



Report to the Chief Officer (Highways & Transportation)

Date: 24 March 2020

Subject: CityConnect Phase 3: Elland Road - Exercise of Statutory Powers including Traffic Regulation Order Advertisement and creation of Cycle Tracks

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

Summary

1. Main issues

- 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.
- CityConnect is a key strand of the West Yorkshire Combined Authority's Transport Fund, seeking to deliver improvements to cycling and walking across the region. Two projects have previously been delivered in Leeds under this programme.
- In November 2019 Leeds City Council's Executive Board approved the principle of a project to deliver three individual schemes as part of Phase 3 of CityConnect in Leeds. This project comprised segregated cycling and walking infrastructure on Clay Pit Lane, Dewsbury Road and Elland Road.
- A number of matters were identified to be brought forward to the Chief Officer (Highways & Transportation) for detailed consideration and approval, including Traffic Regulation Orders and the exercise of statutory powers. This report details these matters and seeks necessary approvals for the Elland Road scheme.

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

- These projects will improve cycling and walking connectivity into the city centre, allowing access to the employment, leisure and retail offers from some of the most deprived parts of the city, in line with the Leeds City Council's Best Council Plan

2018/19-2020/21 vision to be a city that is “compassionate and caring with a strong economy, which tackles poverty and reduces inequalities”.

3. Resource Implications

- All costs associated with this report will be met from the CityConnect 3 project budget previously approved by Executive Board and entirely funded from the West Yorkshire Combined Authority’s CityConnect programme

Recommendations

The Chief Officer, Highways & Transportation is requested to:

- i) Note and approve the general layout of the Elland Road scheme as shown on the attached drawings (TM-00-472-01-01/02/03/04/05) and note that any revisions developed through TRO consultation will be reported back to the Chief Officer in a future report;
- ii) Request the City Solicitor to advertise Traffic Regulation Orders as detailed on drawings TM-00-472-TRO-01 and, subject to no objections being received, to make and seal the orders as advertised; and
- iii) approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway shown on attached drawings (TM-00-472-01-01/02/03/04/05) as proposed cycle tracks are removed and that following the removal of the footways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 for segregated or shared joint use by pedal cyclists and pedestrians.

1. Purpose of this report

- 1.1 This report requests the Chief Officer (Highways & Transportation) to approve the current design of the CityConnect 3: Elland Road scheme and to grant authority to advertise Traffic Regulation Orders and to create cycle tracks under Section 65 and 66 of the Highways Act 1980.

2. Background information

- 2.1 The West Yorkshire Combined Authority’s CityConnect programme is a well established part of the Transport Fund, providing improvements to cycling and walking across West Yorkshire.
- 2.2 On 25th November 2019 Leeds City Council’s Executive Board approved a report to deliver a CityConnect funded project comprising three schemes in Leeds: Clay Pit Lane, Dewsbury Road and Elland Road. These projects comprise segregated cycle tracks with improved footway links and pedestrian crossing facilities.
- 2.3 The Executive Board report noted that the Chief Officer (Highways and Transportation) would be responsible for the implementation of the scheme. This report brings forward detailed matters for approval.

3. Main issues

- 3.1 A package of Traffic Regulation Orders is required to support the delivery of the Phase 3 projects. This package is detailed on attached drawing TM-00-472-TRO-01 and comprises:
- Mandatory cycle lanes on Elland Road
 - No Waiting At Any Time restrictions along parts of Elland Road
 - One Way traffic flow on the part of Elland Road between Tilbury Road and Recreation Place
 - One Way traffic flow on the part of Holbeck Moor Road between Moor View and Elland Terrace
 - A No Motor Vehicle Parking or Loading on Footway or Cycle Track restriction on all parts of the new infrastructure
- 3.2 The three schemes all include segregated cycle tracks. These tracks are physically separated from the footway and carriageway. Cycle tracks within the public highway are created by a highway authority under sections 65 and 66 of the Highways Act 1980.
- 3.3 There is an area of shared use at Holbeck Moor Road and at Meadow Road close to Jack Lane.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 The Executive Member (Climate Change, Transport & Sustainable Development) was briefed on 12th November 2019 and supports the project.
- 4.1.2 A consultation was completed by WYCA's CityConnect team and was detailed in the Executive Board report. This included consultation with ward members by email and at a meeting on 9th July 2019 where general support for the project was expressed.
- 4.1.3 Further consultation was undertaken with ward members at a briefing on 27th May 2020 and further general support for the project was expressed. It was noted that the route generally follows local distributors rather than passing through residential areas. It was noted that the route has been selected to create safety on roads with heavy traffic flows, and that quieter residential streets are more likely to have slower traffic speeds and be more welcoming to cyclists. Future projects are anticipated to support cycling in these streets and to complement the cycle superhighway standard infrastructure on Elland Road.
- 4.1.4 Specific consultation with affected frontagers was undertaken on 19th December 2019 and detailed discussions have been held to revise the design to address individual concerns.
- 4.1.5 More detailed TRO consultation will be carried out in conjunction with the legal advertisements and objections will be captured as part of the overall objection process.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 An Equality, Diversity, Cohesion and Integration screening has been completed and is appended to this report.

4.3 Council policies and the Best Council Plan

Climate Emergency

- 4.3.1 Introduction of the TROs and other matters detailed in this report support the delivery of the CityConnect Phase 3 project. The schemes aim to encourage sustainable transport, reducing the reliance on the private car, and so contribute to a reduction in CO2 emissions in Leeds and a consequent positive impact on climate change.

4.4 Resources, procurement and value for money

- 4.4.1 All costs for this project are to be met by the West Yorkshire Combined Authority through their CityConnect programme as part of the Transport Fund.
- 4.4.2 Executive Board approved expenditure of £6.5M for the three schemes in November 2019.

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

- 4.5.1 This report is not eligible for Call-In.

4.6 Risk management

- 4.6.1 A risk register has been developed for the three schemes forming the overall project and is maintained and reviewed by the project team.
- 4.6.2 Risks and issues are reported to Project and Programme Boards through monthly highlight reports.

5. Conclusions

- 5.1 Approval of this report will allow the Elland Road scheme to progress to TRO advertisement and final detailed design ahead of issue to contractor.
- 5.2 Any unresolved objections to the TROs will be reported to the Chief Officer in a further report.

6. Recommendations

The Chief Officer, Highways & Transportation is requested to:

- i) Note and approve the general layout of the Elland Road scheme as shown on the attached drawings (TM-00-472-01-01/02/03/04/05) and note that any revisions developed through TRO consultation will be reported back to the Chief Officer in a future report; and
- ii) Request the City Solicitor to advertise Traffic Regulation Orders as detailed on drawings TM-00-472-TRO-01 and, subject to no objections being received, to make and seal the orders as advertised; and

- iii) approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway shown on attached drawings (TM-00-472-01-01/02/03/04/05) as proposed cycle tracks are removed and that following the removal of the footways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 for segregated or shared joint use by pedal cyclists and pedestrians.

7. Background documents

7.1 None

Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: City Development	Service area: Highways & Transportation
Lead person: Chris Way	Contact number: 37 87493

1. Title: CityConnect 3: Elland Road Cycle Superhighway
Is this a: <input type="checkbox"/> Strategy / Policy <input checked="" type="checkbox"/> Service / Function <input type="checkbox"/> Other
If other, please specify

2. Please provide a brief description of what you are screening
<p>Leeds City Council is delivering several segregated cycle routes as part of a package under the West Yorkshire Combined Authority's CityConnect programme. This includes a project along Elland Road which links the park and ride/stadium/police HQ with the southern part of the city centre.</p> <p>The Chief Officer (Highways & Transportation) has been requested to approve the necessary Traffic Regulation Orders which support the scheme, and to note that the cycle tracks will be delivered under the powers granted by the Highways Act 1980.</p> <p>The TROs will remove parking in locations along Elland Road where the cycle track is being constructed and will ensure that the cycle track and upgraded pedestrian facilities are not obstructed. The TRO briefly comprises:</p>

- Prohibition of parking and loading on cycle track and footway
- No Waiting At Any Time along parts of Elland Road
- One Way traffic flows on that part of Elland Road running through the Recreations, and on that part of Holbeck Moor Road between Elland Terrace and Moor View

3. Relevance to equality, diversity, cohesion and integration

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

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

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation. 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)

The project offers opportunities to make significant improvements to the current pedestrian provision, including to those with mobility or other impairments.

The project contributes to a number of corporate policies and targets aiming to improve equality and diversity, including the Inclusive Growth strategy, by promoting equality of access and opportunity.

- **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)

Segregated facilities reduce conflict between pedestrians and cyclists, which in turn has a positive impact on older people and people with disabilities. Where shared facilities are required, for example at some crossings or around bus stops, these will be used as a last resort and designed to minimise the potential for conflict.

The Traffic Regulation Orders detailed in the report aim to protect the new facilities for all users, but will have a significant benefit for those with mobility issues as the route will be unobstructed and free for use. Footway parking can often cause difficulties for users with mobility issues, requiring them to negotiate the obstacle and sometimes walk into the carriageway. These new orders will protect the route and allow enforcement by Leeds City Council's Parking Services team.

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

Extensive consultation has taken place during the development of this project, and this has sought to draw out any specific user needs.

The designers have made full use of the Inclusive Mobility guidance, and have involved the Access Officer in the scheme development.

Traffic Regulation Orders allow a statutory objection period which can draw out additional

comments from affected users.

The project has built on experience with similar schemes and seeks to make significant improvements to the cycling and walking facilities along this route to allow greater access by non-motorised users particularly those who are currently have difficulties accessing this type of infrastructure.

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:	
Date to complete your impact assessment	
Lead person for your impact assessment (Include name and job title)	

6. Governance, ownership and approval

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

Name	Job title	Date
Nick Hunt	Traffic Engineering Manager	11 th March 2020
Date screening completed		11 th March 2020

7. Publishing

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

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

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

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

For Executive Board or Full Council – sent to Governance Services	Date sent:
For Delegated Decisions or Significant Operational	Date sent:

Decisions – sent to appropriate Directorate	
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: