



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

**Date: 30 June 2020**

**Subject: CityConnect Phase 3: Elland Road – Design Approval and Works Issue**

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

**Summary**

**1. Main issues**

- 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.
- This report asks the Chief Officer to note the final design of the Elland Road scheme and to approve the delivery of the works on site.

**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 approved by Executive Board and the West Yorkshire Combined Authority's

Project Assurance Team 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 final layout of the Elland Road scheme as shown on the attached drawings (TM-00-472-01-01/02/03/04/05)
- ii) Give authority to issue the works to contractor and to construct the scheme as shown.
- iii) Note that the scheme, valued at £2.65M and comprising £2.25M works and £0.4M staff fees, is to be wholly funded from West Yorkshire Combined Authority's CityConnect programme as previously approved by Executive Board and by WYCA.

### **1. Purpose of this report**

- 1.1 This report requests the Chief Officer (Highways & Transportation) to approve the final design of the CityConnect 3: Elland Road scheme and to approve the delivery of the project.

### **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 25<sup>th</sup> 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 On 25<sup>th</sup> March 2020 the West Yorkshire Combined Authority approved a Full Business Case for the project and entered into a grant agreement with Leeds City Council for the project funding. These approvals enable the project to be taken forward to delivery.
- 2.4 The Executive Board report of November 2019 noted that the Chief Officer (Highways and Transportation) would be responsible for the implementation of the project. This report asks the Chief Officer to approve the final design of the Elland Road scheme and for the works to be delivered on site.

### **3. Main issues**

- 3.1 The Elland Road scheme forms part of the CityConnect Phase 3 project. Detailed design for this scheme has been ongoing and the work is now ready to be delivered on site.
- 3.2 As detailed in the Executive Board report of November 2019 the scheme provides a two-way segregated cycle track along Elland Road, linking the southern part of the city centre at Meadow Lane/Victoria Road, through Holbeck to the facilities including Elland Road ice rink, stadium and the Police station.

- 3.3 A new coherent footway link is also being provided to replace an existing sub-standard cycle track – this cycle track has attracted significant pedestrian traffic in recent years and represents an opportunity to create a safe walking route into the city centre.
- 3.4 The final design has taken into account consultation with major stakeholders and conforms to current design standards.
- 3.5 There are some limited areas where segregation cannot be achieved under current highway conditions but the maximum space has been achieved (3m width minimum) and retrofitting of segregated infrastructure over these limited areas will be possible in line with expected changes to the highway network in the future.
- 3.6 A Stage 1 Safety Audit has been completed and accepted by the Overseeing Organisation. A Stage 2 Safety Audit is currently being undertaken on the final design and recommendations will be considered as appropriate.
- 3.7 The Chief Officer (Highways & Transportation) in March 2020 approved the construction of cycle tracks under Sections 65 and 66 of the Highways Act 1980.
- 3.8 The Chief Officer is asked to note the current design and approve the delivery of the scheme as the second element of the CityConnect Phase 3 project. Further reports will be submitted to approve the remaining elements in due course.

## **4. Corporate considerations**

### **4.1 Consultation and engagement**

- 4.1.1 The Executive Member (Climate Change, Transport & Sustainable Development) was initially briefed on 12<sup>th</sup> November 2019. The Executive Member was updated at a further briefing on 30<sup>th</sup> June 2020 and support for the Elland Road scheme and the overall project was noted.
- 4.1.2 Leeds City Council's Cycle Forum was consulted on 16<sup>th</sup> October 2019 and again on 13<sup>th</sup> May 2020. The comments received have been used to refine the design.
- 4.1.3 WYCA's Advisory Group were consulted on several occasions, most recently 19<sup>th</sup> May 2020, and again comments have been used to refine the design.
- 4.1.4 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 dated 6<sup>th</sup> August 2019.
- 4.1.5 A follow up consultation with ward members was undertaken at a briefing in 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.
- 4.1.6 Specific consultation with affected frontagers was undertaken on 19<sup>th</sup> December 2019 and detailed discussions have been held to revise the design to address individual concerns.
- 4.1.7 A TRO was advertised on 30<sup>th</sup> April 2020 to prohibit parking and loading on the footway and cycle track. No objections have been received to date.

## **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 The CityConnect Phase 3 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. Approval of this report will allow the Elland Road scheme to be constructed and for these benefits to be realised.

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

- 4.4.1 The construction of the Elland Road scheme is estimated at £2.65M. This includes all construction, signing and road markings and UTMC equipment.
- 4.4.2 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.
- 4.4.3 A FBC for the CityConnect schemes valued at £6.85M was approved by WYCA's Project Assurance Team on 25<sup>th</sup> March 2019 and a funding agreement has been entered into for the project.
- 4.4.4 The project is being delivered through Leeds City Council's Term Contract, which has been competitively awarded.
- 4.4.5 The project is expected to start on site in July 2020, and be completed in April 2021.
- 4.4.6 The West Yorkshire Combined Authority is currently researching how winter maintenance is funded for similar projects elsewhere in the country, and it is expected that future projects will make provision for this capability.
- 4.4.7 The issue of requiring revenue funding to support these schemes for the purposes of street cleansing, sweeping, winter maintenance etc has been raised with the West Yorkshire Combined Authority. The latter have undertaken to do some research to see how other cities in particular are dealing with such issues. As the number of these schemes increase, so does the importance of addressing this issue as Councils revenue budgets come under increasing pressure.

## **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.
- 4.6.3 There is a risk relating to project overspend which rests with Leeds City Council. This risk is mitigated through the provision of individual contingencies in each of the

three schemes forming the project, plus the West Yorkshire Combined Authority project risk tolerance independent of these individual elements.

## **5. Conclusions**

- 5.1 Approval of this report will allow the Elland Road scheme to progress to delivery based on the finalised design.

## **6. Recommendations**

The Chief Officer, Highways & Transportation is requested to:

- i) Note and approve the final layout of the Elland Road scheme as shown on the attached drawings (TM-00-472-01-01/02/03/04/05); and
- ii) Give authority to issue the works to contractor and to construct the scheme as shown; and
- iv) Note that the scheme, valued at £2.65M and comprising £2.25M works and £0.4M staff fees, is to be wholly funded from West Yorkshire Combined Authority's CityConnect programme as previously approved by Executive Board and by WYCA.

## **7. Background documents**

- 7.1.1 None

## **8. Appendices**

- 8.1 General Arrangement Drawing 1 - TM-00-472-01-01
- 8.2 General Arrangement Drawing 2 - TM-00-472-01-02
- 8.3 General Arrangement Drawing 3 - TM-00-472-01-03
- 8.4 General Arrangement Drawing 4 - TM-00-472-01-04
- 8.5 General Arrangement Drawing 5 - TM-00-472-01-05

# 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.

<b>Directorate: City Development</b>	<b>Service area: Highways &amp; Transportation</b>
<b>Lead person: Chris Way</b>	<b>Contact number: 37 87493</b>

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

<b>2. Please provide a brief description of what you are screening</b>
<p>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 connects the southern part of the city centre (South Bank area) to facilities in Beeston including the Elland Road ice rink, stadium and Police station.</p> <p>The Chief Officer (Highways &amp; Transportation) has been requested to approve the project for delivery, and note the final design and the scheme costs.</p>

<p><b>3. Relevance to equality, diversity, cohesion and integration</b>          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</p>
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relevance to equality, diversity, cohesion and integration.

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

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

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

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

If you have answered **yes** to any of the above and;

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

<p><b>4. Considering the impact on equality, diversity, cohesion and integration</b></p> <p>If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.</p> <p>Please provide specific details for all three areas below (use the prompts for guidance).</p> <ul style="list-style-type: none"> <li>• <b>How have you considered equality, diversity, cohesion and integration?</b> (<b>think about</b> 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)</li> </ul> <p>The project allows improvements to be made to existing pedestrian routes to improve crossing facilities and reduce severance. The improvements will create better surfacing and eliminate obstructions, which offers significant benefits to those with mobility or other impairments.</p> <p>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.</p>
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- **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 new footway link for pedestrians creates a safe and continuous route for pedestrians to access the city centre. This benefits all users but particularly those with mobility issues who may not have a coherent route with perceived safety implications.

The project also provides segregated cycle facilities which allow safe sustainable low cost transportation for all members of society. This can help with addressing inequality in society through access to low cost transportation, and consequent access to jobs and services.

Mobility impaired users can also make use of special cycles, such as hand cycles, to increase their independence and provision of these segregated facilities will create the safe routes for these forms of transportation.

- **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.

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.

The project ensures that those with protected characteristics under the Equality Act are not discriminated against by ensuring consistency with other cycling and walking projects previously delivered and utilising those principles established and refined elsewhere to deliver a uniformity of approach.

These design principles have been developed through close liaison with user groups and provide an approach which prevents discrimination and ensures safe and accessible use for all.

**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)	



<b>6. Governance, ownership and approval</b>		
Please state here who has approved the actions and outcomes of the screening		
<b>Name</b>	<b>Job title</b>	<b>Date</b>
Nick Hunt	Traffic Engineering Manager	1 <sup>st</sup> June 2020
<b>Date screening completed</b>		1 <sup>st</sup> June 2020

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