

Report of Leeds Corridor Improvement Programme Executive Manager

Report to Chief Officer (Highways & Transportation)

Date: 02 June 2020

Subject: A6120 / Fink Hill Junction Improvement Scheme

Capital Scheme Number: 32827/FIN/000

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

1. Summary

1.1 Main Issues

- 1.1.1 The A6120 / Fink Hill junction is a four arm signal controlled junction between the A6120 Outer Ring Road, Fink Hill and Park Side. With Park Side and Fink Hill offset by approximately 45m, the junction therefore has internal stop lines, with limited queuing capacity. The junction currently experiences congestion, delaying traffic movements on the Outer Ring Road, a key strategic route for the city.
- 1.1.2 The A6120 Outer Ring Road with its high traffic volumes severs the communities north and south of the Outer Ring Road, limiting access for local people to jobs and services. There are no pedestrian facilities except an on demand crossing on the eastern arm of the junction. There are no cycle facilities at the junction.
- 1.1.3 The A6120 Outer Ring Road currently experiences heavy congestion westbound, with two lanes of traffic forming in a single carriageway lane on the approach to the Horsforth roundabout. This causes vehicles to encroach onto the eastbound side of the carriageway which poses a safety risk to both the vehicles travelling westbound and eastbound.
- 1.1.4 The nearby Horsforth Roundabout (A6120 Outer Ring Road junction with the A65 Rawdon Road) was recently improved by signalling it, but some of the potential

benefits from this are being hampered by capacity issues at the adjacent Fink Hill junction.

- 1.1.5 The proposed scheme will address these issues by providing enhanced pedestrian and cyclist crossings without causing further traffic delay. This will make it easier and safer for pedestrians and cyclists to cross the junction as well as reducing queuing and delays for the traffic on this section of the A6120 Outer Ring Road.
- 1.1.6 There will be a requirement for new Traffic Regulation Orders (TRO's) which will be progressed in parallel with the detailed design stage.
- 1.1.7 Stage 1 Road Safety Audit (RSA1) is being progressed internally by LCC Traffic Management section this has been delayed due to the COVID-19 pandemic.
- 1.1.8 The proposed works are within the existing highway boundary. Therefore, no permanent land take is required. However, temporary land take is required for the site compound and negotiations advanced to agree land use.

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 plan's 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, 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 is committed to making Leeds carbon neutral by 2030.
- 1.2.3 This scheme has been identified as an Environmental Impact Assessment (EIA) development, so the potential effects of the proposed scheme on climate change will be considered as part of the EIA process. At this early stage, it is anticipated that a change in greenhouse gas (GHG) emissions as a result of the scheme would be, as follows:
 - i) The proposed improvements to pedestrian and cycle facilities will encourage people to walk or cycle instead of drive for local trips, 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.
 - ii) 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 detailed tree planting proposals, 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. It is anticipated that the new junction layout would improve journey time reliability and make public transport more attractive to travellers 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 to be wholly funded through the West Yorkshire Combined Authority (WYCA) West Yorkshire Plus Transport Fund (WY+TF). The current cost estimate for the A6120 / Fink Hill scheme is £4.15m.
- 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. However, the scheme's design has been closely aligned with the objective to improve connectivity for walking and cycling.

1.4 Recommendations

- 1.4.1 The Chief Officer (Highways & Transportation) is requested to:
 - i) approve the preliminary scheme layout to enable the Fink Hill \ A6120 Outer Ring Road improvement scheme to progress to Full Business Case and Planning Application accompanied by Environmental Statement at an estimated cost of £329,000;
 - ii) note that the detailed design contract will be procured through established frameworks, the current estimate for this work is £230,000; and
 - iii) note that the scheme construction contract will be procured through the established YORCivils 2 Framework, Major Scheme lot. A further report will be submitted seeking approval of the detailed design, approval to spend and the approval of TRO's.

2. Purpose of this report

- 2.1.1 To seek approval for the preliminary scheme layout to enable the A6120 / Fink Hill junction improvement scheme to progress to Full Business Case and submission of a Planning Application.

3. Background information

- 3.1.1 Leeds City Council (LCC) and West Yorkshire Combined Authority are working together to improve and shape the future of transport in Leeds.
- 3.1.2 The proposed scheme is to be wholly funded through the Combined Authority's Yorkshire Plus Transport's Corridor Improvement Programme CIP Phase 1. The Combined Authority funding will be used to pay for 100% of the scheme; including design and construction. The three CIP Phase 1 schemes received Executive Board approval in
- 3.1.3 The three CIP schemes which includes the Fink Hill junction improvement scheme received Executive Board approval in September 2017 to progress the initial scheme development, acquire third part land where necessary and gave authority

to spend £1.525M funded from the WYCA CIP grant to enable the appointment of a development partner for Phase 1 scheme development for all three schemes.

- 3.1.4 Studies by LCC have identified a 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, junctions have been selected, which are considered a priority, 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.
- 3.1.5 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.
- 3.1.6 The three CIP schemes are being developed separately. This report is for the proposed scheme layout for the A6120 / Fink Hill junction improvement scheme.
- 3.1.7 As the scheme is identified within the CIP, the headline objectives set out below are linked to the overarching funding programme objectives:
- Improve pedestrian and cycle facilities and therefore enhancing links between local communities and local facilities.
 - Improve bus service reliability and reduce journey times for bus routes.
 - Reduce queueing and delay to traffic using the A6120 Outer Ring Road.
 - Improve safety and efficiency by providing an improved and clearly marked layout for traffic on the approach to Horsforth Roundabout, reducing congestion.
 - Allow flexibility so that improvements to other junctions can go forward.
- 3.1.8 A key additional objective required on the scheme by LCC is for key node improvements on the A6120 - A647 Outer Ring Road (ORR) as this is consistent with the approach taken by the draft transport strategy to concentrate traffic where possible on key orbital routes as this may enable future opportunities to curtail traffic through district centres, neighbourhoods and the city centre to be realised.

4. Main issues

- 4.1.1 The A6120 / Fink Hill junction is a four arm signal controlled junction between the A6120 Outer Ring Road, Fink Hill and Park Side. With Park Side and Fink Hill offset by approximately 45m, and the junction therefore has internal stop lines, with limited queuing capacity. The junction currently experiences congestion, delaying traffic movements on the Outer Ring Road, a key strategic route for the city.
- 4.1.2 The A6120 Outer Ring Road with its high traffic volumes severs the communities north and south of the Outer Ring Road, limiting access for local people to jobs and services. At present, pedestrian provision at the junction consists only of a single on demand crossing on the eastern arm of the junction. There are no pedestrian facilities or dropped kerbs on Fink Hill or on the western arm. There are poor quality dropped kerbs on Park Side, with no pedestrian signal phase and pedestrians must cross in conflict with traffic. There are no formal pedestrian crossing islands. This makes it difficult for people to travel on foot safely between these communities. There are a number of strong 'desire lines' where people cross informally. There are also no dedicated cycle facilities at the junction.
- 4.1.3 The A6120 Outer Ring Road currently experiences heavy congestion westbound, with two lanes of traffic forming on a single carriageway on the approach to the

Horsforth roundabout. This causes vehicles to encroach onto the eastbound side of the carriageway which poses a safety risk to both the vehicles travelling westbound and eastbound.

- 4.1.4 The existing levels of congestion could act to constrain local growth and development (in line with expectations such as that identified in the Local Plan) unless they could be addressed.
- 4.1.5 The nearby Horsforth Roundabout (A6120 Outer Ring Road junction with the A65 Rawdon Road) was recently improved through signalisation, but the potential improvements are somewhat compromised by capacity issues at the Fink Hill junction. The section of the Outer Ring Road between the two junctions is currently a wide single carriageway with grass verges on each side.
- 4.1.6 The proposed works are within the existing highway boundary. Therefore, there is no permanent land take required to construct the scheme. However, temporary land take adjacent to the site is required to locate the site compound. There have been discussions held with the landowner and negotiations advanced to agree land use.
- 4.1.7 Leeds City Council have worked with the local community and tree specialist to understand if there are any memorial trees within the scheme extents. Although, there are World War 1 memorial trees located on Stanhope Drive, however, these are outside the scheme extents. Following the public consultation, it has been established that there are no formal records of any World War 2 memorial trees. Leeds City Council will continue to work with the local community to understand any further information that maybe available and if any of the trees are impacted, the scheme proposal will be to agree replanting in the vicinity and support a community rededication service.

Proposed Scheme

- 4.1.8 The proposed scheme will address these issues by providing enhanced pedestrian and cyclist crossings. It will do so without causing further traffic delay by localised road widening into the verge to create room for the pedestrian islands and storage for turning traffic, which is required to allow the pedestrian crossing phases to run. This will make it easier and safer for pedestrians and cyclists to cross the junction as well as reducing and formalising queuing for the traffic on this section of the A6120 Outer Ring Road, helping road safety and reducing delays.
- 4.1.9 The details of the proposed scheme are, as follows:
 - Introduction of pedestrian crossing facilities on all arms of the Fink Hill Junction.
 - Provision of off-carriageway cycle routes on the north and south side of the Outer Ring Road between Horsforth Roundabout and Fink Hill, including a section through Horsforth Hall Park. Provision of a bi-directional cycle lane on the southern side of the Outer Ring Road from Fink Hill eastwards. Crossing facilities and signposts for cyclists will be provided.
 - Road widening on the north between Horsforth Roundabout and Fink Hill to improve safety by providing two lanes in both directions, with a left turn lane on the approach to the Fink Hill junction, formalising the current practice.
 - The eastbound bus stop, immediately west of Fink Hill removed to improve junction layout and minimise tree loss (there is an existing stop on Fink Hill which is close enough to the junction to be an appropriate alternative to the one removed).
 - The Park Side right turn 'out' will be retained with an improved pedestrian crossing facility. This was one of the key issues raised during the public

consultation and following further transport modelling work, it has been deemed that there are suitable options to retain the Park Side right turn movement.

- The approach to the Outer Ring Road along Fink Hill to be formalised to two lanes near the junction to offset the effects of the pedestrian crossings on capacity and minimise queues on Fink Hill.
- Provide two lanes in each direction between Fink Hill and Charles Street, with a right turn lane for vehicles travelling from the Outer Ring Road into Fink Hill to prevent vehicles blocking those travelling straight ahead. Widening into the verge to the north and south.
- Rose Terrace to be left turn out only, this will remove the conflict with right turning vehicles into Rose Terrace.
- Widening into the south verge to provide a bus lay-by west of Featherbank Lane to prevent buses blocking traffic and for safety, consistent with the council's general approach to lay-by provision on this section of the Outer Ring Road.
- Feasibility of a controlled pedestrian crossing east of Featherbank Lane is being considered. There is further work required to confirm if this can be incorporated within the scheme.
- The proposal to convert Manor Road to one-way has now been included within the scope of the Fink Hill scheme as a part of the improvement package for residents, cyclists and pedestrians. There will be engagement with local residents to provide an update on this and determine the appropriate course of action.

4.1.10 The design proposals for A6120 / Fink Hill are shown on the General Arrangement drawing 70054581-WSP-HGN-FH-DR-CH-0100_004-006 in Appendix A.

Environment and Landscape

4.1.11 There have been several options considered to address the issues at this location and the design has been through several iterations in order to minimise any impacts while delivering the best possible outcome for the local community and those travelling through the junction.

4.1.12 A tree / vegetation survey has been undertaken early at this stage to inform the Landscape Appraisal. At this stage of scheme development, it is established that the proposed scheme will require the removal of approximately 36 trees located within the scheme extents. The survey identified that the 27 of the trees to be removed are classified as low quality, with the remaining 9 being of moderate quality.

4.1.13 LCC have rejected other options which would have provided improvements to traffic flow by widening both sides of the Ring Road between Horsforth Roundabout and Fink Hill. These options would have resulted in the loss of 47 trees, 11 more than the current proposal. The current design limits the widening to the north side only of the A6120 Ring Road. This reduces tree loss overall and allows the retention of trees on the south verge which screen the road from properties. There is existing tree cover to the north within Horsforth Hall Park and further planting of trees is proposed on the north side of the road and around the skate park area, which will avoid changing the character of the local area.

4.1.14 The proposed option also retains trees by directing the proposed cycle facility through Horsforth Hall park rather than along the edge of the road, The proposed route through the park has been discussed with local stakeholders including our Parks and Countryside team who support the cycle path running through the park

and linking with the proposed new skate park facility within Horsforth Hall Park which is being delivered as part of a separate project.

4.1.15 Through the design development options were rejected which would have provided improvements to traffic flow by widening both sides of the Outer Ring Road between Horsforth Roundabout and Fink Hill. These options would have resulted in the loss of 47 trees, 11 more than the current proposal. A review of the scheme options was undertaken which confirmed that tree loss could not be avoided if the pedestrian and cycle facilities were to be provided.

4.1.16 The initial landscape mitigation plans have been developed. As part of LCC environmental policy detailed within the Natural Resources and Waste Development Plan (DPD), for every tree removed by the scheme, 3 trees shall be planted. The loss will be mitigated by the planting at least 108 new semi-mature trees. The detailed landscape mitigation will be developed as part of the EIA process later at this stage. Relocation of trees was also considered, but given the root balls of the affected trees are mixed with utilities, hard landscaping and boundaries, this was not considered a practical solution.

Scheme Programme

4.1.17 The anticipated scheme programme dates are, as follows:

- Consultation – Closed 24 Feb 20
- Design / Environmental Statement - Nov 20
- FBC Submission - Nov 20
- Planning Application Submission – Nov 20
- FBC Approval – Feb 21
- Planning Application Approval – Apr 21 (including judicial review period)

Buildability Advice

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

5. Corporate considerations

5.1 Consultation and engagement

5.1.1 The public consultation was undertaken on 27 January 2020 for a period of four weeks and closed on 24 February 2020, to allow the public to express their views as local residents, business owners, pedestrians, cyclists, bus users, and motorists. The initial figures collated thus far show that a total of 348 surveys were received as feedback to the proposals for the A6120 / Fink Hill junction improvement scheme.

5.1.2 57% of respondents felt positive or slightly positive about the proposals, 24% of the respondents felt negative or slightly negative and 19% of the respondents felt neutral about the scheme proposals.

5.1.3 In general, there was an understanding from the public that improvements at the junction and in particular the proposed new pedestrian facilities are required. There

were large number of respondents who felt that the proposed right turn restriction on Park Side would prolong their journey times and potentially worsen the queuing at Horsforth Roundabout. As a result of this, further transport modelling work has been undertaken to assess if the right turn can be retained. Although the assessment work showed that the potential capacity gains provided by the junction will be reduced, the layout still provides sufficient capacity and therefore, given that this was the main concern raised locally, it has been deemed a pragmatic solution to adapt the design and operational control to retain the Park Side right turn.

There has been an update provided to the Executive Board Member for Climate Change and ward members for Horsforth on the feedback provided by the public during the consultation. An extensive programme of meetings have been held with the local ward members from very early scheme inception to the approval of preliminary design and consultation. The ward members have been very active in developing the scheme proposals and the project team has proactively encouraged their input to arrive at scheme that deals with the current issues and is fit for purpose.

- 5.1.4 A public consultation report has been prepared to provide a detailed breakdown of the public feedback and measures undertaken in design development to incorporate the issues raised. There will then be a scheme update issued to the public by Leeds City Council.

5.2 Equality and diversity / cohesion and integration

- 5.2.1 Consideration have been given to equality, diversity, cohesion and integration for the A6120 / Fink Hill 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 A6120 / Fink Hill scheme at this stage to support the FBC. Refer to Appendix B.

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, 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 Clean Air Zone (CAZ) to reduce air pollution by encouraging businesses to transition to cleaner, less polluting vehicles. The CAZ will become live in Jan 2021 and is

situated to the south of A6120 / Fink Hill.

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 is committed to making Leeds carbon neutral by 2030.
- 5.3.5 The scheme is an EIA development, so the potential effects of the proposed scheme on climate change will be considered as part of the EIA process. At this early stage, it is anticipated that a change in greenhouse gas (GHG) emissions as a result of the scheme would be, as follows:
- 5.3.6 The proposed improvements to pedestrian and cycle facilities will encourage people to walk or cycle instead of drive for local trips, 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 loss of 36 trees, but vegetation planting would be included as part of the scheme with three semi-mature trees being planted for every tree lost. The loss is mitigated by the planting of at least 108 new semi-mature trees. The landscape planting scheme is designed to increase tree cover which would contribute to tackling the climate emergency declared by Leeds City Council. The landscape design, including detailed tree planting proposals, 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 junction layout 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 through the West Yorkshire Plus Transport Fund (WY+TF). The current cost estimate for the A6120 / Fink Hill scheme is £4.15m.
- 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. Value for money is considered through the WYCA assurance framework.
- 5.4.3 The cost breakdown in terms of spend to date and forecast spend to take the scheme to completion is as follows:

Feasibility Design & Outline Business Case:	£119,000
Preliminary Design & Consultation:	£228,318
FBC & Planning Application & Environmental Statement:	£329,068
Detailed Design:	£229,614
Sisk constructability advice	£13,000
Risk:	£474,000
Contingency	£192,000
Inflation	£273,000
Construction:	£2,265,000
Monitoring & Evaluation	£27,000

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 have been confirmed as an EIA Development following the Screening Opinion received in February 2019 from LCC under the Town and Country Planning Act 1990.
- 5.5.3 The scheme requires the temporary acquisition of third party land to accommodate the site compound for the construction of the junction improvements, located directly northwest of the Outer Ring Road. Discussions with the landowner has been held and negotiations advanced to agree land use.

5.6 Risk management

- 5.6.1 The delivery of the A6120 / Fink Hill scheme is essential to the Council's ambitions to encourage people to walk and cycle. The proposed scheme improves the pedestrian and cycle facilities at the junction, allowing easier and safer access to Horsforth Hall Park and into Horsforth. The improvements also aim to make the carriageway layout safe for road users, especially during peak times when vehicles often form two informal lanes.
- 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 CIP Project Board and Programme Board and risks are actively managed through these Boards, as well as through the parallel WYCA CIP Board.

6. Conclusions

- 6.1 The A6120 / Fink Hill junction improvement scheme will enhance pedestrian and cycle facilities at the junction and along the Outer Ring Road. The proposed scheme will make the junction safer for pedestrians and cyclists 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. This will also contribute to improving connectivity and reducing severance between the south and north of the Outer Ring Road.

- 6.2 Trees are currently considered to be a good method for the sequestration of carbon from the atmosphere. The proposed scheme will result in loss of some trees but this will be mitigated by planting three trees for every one tree lost. This will lead to improved landscaping on the eastern part of the scheme.
- 6.3 The proposed improvements to the scheme layout will make the junction operate more efficiently, supporting and promoting economic growth across the north of Leeds and beyond. Improving journey times and reliability for all road users, as well as reducing congestion will allow smoother flow of traffic and lead to improved air quality for the local community.

7. Recommendations

- 7.1 The Chief Officer (Highways & Transportation) is requested to:
- i) approve the preliminary scheme layout to enable the Fink Hill \ A6120 Outer Ring Road improvement scheme to progress to Full Business Case and Planning Application accompanied by Environmental Statement at an estimated cost of £329,000;
 - ii) note that the detailed design contract will be procured through established frameworks, the current estimate for this work is £230,000; and
 - iii) note that the scheme construction contract will be procured through the established YORCivils 2 Framework, Major Scheme lot. A further report will be submitted seeking approval of the detailed design, approval to spend and the approval of TRO's.

8. Appendices

- 8.1 Appendix A – Proposed Scheme Layout
- 8.2 Appendix B – 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: Mohammed Mahmood / Aadam Muhammed	Contact number: 0113 3787524 / 07773 625678

1. Title: A6120 / Fink Hill (Junction improvement)		
Is this a:		
<input type="checkbox"/> Strategy / Policy	<input type="checkbox"/> Service / Function	<input checked="" type="checkbox"/> Other
If other, please specify Construction scheme - design		

2. Please provide a brief description of what you are screening
<p>The Fink Hill improvement scheme is located at the junction of the A6120 Outer Ring Road, Fink Hill and Parkside and forms a four arm signal controlled junction. Parkside and Fink Hill are offset by approximately 45m.</p> <p>The improvements contain:</p> <ul style="list-style-type: none"> ▪ Signalised pedestrian crossing facilities on all arms of the Fink Hill junction; ▪ Provision of cycle lanes on the north and south side of the Ring Road between Horsforth Roundabout and Fink Hill, including a section through Horsforth Hall Park.

Provision of a bi-directional cycle lane on the southern side of the Ring Road from Fink Hill east.

- Formalising provision of two lanes on the Ring Road to improve safety. Between Horsforth Roundabout and Fink Hill by widening its northern side, and between Fink Hill and Charles Street by widening into the verge on both the north and south sides. Both sections of widening allow provision of appropriate turning lanes.
- The approach to the Ring Road along Fink Hill to be formalised to two lanes
- Rose Terrace to be left turn out only; this will remove conflict with right turning vehicles into Rose Terrace

The junction improvements will assist with accessibility by providing safer infrastructure for both pedestrians and cyclists.

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)

The proposed scheme at Fink Hill includes improvements to the pedestrian and cycle facilities through controlled crossing facilities and new cycling facilities. The new signalised crossing will provide a positive impact towards the protected characteristics such as disabled, elderly people and/or children.

Public engagement was undertaken in February 2020 and in total 346 responses were received.

- **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). The proposal is intended to facilitate accessibility to key growth sites in North Leeds by enhancing Outer Ring Road capacity and provide safer infrastructure for both pedestrians and cyclists.

Overall, over half (57%) of respondents felt either positive or slightly positive, 24% felt negative or slightly negative, whilst 19% felt neutral. The reasons for the positive sentiment were due to the; New pedestrian crossings; Road widening formalising two lanes; Simplifying junction layouts; and new cycle facilities.

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

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

5. If you are not already considering the impact on equality, diversity, cohesion and integration you will need to carry out an impact assessment.	
Date to scope and plan your impact assessment:	n/a
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	Transport Planning Manager	26/05/20
Date screening completed		11/05/20

7. Publishing	
<p>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.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <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. <p>Complete the appropriate section below with the date the report and attached screening was sent:</p>	
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: 26/05/20
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: