and reliable infrastructure, reducing future maintenance needs and the congestions associated with these kinds of works.

5.3.10 By facilitating the overall reduction in through traffic within the city centre, City Square and the train station, this will open up areas for landscaping to offset carbon levels and enhance air quality. Further to this, it provides greater opportunities for the continuation of cycling infrastructure, provide enhanced connectivity between the centre and the wider metropolitan area.

5.3.11 Through the use of technology, the programme is able to support the delivery of a modern, adaptive city and assist with the delivery of "Smart City" enhancements, adaptive to future needs and facilitating smoother traffic movements.

Culture

5.3.12 The key objective of the redevelopment of City Square is the creation of a unique, internationally-recognisable landmark that celebrates the city's diversity and inclusivity. This innovative design will be guided by the people of Leeds and accessible to all and will provide new event spaces which will enhance the city's cultural gift and entice cultural sector investment and growth. This would not currently be possible without the provisions for re-routed traffic made possible by the M621 RIS scheme.

Climate Emergency

5.3.13 The M621 Junction 2 Improvement scheme is one of the fundamental enabling blocks for Leeds City Council to realise the Leeds City Centre Vision. Therefore the benefits that will be achieved through the LCCP – in helping sustainable transport and city centre living to contribute to the council's emerging response to the Climate Emergency declaration– are enabled through this scheme.

5.3.14 Areas of Leeds will form part of the Clean Air Zone (CAZ) with a greater emphasis placed on promoting healthier lifestyles and modal shift. The objectives of these programmes seek to compliment and reinforce those of the CAZ by enhancing public transport connectivity across the city and increasing green and public spaces for non-motorised users. These programmes will be developed to build upon shared aims and improve the reliability and patronage of public transport options and provide the infrastructure for greener modes of travel. It aligns with emerging local and transport strategies to deliver a healthy and greener Leeds as outlined in the Leeds Transport Strategy and the Cycling Starts Here Strategy.

5.3.15 By enabling improved facilities for cyclists within the city and potential of providing links to existing and proposed cycle superhighways, it is anticipated that the scheme will help encourage modal shift from private car to cycling. This is expected to result in a reduction in greenhouse gas emissions to offset any modelled increases caused by traffic diverting via the M621 and Armley Gyratory. The anticipated reduction in car usage will also have a beneficial impact on air quality.

5.3.16 There will be some unavoidable negative effects during construction, such as embedded carbon involved with materials, construction traffic etc. Leeds City Council will offer to work with Highways England to share best practice to explore opportunities to reduce carbon emissions in line with the Climate Emergency declaration targets and will advise on this and the details of any measures they take to minimise carbon emissions, including effectively managing waste and transporting plant and goods through recycling of materials.

5.3.17 A key outcome of the council's City Centre Vision is an increase in green planting and biodiversity, including green space enhancements at City Square and Meadow Lane. These improvements are enabled by the City Centre Package and the Highways England investment on the M621.

5.4 Resources, procurement and value for money

5.4.1 There are currently no capital or resources implications for Leeds City Council as a result of this scheme, or the decisions requested in this report, as all development and implementation costs are funded by Highways England.

5.4.2 The proposed improvements at M621 Junction 2 have been developed in liaison with LCC, working together to ensure compatibility between interdependent

schemes, maximising the potential capacity at Junction 2 to avoid the need for further investment at this location to realise LCC's ambitions.

- 5.4.3 LCC will continue dialogue with Highways England and their delivery partners to develop a mutually agreeable design at M621 Junction 2 and at other locations, either where mitigation is required due to reassigning traffic as a consequence of the M621 Junctions 1 to 7 scheme, or where there are physical works needed on LCC highway. This will include maximising the potential for Highways England to amend signs on the M621 to suit Leeds' requirements, to maximise benefits from HE's traffic management arrangements and minimise costs to the council.

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 Some LCC-owned land will be acquired by Highways England and transferred to LCC highway responsibility in the vicinity of M621 Junction 2 and at Elland Road/Cemetery Road. Approval for transferring other LCC land will be sought through other delegated decisions not included in this report.
- 5.5.3 The scheme requires the acquisition of third party land to accommodate the improvements at M621 Junction 2. Highways England are pursuing land acquisition through Compulsory Purchase Orders.
- 5.5.4 A representation and objection period, lasting six weeks, in which interested parties were able to make representations in respect of the Scheme and Orders, ended on 13 December 2019. Two objections were received to the Orders of which one was withdrawn before the end of the objection period.
- 5.5.5 The decision on whether the Scheme will be subject to a Public Inquiry is made by the Secretary of State. A notice was issued to Highways England and to the remaining outstanding objector, by the Department for Transport (DfT) on 10 January 2020 confirming that the Secretary of State intends to hold a Public Inquiry. The date for the Inquiry is not yet confirmed.
- 5.5.6 An Environmental Impact Assessment (EIA) Screening (Determination) has been undertaken for the proposed Scheme at M621 Junctions 1 to 7 to determine whether the proposed Scheme is an EIA development. It was determined that there was justification to screen out the proposed scheme from the statutory EIA process. However an assessment of the environmental effects of the proposed Scheme was still reported within the non-statutory EAR published on Highways England's Website.
- 5.5.7 Highways England, as the Overseeing Organisation, will publish a Notice of Determination at least six weeks before works commence on site. This will confirm the findings of the EIA Screening.

5.6 Risk management

- 5.6.1 Failure of Highways England to deliver the M621 RIS scheme increases the risks around non-delivery of the full City Centre Vision ambition, to deliver growth in jobs and housing on the South Bank, to enable the city to be HS2 ready and to help the city centre attract investment and improve connectivity to drive the City Region economy. Highways England, the Combined Authority and the Council meet regularly to monitor progress and risks across the full City Centre Package.

- 5.6.2 LCC officers have reviewed the scheme's design during the development phase and are fully supportive of the principles of the scheme in satisfying the City Centre Vision. Ongoing dialogue will be maintained to ensure that risks are minimised to the council from issues such as temporary traffic management and any ongoing maintenance or road safety liabilities.
- 5.6.3 The M621 Junction 2 scheme is one of the critical path programme items that needs to be implemented before City Square is closed to traffic is temporary disruption is to be minimised. Regular engagement between Highways England and council officers has been ongoing through design development to facilitate a streamlined approvals process.
- 5.6.4 The scheme is reported on at LCCP Project Board and risks are actively managed through this Board along with Highway England internal processes.
- 5.6.5 There has been an ongoing dialogue between Highways England and LCC's Network Management team to discuss managing disruption during construction. The detailed arrangements will be developed and agreed with Network Management at the appropriate point.

6 Conclusions

- 6.1.1 The proposed improvements to the M621 including the general arrangement at Junction 2 will make the network operate more efficiently, supporting and promoting economic growth for Leeds and beyond through enabling removal of through traffic from Leeds city centre. Improving journey times and reliability for all road users will lead to a better environment by reducing congestion and improving air quality.
- 6.1.2 LCC Officers have reviewed the scheme's design during the development phase and are supportive of the M621 Junction 2 Improvements scheme.
- 6.1.3 The M621 Junction 2 scheme is one of the critical path programme items that needs to be implemented before City Square can be transformed if disruption is to be minimised. Regular engagement between Highways England and LCC Officers has been ongoing through design development to facilitate a streamlined approvals process.

7 Recommendations

- 7.1.1 The Chief Officer (Highways & Transportation) is requested to:
- i) approve the preliminary scheme layout for M621 Junction 2 improvement, enabling it to progress to detailed design;
 - ii) approve in principle the provision of a super-span gantry in terms of it requiring LCC highway land on Elland Road;
 - iii) note the proposed closure of M621 Junction 2A westbound off-slip and that changes will be required to the Leeds highway on Cemetery Road to facilitate this;
 - iv) note that the detailed design will be undertaken by Highways England's consultants, currently BWB Consulting Limited, and will be implemented by Highways England's framework contractors North Midland Construction PLC

subject to approval of works on Leeds' highway via a Section 4 agreement;
and

- v) note that one or more further reports will follow to cover the following:
 - a. design approval for a super-span gantry;
 - b. detailed design approval including Section 4 agreements;
 - c. proposed M621 Signing Strategy as liaison continues with LCC regarding new traffic routing and signing proposals being developed;
 - d. the details of the proposed junction improvements that are being considered at the Elland Road/Cemetery Road junction;
 - e. Traffic Regulation Orders; and
 - f. Confirmation of arrangements for the management and maintenance of items including signal control at M621 Junction 2.

8 Appendices

Appendix A – Junction 2 General Arrangement, Departure from Standard Note, Risk Assessment

Appendix B – Super-span Gantry, M621 interface with Elland Road

Appendix C– Public Consultation Feedback September/October 2017

Appendix D – EDCI

Appendix A –Departure from Standard Note

4. M621 JUNCTION 2 ROUNDABOUT GEOMETRY

ISSUED as document HE551464-BWB-HGN-XX-RP-CH-002-S0-P1. The final version will be contained within the design strategy record (DSR).

- 4.1 The recent publication of DMRB CD116¹, replacing TD16², was a significant change to the design of signalised roundabouts (which were previously covered by TD50³). The change was that signalised roundabouts are to comply with the geometric standards for normal roundabouts. In particular the following parameters are mandatory:
- Entry widths and lane widths on entry;
 - Visibility (except it is noted that circulatory visibility is not mandatory, as HE have confirmed that CD116 para 3.49.2 overrides para 2.5);
 - Entry path curvature; and
 - Circulatory carriageway width.
- 4.2 This change results in various issues for signalised roundabouts such as:
- The entry and exit arms for signalised roundabouts are frequently separated to maximise capacity as the storage on the internal links is critical to the design, which can be compromised by the need for entry path deflection;
 - The circulatory widths and number of lanes on a signalised roundabout will often vary to match traffic flows, and they will frequently not be between 1 and 1.2 times the maximum entry width;
 - Visibility to the right at and before the entry can frequently be obstructed by features such as bridge piers and parapets.
- 4.3 The assessment below of the roundabout geometry covers the key aspects, departures and decisions made. It does not provide a line by line assessment of all aspects of geometry as unless otherwise noted they are in line with the design standard.
- 4.4 The overall layout from a capacity perspective is assessed using microsimulation modelling and is covered in a separate report (ref to be confirmed in due course).

Segregated left turn lane (SLTL)

- 4.5 A SLTL is proposed from the M621 eastbound slip road to the A643 northbound. An assessment of flows has been made based on CD116 para 6.1 and the decision process in Appendix C. The peak weekday flows (from the 2036 Do Something Core model) are presented as follows:

Location	AM	IP	PM
Left turning flow (vph) (L)	546	788	684
Total entry arm flow (vph) (F)	1069	936	701
Number of lanes (E)	3	3	3

¹ DMRB CD 116 "The geometric design of roundabouts", Revision 1

² DMRB TD 16/07 "The geometric design of roundabouts"

³ DMRB TD 50/04 "The Geometric Layout of Signal-Controlled Junctions and Signalised Roundabouts"

Location	AM	IP	PM
F / E	356	312	234
Is L > (F / E) ?	Yes	Yes	Yes

- 4.6 Based on the above a SLTL is merited and due to the following factors a physical island will be provided:
- A pedestrian or cyclist crossing point is not required;
 - The junction is lit; and
 - All arms of the junction will be signal controlled.
- 4.7 The layout on the M621 eastbound slip road was reviewed from the preliminary design where it showed that the SLTL is developed as a taper from two lanes which then go to the roundabout stop line. Given the majority flow on the slip road is turning left it is appropriate for Lane 1 on the slip road to directly feed the SLTL as a dedicated lane (as Figure 6.27N2b). The microsimulation assessment will be undertaken to confirm that this does not affect the capacity of the signalised part of this slip road.
- 4.8 The average downhill gradient of the slip road is approximately 2.9% which is below the 4% requirement in CD116 para 6.28.
- 4.9 The geometry of the SLTL conforms to CD116, but the end taper has been elongated beyond the minimum 1:15 taper to a 1:23 taper, which is to maximise the ability for traffic to merge onto the A643 and minimise the risk of it acting as a give-way.
- 4.10 The visibility on the SLTL is the lesser of that derived from CD116 Table 6.27 and the visibility on the approach based on the design speed. The slip road design speed is 60kph which requires a forward visibility of 90m. Table 6.27 also requires a 90m visibility splay based on the maximum kerb radius of 77m. Hence a 90m forward visibility is provided along the SLTL.

Decision 4-1: A SLTL should be provided on the M621 eastbound slip road to the A643 northbound, with a dedicated approach lane and the end taper extended.

Entry path curvature (EPC)

- 4.11 Entry path curvature (EPC) is greater than 100m on all four approaches, this is due to the following factors:
- For the two M621 slip road approaches, the existing slip road alignments and constraints imposed by the M621 mainline and adjacent land boundaries.
 - For the A643 approaches, it is important to maximise capacity by separating the entry and exit arms to allow sufficient stacking to be provided on the circulatory carriageway.
- 4.12 CD116 para 3.26.2 recommends that alterations to the central island to improve deflection are carried out. However, this is not possible without detriment to capacity or requiring significant reconstruction work to the junction such as replacing the M621 bridges.

- 4.13 CD116 para 3.26.3 recommends that subsidiary deflection islands (SDIs) are considered to improve entry path deflection. SDIs could, on a signalised roundabout, result in confusion where drivers could pass either side of the SDI to reach the same destination. They do, however, have a benefit where drivers would proceed to different destinations. Based on this, for J2, it is only the M621 westbound slip road approach where an SDI could be provided. However, there is insufficient carriageway width to do so. Hence no SDIs are proposed for the scheme.
- 4.14 CD116 para 3.26.4 does note that signalisation may be beneficial, and this is clearly proposed on this scheme for all arms.
- 4.15 The proposals for EPC are summarised as follows:

Approach arm	Proposed EPC (m)	No. lanes and lane splits	Consideration of SDI	Other mitigation	Departure reference
M621 westbound slip (HE network)	429	3 L1: A643 S L2 & L3: A643 N	Could be used between L1 and L2 but there is insufficient space	Full time signalisation	G16
M621 eastbound slip (HE network)	245	2 (excluding SLTL) L1 & L2: A643 S	Not appropriate due to both lanes for A643 S	Full time signalisation	G17
A643 southbound (LCC network)	132	3 L1: M621 E L2: M621 E, A643 S L3: A643 S, M621 W	Not appropriate due to lane allocations	Full time signalisation	GL01
A643 northbound (LCC network)	115	2 L1: M621 W, A643 N L2: A643 N, M621 E	Not appropriate due to lane allocations	Full time signalisation	GL02

Decision 4-2: Entry path curvature should be implemented in line with the above assessment and departure approvals obtained.

Circulatory width

- 4.16 The width of the circulatory carriageway varies between 10.95m (under the two existing bridges) and 17.1m (on the south side between the A643 exit and entry arms). The maximum entry width is 11.6m on the A643 southbound approach. The circulatory width clearly varies from being less than the maximum entry width, to being 1.5 times the maximum entry width. This is departure from standard **G103**. The circulatory width varies due to the following factors:
- The constraints imposed by the two M621 overbridges; and
 - The need to maximise capacity on the south side of the roundabout, which has the heaviest flows as it is where flows from the A643 SB to M621 WB, and M621 WB to A643 NB combine.
- 4.17 The reduction in width between the A643 SB and downstream circulatory carriageway width is not a concern as only two lanes from the A643 SB feed into this section of the circulatory.

- 4.18 At the south side if the circulatory width was limited to 1.2 times the maximum entry width, i.e. 13.92m, then either:
- Only three lanes would be provided which would result in a significant reduction in capacity; or
 - Four lanes of 3.5m would be provide which due to the radius of approximately 55m would reduce capacity, lead to regular overrun by large vehicles, rapid deterioration of markings and could result in side-swipe accidents.
- 4.19 Based on the above it is justifiable for this section of the circulatory carriageway to be 1.5 times the maximum entry width.

Decision 4-3: The circulatory width should vary from below the maximum entry width at the bridges, and up to 1.5 times the maximum entry width on the south side of the roundabout, for the justifiable reasons set out above and a departure approval should be obtained.

Visibility

- 4.20 Visibility to the right is not provided in line with CD116 at 15m from the ICD for both of the M621 slip road approaches. This is because the visibility is obscured by the bridge piers. This is one of the recent changes to CD116 and as the approached is signalised the need for visibility to the right from 15m back is greatly reduced (and in fact there is no give way line for the 15m distance to be measured from). Based on discussion with Highways England SES team it has been confirmed that it is not the intention for full time signalised approaches to have to comply with the visibility to the right requirements and this will be amended in a future revision of CD116. Hence no departure from standard is necessary.
- 4.21 The circulatory visibility is restricted to 45m by the bridge piers and the need to protect these piers with a vehicle restraint system (VRS). This is a relaxation as 70m should be provided. To provide 70m on the southern part of the roundabout requires significant earthworks and tree removal and hence a distance of 50m (one step below based on Table 3.43) is to be used, reducing to 45m at the bridges. This balances the need for visibility with minimising the environmental impact.
- 4.22 The scheme proposals comply with CD116 for signal intervisibility and, with the exception of the A643 northbound, all external approaches have clear visibility to at least one primary signal head associated with the particular movement. For the internal approaches the circulatory visibility of 70m is achieved to at least one primary signal head.
- 4.23 The visibility to the primary signal head on the A643 northbound is restricted due to the land constraints on the inside of the bend on the approach to the stop line. This is an existing issue and will not be made worse by the scheme, but is assessed under departure from standard **GL04**. Mitigation measures will include vegetation trimming to maximise visibility, increased skid resistance and providing a tall signal pole with primary repeater head on the offside.

Decision 4-4: The visibility proposals are appropriate and risks are minimised, with a departure approval obtained for the A643 NB approach. No departure from

standard is required for the layout not achieving visibility to the right at 15m from the ICD on the slip roads.

M621 slip merge roads: roundabout exits

- 4.24 At both exits from the roundabout onto the M621 slip roads, merges are proposed to reduce the width from two lanes to one.

Eastbound merge slip road

- 4.25 The eastbound merge slip road has a slip road lane reduction taper, this is assessed in the section on grade separated junctions. This is required to encourage the use of two lanes from the A643 SB to M621 EB for capacity reasons.

Westbound merge slip road

- 4.26 As for the eastbound merge slip road it is important for the westbound merge slip road to have a two-lane exit and then reducing to one lane before the merge onto the M621 mainline. However, the westbound slip road is shorter than the eastbound and applying a slip road lane reduction taper would provide almost the same geometric alignment as providing a width reduction to CD116 paras 3.28.4 & 3.28.5. Two 3.95m lanes would exit the roundabout, followed by a 1:21 taper. It can be difficult for vehicles to merge on a bend and hence a 3m offside lane width is maintained until such time as the alignment straightens.

Decision 4-5: Two lane exits should be provided onto both M621 slip roads, the eastbound slip road should have a lane reduction taper as there is sufficient length to provide this, and the westbound slip road should follow CD116 but with merging encouraged to take place once the alignment has straightened.

Appendix A – Risk Assessment

GG104 - Requirements for Safety Risk Assessment
Risk classification and required action

Probability (P)	Severity (S)					Risk Classification (R)
	1	2	3	4	5	
	Minor	Moderate	Serious	Major	Catastrophic	
1 Extremely unlikely	1	2	3	4	5	Low (1-9) Ensure assumed control measures are maintained and reviewed as necessary
2 Unlikely	2	4	6	8	10	Medium (10-19) - Additional control measures needed to reduce risk rating to a level which is equivalent to a test of 'reasonably required' for the population concerned.
3 Likely	3	6	9	12	15	
4 Extremely Likely	4	8	12	16	20	High (20-25) - Activity not permitted. Hazard to be avoided or risk to be reduced to tolerable
5 Almost Certain	5	10	15	20	25	

Probability that harm will occur		Most common potential severity of harm e.g.	
1 Extremely unlikely	Highly improbable, never known to	1	Minor harm Minor damage or loss no injury
2 Unlikely	Less than 1 per 10 years	2	Moderate harm Slight injury or illness, moderate damage or loss
3 Likely	Once every 5-10 years	3	Serious harm Slight injury or illness, moderate damage or loss
4 Extremely Likely	Once every 1-4 years	4	Major harm Fatal injury, major damage or loss
5 Almost Certain	Once a year	5	Catastrophic harm Multiple fatalities, catastrophic loss or damage

Classifying Populations

People directly employed by Highways England and who work on the motorway and all-purpose trunk roads either permanently e.g. traffic officers, or periodically e.g. those undertaking site visits; AND People in a contractual relationship with Highways England, including our national recovery contract operatives, all workers engaged in traffic management activity and incident support services, and any other activities where traffic is present, such as persons carrying out survey and inspection work.	Workers
All road users, including the police and emergency services, equestrians, cyclists and pedestrians, as well as those others, who are at work but are not in a contractual relationship with Highways England such as privately contracted vehicle recovery and vehicle repair providers.	Users
Other parties includes any person or persons who could be affected by the Highways England motorway and all-purpose trunk roads, but who are neither using it, nor working on it i.e. living or working adjacent to the motorway and all-purpose trunk roads, using other transport networks that intersect with the motorway and all-purpose trunk roads.	Other Parties

GG104 - Requirements for Safety Risk Assessment

Project/Decision	M621 J1-7 Improvements: J2 Circulatory & A643	Date	08/04/2020
Decision Maker/Assessor	Simon Hilditch / Alan Darby		

Ref	Hazard Description			Population at Risk	Prob-ability	Severity	Risk Classifi-cation	Response/Control/Mitigation Measure(s)	Prob-ability	Severity	Risk Classifi-cation	Comments
	Departure	Hazard	Incident type									
J2-1	G16	J2 w/b exit slip; shortfall in entry path curvature	Loss of control/ collisions with road furniture/ structures/ WCHR	Workers, Users	4	4	16	40mph speed limit; warning signs; increased skid resistance	2	3	6	WCHR usage is low, and alternative routes are or will be available. REJECTED alter alignment or junction layout - due to cost/lack of space/construction disruption
J2-2	G16	J2 w/b exit slip; shortfall in entry path curvature	High-speed RTC (when signals not operative)	Workers, Users	3	4	12	40mph speed limit; warning signs; increased skid resistance; signals maintenance regime	2	3	6	REJECTED alter alignment or junction layout - due to cost/lack of space/construction disruption
J2-3	G17	J2 e/b exit slip; shortfall in entry path curvature	Loss of control/ collisions with road furniture/ structures/ WCHR	Workers, Users	4	4	16	40mph speed limit; warning signs; increased skid resistance	2	3	6	WCHR usage is low, and alternative routes are or will be available. REJECTED alter alignment or junction layout - due to cost/lack of space/construction disruption
J2-4	G17	J2 e/b exit slip; shortfall in entry path curvature	High-speed RTC (when signals not operative)	Workers, Users	3	4	12	40mph speed limit; warning signs; increased skid resistance; signals maintenance regime	2	3	6	REJECTED alter alignment or junction layout - due to cost/lack of space/construction disruption
J2-5	GL1	A643 s/b Ingram Distributor; shortfall in entry path curvature	Loss of control/ collisions with road furniture/ structures/ WCHR	Workers, Users	4	4	16	40mph speed limit; warning signs; increased skid resistance	2	3	6	WCHR usage is low, and alternative routes are or will be available. REJECTED alter alignment or junction layout - due to cost/lack of space/construction disruption
J2-6	GL1	J2 e/b exit slip; shortfall in entry path curvature	High-speed RTC (when signals not operative)	Workers, Users	3	4	12	40mph speed limit; warning signs; increased skid resistance; signals maintenance regime	2	3	6	REJECTED alter alignment or junction layout - due to cost/lack of space/construction disruption
J2-7	GL2	A643 n/b Elland Road; shortfall in entry path curvature	Loss of control/ collisions with road furniture/ structures/ WCHR	Workers, Users	3	3	9	40mph speed limit; warning signs	2	3	6	WCHR usage is low, and alternative routes are or will be available. REJECTED alter alignment or junction layout - due to cost/lack of space/construction disruption
J2-8	GL2	A643 n/b Elland Road; shortfall in entry path curvature	RTC (when signals not operative)	Workers, Users	2	3	6	40mph speed limit; warning signs; signals maintenance regime	2	3	6	REJECTED alter alignment or junction layout - due to cost/lack of space/construction disruption
J2-9	GL3	Circulatory; width not 1 to 1.2 times widest entry width	RTC (when signals not operative)	Workers, Users	2	3	6	40mph speed limit; warning signs; increased skid resistance; signals maintenance regime	1	3	3	
J2-10	GL4	A643 n/b Elland Road; shortfall in visibility to primary signal head	Loss of control/ collisions with road furniture/ structures/ WCHR	Workers, Users	3	2	6	40mph speed limit; warning signs; tall/ mast arm signal poles	2	2	4	WCHR usage is low, and alternative routes are or will be available.

Project/Decision	M621 J1-7 Improvements: J2 Circulatory & A643	Date	08/04/2020
Decision Maker/Assessor	Simon Hilditch / Alan Darby		

Ref	Hazard Description			Population at Risk	Prob-ability	Severity	Risk Classifi-cation	Response/Control/Mitigation Measure(s)	Prob-ability	Severity	Risk Classifi-cation	Comments
	Departure	Hazard	Incident type									
J2-11	GL4	A643 n/b Elland Road; shortfall in visibility to primary signal head	RTC (when signals operative)	Workers, Users	3	3	9	40mph speed limit; warning signs; tall/ mast arm signal poles; vegetation clearance	3	3	9	

Appendix B – Super-span Gantry, M621 interface with Elland Road

Two Existing Gantries



Elland Road (South side) possible new gantry



Elland Road (North side) possible new gantry



Appendix C - Public Consultation Feedback September/October 2017

Highways England ran a public consultation exercise for six weeks between 4th September and 15th October 2017 for the M621 Junctions 1 to 7 Improvement Scheme. The M621 junction 2 proposals are captured as part of this larger link based improvement scheme.

Three public consultation events were held during the consultation period, which 33 people attended.

A public consultation brochure, including questionnaire, was delivered to approximately 7,800 residences and businesses in the local area in addition to key stakeholders such as Local Councillors and Members of Parliament (MPs). This was also made available at events during the consultation period.

The public consultation brochure was made available online, along with an online version of the questionnaire. Responses to the consultation were accepted through a number of channels:

- Online at www.highways.gov.uk/m621j1-7
- Email: M621J1to7@highwaysengland.co.uk
- Post, using the free post envelope provided with the consultation brochure

Promotion of the consultation included regional media coverage and social media posts through official Highways England Twitter account.

CONSULTATION FINDINGS

A total of 123 responses were received during the consultation period. This comprised of 105 questionnaires and 18 comments received through emails or letters. The questionnaire requested that people supply a valid postcode. Where the information provided could be identified as a valid postcode, 54% of responses had come from the 'Local' area. This is defined as having come from a postcode which is based within the area that brochures and paper questionnaires were distributed.

Responses were received from different demographic groups in the population. Three quarters of responses were from males, and almost two-thirds (64%) of returned questionnaires had been completed by people aged 45 or older.

A high majority of respondents (81%) identified that they agreed that "something should be done to improve reliability and reduce congestion on the M621". Whilst over half of respondents (56%) strongly agreed with the statement, demonstrating a strong recognition of the concerns identified by Highways England.

Option C was the most popular option of the three options presented in the consultation, preferred by 46% of respondents. Approximately one quarter of respondents (27%) indicated that they did not prefer any of the options, whilst Option A was selected by 13% of respondents; Option B was the least popular selected by less than one in 10 respondents (8%).

Each of the scheme proposals included closing junction 2a westbound (anti-clockwise).

The survey results demonstrated that:

- 51% of respondents use the M621 link at least once a week;
- 23% use it daily;
- 83% of respondents identified they understood the reasons for to closing the slip road at junction 2a;
- 53% of respondents supported the proposal;
- 30% of respondents did not support the proposal.

The questionnaire provided opportunities for respondents to add open text alongside the multiple-choice questions. In addition, a number of open text responses were received by the Project Team via letters and emails. The comments offered a range of views. In addition to comments which reinforced support for the proposals, there were concerns from local residents about reduced access to Beeston and the impact that closing junction 2a westbound (anti-clockwise) will have on the local road network, as traffic is diverted. Several comments queried specific details of the proposals, or suggested alternative approaches.

Appendix D - 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.

Directorate: City Development	Service area: Highways and Transportation
Lead person: Mark Philpott/Dan Weir	Contact number: 0113 378 7528 / 0113 378 4420

1. Title: M621 RIS Preliminary Design
Is this a:
<input type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input checked="" type="checkbox"/> Other
If other, please specify
Preliminary Design of a capacity improvement scheme at a grade-separated motorway junction, provision of a sign gantry on LCC highway land, and adoption of design standards for a junction upgrade.

2. Please provide a brief description of what you are screening
M621 Junction 2 is a grade separated junction on Highway England's Strategic Motorway Network, and Elland Road/Cemetery Road junction is a priority controlled junction on Leeds local road network. Elland Road runs between these two points on both sides of the motorway, and it is proposed to place a new motorway sign gantry spanning the M621 requiring foundations in LCC highway land.
Improvements at M621 Junction 2 (as do much of the rest of the RIS scheme) form part of Leeds City Centre Package and will seek to reduce congestion by adding additional lanes for vehicles to use at the J2 roundabout, carriageway widening on the exit slip roads and Ingram distributor (north) arm.

Consideration is also being given to signalling the Elland Road/Cemetery Road junction to mitigate the effects of closing the Junction 2A westbound off-slip and Highways England have enquired about adoption of appropriate design standards.

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)

Highways proposals like this are most likely to affect the mobility or visually impaired if they lead to either changes to road layout, or changes to traffic patterns/volumes.

There are no formal crossing facilities at Junction 2 and as none can be provided without reversing the benefits of the scheme. An alternative route already exists via Lowfields Road or the bridge to the east on Elland Road. The proposals at the M621 Junction 2 propose no changes to existing non-motorised user provision, maintaining a status quo.

The potential signal controlled facilities at the Elland Road/Cemetery Road junction propose to add controlled pedestrian crossing facilities on Elland Road where no formal facilities are provided at present.

Public engagement has been undertaken by Highways England with a further localised consultation expected for the Elland Road/Cemetery Road junction. No objections/comments were received that related to the proposed improvement at Elland Road/Cemetery Road or non-motorized / mobility or sensory impaired users.

- **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 with the broader programme of transformational change in the city centre, 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. In addition, the removal of traffic from the city centre enabled by this scheme could reduce the dominance of vehicle traffic and contribute towards making the city centre easier and safer to navigate for those with mobility (or possible sensory) impairments.

The scheme if progressed improves the pedestrian crossing facilities at the Elland Road/Cemetery Road junction and this will improve accessibility and connectivity for pedestrians. The new pedestrian crossing facility will reduce community severance and provide enhanced mobility for users including disabled, elderly and young people.

- **Actions**

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

The Highways and Transportation service will assist Highways England in following well practiced procedures 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
Date to complete your impact assessment	n/a
Lead person for your impact assessment (Include name and job title)	n/a

6. Governance, ownership and approval		
Please state here who has approved the actions and outcomes of the screening		
Name	Job title	Date
Mark Philpott	Transportation Engineering Manager	07/05/20
Date screening completed		07/05/20

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:	
<ul style="list-style-type: none"> • 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: 11/05/20
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: