

Report of Director of City Development

Report to Executive Board

Date: 20 July 2020

Subject: TRANSPORT HUB IMPROVEMENTS AND PUBLIC TRANSPORT ACCESS SCHEMES.

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<ul style="list-style-type: none"> If yes, name(s) of ward(s): Ardsley & Robin Hood, Bramley & Stanningley, Burmantofts & Richmond Hill, Gipton & Harehills, Morley North Middleton Park, Pudsey and Rothwell 	
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:	

Summary

1. Main issues

- The Transport Hubs Improvements and Public Transport Access Schemes are a part of the Connecting Leeds Programme within the overall West Yorkshire Transport Hubs and Connecting Communities work stream. They will create new or upgrade existing facilities to improve the waiting environment and travel information offer as well as enhancing connections within and between other public transport hubs and communities by improving walking and cycling links.
- The Transport Hub and Public Transport Access Scheme package was identified as part of the successful bid for transport funding which has formed a core of Connecting Leeds public transport programme. This package contributes towards achieving the overarching objectives by providing transport facilities that improve peoples' access to jobs and opportunities, bringing a major economic boost to the City and driving economic growth and value for the City Region. In addition to the overarching objectives the scheme proposals also contribute to specific objectives that have been developed for the Transport Hubs and Connecting Communities work stream, these being:
 - To increase patronage on public transport;

2. To provide attractive, safe and direct pedestrian and cycle routes to public transport interchanges;
 3. To manage bus and rail movements effectively; and
 4. To improve air quality and environmental impacts in the district
- Executive Board are asked to consider and endorse the proposed projects and approve the detailed design and construction of the project, the cost of which will be fully funded through the Department for Transport grant funded Connecting Leeds public transport programme. in collaboration with the West Yorkshire Combined Authority's

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

- These projects will improve cycling and walking connectivity and accessibility to public transport provision, thus 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 as well as ensuring high quality public services will be partly measured by enhancing and improving the public transport provision, facilities and usage".

3. Resource Implications

- The total value of the project is £7.36 million, comprising of £5.81 million works costs, £1.21 million staff fees and £340,000 statutory undertakers diversionary costs, all to be fully funded by government grant for the Connecting Leeds public transport programme with the support of the West Yorkshire Combined Authority.
- The seven Leeds schemes form part of the overall Public Transport Hub and Communities package with funding from the overall programme envelope of £27million. The Transport Hub and Communities project funding covers project development costs, including detailed design, supervision, consultation and benefit realisation.

Recommendations

Members of the Executive Board are asked to:-

- a) Approve the package of seven schemes outlined in Section 3 of this report and shown on Drawing Nos. TM/00/321/01 to 05, 06 to 06b and 07 to 07d, to provide new or upgrade existing public transport facilities, to improve the waiting environment and travel information as well as improving walking and cycling links between public transport hubs and local communities;
- b) Give authority to incur expenditure of £7.36 million, comprising of £5.81 million works costs, £1.21 million staff fees and £340,000 statutory undertakers diversionary costs, to design and construct the proposed seven projects outlined in Section 3 of this report, all to be fully funded from Department for Transport grant administered by the West Yorkshire Combined Authority as part of the Connecting Leeds public transport programme;

- c) Note the Chief Officer (Highways & Transportation) to receive reports concerning all Traffic Regulation Orders as required, necessary for and related to the purposes of the schemes and to ensure progression of the same;

And to note:

- d) Construction of the scheme is programmed to commence in the Summer of 2020 for completion by Summer 2021; and
- e) That the Chief Officer (Highways & Transportation) will be responsible for implementation.

1. Purpose of this report

- 1.1 This report seeks approval for the design and delivery of a package of seven schemes to provide new or upgrade existing facilities, to improve the waiting environment and travel information as well as improving walking and cycling links between public transport hubs and local communities. The schemes form Transport Hubs and Connecting Communities package within the Connecting Leeds public transport programme work stream being developed by the West Yorkshire Combined Authority in collaboration with the Council. .
- 1.2 The total value of the project is £7.36 million, comprising of £5.81 million works costs, £1.21 million staff fees and £340,000 statutory undertakers diversionary costs to be fully funded from Department for Transport grant support to the Connecting Leeds public transport programme administered by the Combined Authority.

2. Background information

- 2.1 Leeds is a major economic hub in the North, producing economic output of £20.2bn per year, a third of the City Region's total output. Forecasts suggest that the Leeds economy is set to grow to be £29.5bn by 2036, an increase of 49% on 2016. The strength of the economy has seen substantial development activity across Leeds in the last decade with the scope and potential impact of new schemes in development even larger. The City Centre accounts for 27% of all jobs within the Leeds district, and connectivity to the City Centre for surrounding communities is important to provide access to these opportunities.
- 2.2 Supporting this economic growth is central to the Leeds City Region Strategic Economic Plan. Large job growth is expected in the city centre, and the SEP includes priority areas such as the city centre South Bank.
- 2.3 Improvements in connectivity to urban growth centres and the jobs they offer, along with major transport hubs such as Leeds Rail Station, will allow a larger proportion of the workforce to access more of the job market. At the same time congestion is a major issue capable of affecting economic growth, and a factor on the approaches to the city centre, even on major transport corridors. Enabling more people to reach the city centre without having to drive will make efficient use of available space on the highway without negative impacts on local communities in terms of road safety, air pollution and noise associated with major transport infrastructure schemes. An Inrix report indicates that cycle facilities, coupled with public transport investment, can ultimately help reduce congestion by 20%.

- 2.4 Despite Leeds improving employment labour market picture, the City still has significant pockets of deprivation. 21.2% of the population of Leeds live in the 10% most deprived areas of the country and it is ranked as one of the 30% most deprived Local Authority areas, with wards to the south and east of the city centre suffering some of the highest levels of deprivation. For people living in areas outside of the city centre, with limited access to private car, the highly developed road infrastructure that serves wider connectivity poses a barrier to accessing employment, education and recreation opportunities.
- 2.5 In 2016, the Leeds Transport Conversation took place, where over 8000 people communicated what's important for them and for Leeds and this has subsequently informed the Connecting Leeds programme.
- 2.6 There was strong support in the Leeds Transport Conversation responses to take through traffic out of the city centre and to make the city streets more conducive to walking and cycling. Additionally, it was clear from the consultation that for many communities across the district the bus will remain a critical and fundamental element of the transport strategy for years to come.
- 2.7 In addition, improvements to access between communities, and from these communities to the city centre are vital to access the opportunities Leeds city centre provides so residents enjoy improved quality of life. Feedback from the Leeds Transport Conversation has shown that these connections for all communities need to be improved.
- 2.8 The key themes identified, which this work stream will seek to address are:
- a) Lack of accessibility of public transport;
 - b) Encourage integration of travel by providing better integration through the use of transport 'hubs' by adding well-lit paths and walking facilities and green infrastructure;
 - c) Better information provision at stops and transport hubs e.g. clarity and durability of timetable displays, real time information; and
 - d) The need for increased cycle infrastructure to improve accessibility e.g. increased provision of cycle lanes and the promotion of existing lanes to increase usage.
- 2.9 The Transport Hubs Improvements and Public Transport Access Schemes are part of the Transport Hubs and Connecting Communities work stream within the wider Connecting Leeds Programme. The work stream seeks to improve connectivity between Leeds Communities, the City Centre and key destinations by delivering upgrades to existing transport hubs and walking and cycling links. The key aim of this work stream is to extend the benefits of the infrastructure improvements being delivered on the core corridors to local communities.

3 Main issues

- 3.1 The seven schemes identified and developed by Leeds City Council in collaboration with the Combined Authority for as part of the Transport Hubs and Connecting Communities package are;
- Bramley Bus Interchange – Public Transport Improvements

- Compton Road, Harehills – Public Transport Improvements
- Cottoingley Estate – Public Transport Improvements
- Lincoln Green – Walking & Cycling links
- Pudsey – Walking & Cycling links
- Middleton – Public Transport Improvements
- Rothwell & Robin Hood – Walking & Cycling links

The seven schemes will provide new or upgraded facilities and improve the waiting environment and travel information for public transport passengers as well as improving walking and cycling links between public transport hubs and local centres and communities and look to encourage more sustainable modes of travel and public transport usage.

Bramley Bus Interchange – Public Transport Improvements (Bramley & Stanningley Ward)

- 3.2 Bramley has an existing, well used bus interchange located at Bramley shopping centre, but there is an opportunity to review the operational DIRO (drive in, reverse out) layout of the interchange and look to enhance passenger's customer experience, by including better waiting facilities such as upgraded shelters and real time information provision. The well-used pedestrian routes within and around the interchange will also benefit from being enhanced and made safer.
- 3.3 The scheme provides an enhanced and safer layout of the interchange and improves pedestrian movement through the area and customer experience at this location, by introducing better pedestrian facilities, improved waiting facilities and travel information.

The main proposals for this location are to:

- Provide an improved waiting environment and facilities;
- Provide better travel information;
- Provide enhanced and safer pedestrian routes through the interchange;
- Allow bus only access into the interchange to further improve safety, enforced by violation cameras; and
- Provide segregated loading/servicing provision for the adjacent shops near the interchange.

The aims of the scheme are to:

- Contribute to an overall increase in patronage on public transport by improving the waiting environment and travel information provision;
- Provide enhanced and safe pedestrian routes to the transport interchange;
- Manage bus movements effectively to improve safety by allowing buses only to access the interchange; and
- Contribute to an overall improvement in air quality and environmental impacts in the district by encouraging more people to use the bus

Compton Road, Harehills – Public Transport Improvements (Gipton & Harehills ward)

- 3.4 The proposals detailed in this report centre around the area of Compton Road outside Compton Road Library, close to the junction with Harehills Lane.
- 3.5 The bus stops outside Compton Road Library are used by a large number of bus passengers and there is an opportunity to enhance passenger's experience at this location, to include better waiting facilities such as upgraded 'green' shelters and real time information provision.
- 3.6 A large number of people use the bus stop outside residential properties on this road. The pavement is so narrow that if there is a queue, pedestrians have to step out on to the carriageway to get past. Widening of the pavement to accommodate a bus shelter will not only improve the waiting environment for bus passengers but provide a better, safer walking environment for pedestrians.
- 3.7 The scheme provides an enhanced and safer layout of the existing bus stop provision and improves the customer experience on Compton Road, by improving the overall environment, waiting facilities and travel information.

The main proposals for this location are to:

- Provide additional bus stop provision;
- Widen footways to provide a better environment for bus passengers; and
- Provide an enhanced bus stop and provision with real time information.

The aims of the scheme are to:

- Contribute to an overall increase patronage on public transport by improving the waiting environment and travel information provision
- Provide enhanced and safe pedestrian routes to the bus stops in this location
- Contribute to an overall improvement in air quality and environmental impacts in the district by encouraging more people to use the bus

Cottingley Hall Estate – Public Transport Improvements (Beeston & Holbeck Ward)

- 3.8 The Cottingley estate is a dense residential area served by regular bus services but there is an opportunity to enhance passenger's customer experience at this location, to include better waiting facilities such as new or upgraded shelters and real time information provision. The scheme will also help create better loading opportunities for the local and small businesses in the centre of the estate.
- 3.9 The scheme provides an enhanced and safer layout for the existing bus stop provision throughout the Cottingley estate and improves the overall customer experience, by improving pedestrian links to bus stops, improved waiting facilities and travel information.

The main proposals for this location are to:

- Provide dedicated bus stop lay-bys at 7 of the 12 bus stops on the Cottingley Estate;
- Widen footways to provide a better environment for bus passengers;
- Provide an enhanced bus stop and provision with real time information; and
- Provide segregated loading/servicing provision for the local shops in the centre of the estate.

The aims of the scheme are to:

- Contribute to an overall increase patronage on public transport by improving the waiting environment and travel information provision;
- Provide enhanced and safer pedestrian routes to the transport interchange
- Enable more effective bus movements through new lay-bys;
- Improve bus service reliability and accessibility through the provision of dedicated bus lay-bys; and
- Contribute to an overall improvement in air quality and environmental impacts in the district by encouraging more people to use the bus.

Lincoln Green Walking & Cycling links (Burmantofts & Richmond Hill Ward)

3.10 The Lincoln Green area is a neighbourhood priority area with a diverse community located close to Leeds City Centre, where car ownership is low and accessibility into the city, either on foot or by bike is not attractive and can be difficult. This scheme is aimed at improving the walking and cycling opportunities for this community by improving the streetscape and using a transformational approach to street design.

3.11 This scheme will provide a more inviting, safe and direct route from the Mabgate area of the city centre to St James's Hospital, whilst also providing enhanced routes and links to other areas of the local community and will link with the wider key public transport routes and strategic cycle corridors on Regent Street and also the Connecting Leeds improvement scheme currently being developed and consulted on for Beckett Street.

The proposals for this location are to:

- introduce a new, attractive style of street scene design to remove the dominance of the motor vehicle;
- Widen pavements to provide a more attractive environment;
- Enhance the environment by planting trees/shrubs/greenery
- Improve street lighting provision;
- Introduce one way systems to control traffic movement and provide an improved environment for pedestrians and cyclist;
- Improve general pedestrian links through the Cromwell's and the wider Lincoln Green community; and
- Signalise the Lincoln Green Road/Cherry Row junction to provide safe pedestrian and cycle crossing facilities.

The aims of the scheme are to:

- Contribute to an overall increased patronage on public transport by providing better quality and safer pedestrian and cycling routes to key bus routes
- Provide a safe and convenient walking and cycle route from the Mabgate area of the City Centre to St James Hospital site
- Contribute to an overall improvement in air quality and environmental impacts in the district by more people using sustainable and active modes of travel such as walking and cycling; and
- Support the future regeneration of the Mabgate area.

Pudsey Area Walking & Cycling links, (Pudsey Ward)

- 3.12 The New Pudsey railway station is located some distance away from the town of Pudsey, with Stanningley Bypass running in between the town and its railway station providing a significant barrier. Direct walking and cycling routes are therefore limited and may not be deemed attractive to use or easy to find and follow.
- 3.13 This scheme seeks to address the lack of usage of these routes, by improving the quality of walking and cycling routes, between Pudsey town centre and New Pudsey railway station, through the widening and re-surfacing of some paths, improving pedestrian crossing points and adding clear signage to make wayfinding straightforward and reliable. This will improve access from various residential areas of Pudsey and the town centre to the railway station, with frequent connections to Leeds, Bradford and the Calder Valley.

The proposals for this location are to:

- Provide safe, convenient and accessible routes for both pedestrians and cyclists, from the Town Centre to the rail station at New Pudsey.
- Enhance some of the local public footpath routes to make them more accessible and attractive to use for all.
- Enhance some of the pedestrian and cycle routes on third party land (Network Rail and Owlcotes Centre) to make them more accessible and attractive to use for all;
- Provide informal pedestrian crossing facilities on raised traffic calming features to assist crossing main roads; and
- Provide a strategic way finding signing strategy, to sign post the routes for pedestrian and cyclist to use between Pudsey town centre and New Pudsey railway station.

The aims of the scheme are to:

- Contribute to an overall increase patronage on public transport by providing better quality, safer and more accessible pedestrian and cycling routes and enhanced wayfinding from Pudsey town centre to New Pudsey railway station; and
- Contribute to an overall improvement in air quality and environmental impacts in the district by encouraging more people to use sustainable and active modes of travel such as walking, cycling and rail

Middleton– Public Transport Improvements, (Middleton Park Ward)

- 3.14 Middleton Circus is a busy local commercial centre location, which is served by several high frequency bus services. There is an opportunity to enhance passenger's customer experience along several routes through the Middleton Park ward and provide better waiting facilities such as upgraded shelters and real time information provision.
- 3.15 This scheme proposes to improve the various bus stops along Belle Isle Road, Ring Road and Middleton Park Avenue and enhance the passenger experience, creating improved passenger waiting facilities, travel information and accessible public transport infrastructure. In addition to the public transport improvements, this scheme will also create better loading/unloading and on street parking opportunities for local and small businesses and their customers by removing bus stops from parking areas.

The proposals for this location are to:

- Provide improved public transport infrastructure with enhanced bus shelters, with real time information displays
- Provide a more accessible public transport provision particularly for elderly and infirmed patrons; and
- Improve pedestrian routes to and from the local public transport provision by means of informal pedestrian crossing facilities and better quality pedestrian routes.

The aims of the scheme are to:

- Contribute to an overall increase patronage on public transport by improving the waiting environment and travel information provision;
- Provide enhanced and accessible public transport provision; and
- Contribute to an overall improvement in air quality and environmental impacts in the district by encouraging more people to use the bus

Rothwell and Robin Hood Area – Walking & Cycling links (Rothwell and Ardsley & Robin Hood Wards)

- 3.16 Rothwell Greenway is identified as a Leeds Nature Area in recognition of its value to the local community. The Greenway links together the Lofthouse, Robin Hood and Rothwell communities, without the need to use the busy A road network (A654 and A61), with safe, grade segregated crossings. Bullough Lane at the northern extent of the Greenway provides a direct link to the Trans Pennine Trail and the Skelton Lake area. The southern extents of the Greenway sees links to various local schools, including the Rodillian Academy and Robin Hood Primary schools.
- 3.17 The Greenway has deteriorated over the years and is indistinct and braided in parts, making it difficult to navigate and follow. The lack of hard wearing, weatherproof surface means that that it is usable in good and dry weather by walkers or those using an all-terrain cycles but it does not cater for year round 'utility' type journeys such as journeys to local amenities, public transport links or to employment.

- 3.18 The various definitive footpaths and bridleways linking the Rothwell Greenway to the neighbouring residential areas and communities have also deteriorated over time, making the pedestrian and cycling links difficult and unattractive to use as safe off highway link. The ambition to improve the links between the communities of Rothwell, Lofthouse, East Ardsley, Robin Hood, Thorpe, Middleton and Belle Isle is recognised in Leeds' cycling ambition as part of the *Cycling Starts Here* strategy.
- 3.19 This scheme proposes to make positive changes to the Greenway and five locations along the route and improvements along several definitive footpaths and bridleways running between Rothwell, Lofthouse, East Ardsley, Robin Hood, Thorpe, Middleton and Belle Isle, in order to improve the quality of the walking route and highlight opportunities for cyclists to utilise the various routes. Upgrading the existing facilities in these locations will emphasise the various routes existence and promote their use, therefore encouraging more active and sustainable means of travel.

The proposals for this location are to:

- Enhance and widen the existing Rothwell Greenway to provide a continuous 3 metre wide route from Long Thorpe Lane (Rodillian School) to Haigh Road in Rothwell. This will provide, for the majority of its length, a car free and safe environment for residents and school children to travel through Rothwell;
- Provide a hard wearing all year weatherproof surface for the whole of the Greenway route and along sections of the various definitive footpaths and bridleways;
- To improve pedestrian and cycling routes from the existing Rothwell Greenway into Lofthouse, East Ardsley, Thorpe, Robin Hood, Middleton and Belle Isle;
- Introduce safe informal crossing points for all minor roads;
- Review and replace access barriers to deter motorcycle use where appropriate but provide access to disabled residents, adapted and family cycles;
- Re-grade ramped access to the Greenway and other sections of the routes;
- Provide a shared footway/ cycle provision on Styebank Lane (between Haigh Road and Leeds Road) to facilitate a cycle link from the Greenway, over Leeds Road and beyond towards Skeltons Lake development, the City Centre, Temple Newsam and Garforth;
- Provide a strategic way finding signing strategy, to sign post the routes for pedestrian and cyclist use and promote the routes as suitable off highway links; and
- Improve street lighting provision at those locations where the pedestrian and cycling routes into Lofthouse, East Ardsley, Thorpe, Middleton and Belle Isle run under the M1 motorway;

The aims of the scheme are to:

- Contribute to an overall increase patronage on public transport by providing better quality and safe pedestrian and cycling routes and enhanced wayfinding along Rothwell Greenway and other public footpaths/bridleways linking Rothwell, Lofthouse, Robin Hood, East Ardsley, Thorpe, Middleton and Belle Isle.

- Contribute to an overall improvement in air quality and environmental impacts in the district by encouraging more people to use sustainable and active modes of travel such as walking and cycling
- Provide safer routes to schools and improve accessibility to various public transport provisions in the localities.

4 Corporate considerations

4.1 Consultation and engagement

- 4.1.1 The consultation and engagement of the Leeds Transport Hubs and Walking and Cycling Schemes ran over several months, during which time Ward Members, residents, bus users, businesses and community members were invited to comment on the proposed plans via the 'Your Voice' engagement website, visit exhibitions of the plans, or attend drop-in events to meet and discuss the plans with both Leeds City Council and West Yorkshire Combined Authority officers.
- 4.1.2 The Executive Member for Climate Change, Transport and Sustainable Development has been consulted on all the individual schemes and supports these proposals.
- 4.1.3 All Ward Members in the Ardsley & Robin Hood, Bramley & Stanningley, Burmantofts & Richmond Hill, Gipton & Harehills, Morley North Middleton Park, Pudsey and Rothwell electoral wards have been consulted on the respective individual schemes and generally support of the proposals has been received.
- 4.1.4 Comments have been received from the Ward Members of the Middleton ward which have led to the modification of the initial proposals to reshape the scheme so that it better reflects priorities in the ward. The proposals described in the report reflect these discussions.
- 4.1.5 A concern was raised by the Rothwell Ward members towards the Rothwell and Robin Hood scheme indicating that, although the need for upgrades to the Greenway are recognised the proposals do not reflect their wider priority for the ward and connectivity into public transport. A favourable response was made for the Greenway improvements during the public consultation. In response to Ward Members concerns about future investment and funding they have been advised that reflecting these priorities the Combined Authority has secured funding from Department for Transport's Transforming Cities Fund which included two schemes for public transport infrastructure on the Leeds – Rothwell – Castleford and Leeds – Robin Hood _ Wakefield Corridors respectively. Detailed development of these schemes is now commencing and officers will work with Members to focus on the opportunities for funding this project offers for improvements for connectivity to local public transport in these corridors.
- 4.1.6 As the client and budget holder for the Transport Hubs and Connecting Communities package of works, the West Yorkshire Combined Authority have considered the Ward Members response , as well as the positive support received from local residents at the pubic engagement sessions. It is felt that the Rothwell and Robin Hood scheme provides a substantial improvement to both walking and cycling infrastructure in the locality and provides safer and well needed links to neighbouring communities, schools and public transport provision.

- 4.1.7 The Ardsley and Robin Hood ward members have endorsed the Rothwell Greenway scheme between Rothwell and Rodillian School and the further links planned between East Ardsley, Thorpe and the Heritage Village, all of which will help connect the local communities and provide safer, accessible routes for both pedestrians and cyclists.
- 4.1.8 As part of Connecting Leeds a programme of local consultation with the various local communities, general public and affected properties has taken place through WYCA's YourVoice platform for each individual scheme in the proposed package WYCA have produced a consultation report based on the online and in-person feedback. Whilst the response rate was modest there was general support for the ambition of the scheme and the overall improvement to public transport provision and pedestrian and cycling routes.
- 4.1.9 The Town Teams (action groups focussing on business engagement) in the Bramley, Harehills, Little London and Middleton areas have been appraised of these proposals and further engagement is envisaged as the projects evolve to delivery.
- 4.1.10 The Lincoln Green Priority Neighbourhood Team have been consulted on the Lincoln Green proposals and have provided feedback on numerous issues, which we will be addressing as part of the ongoing detailed design and engagement within the area. The team see the Lincoln Green proposals as a major improvement and investment for this priority neighbourhood/area and are fully supportive.
- 4.1.11 Emergency Services and the bus operators have been consulted on the individual schemes and generally support of the proposals. Comments have been received from the bus operators regarding the Bramley and Middleton schemes, all of which have been investigated and will be addressed in the detailed design process.
- 4.1.12 Network Rail and the Owlcotes Centre have been consulted on the proposals for the Pudsey scheme as part of the works involve third party land. Both parties are very supportive of the improvements and are working with the Council to achieve them.
- 4.1.13 Feedback from internal and external stakeholders has been reviewed by the project team and the individual scheme designs have been shaped to accommodate the comments received wherever possible.
- 4.1.14 Stage 1 and Stage 2 Road Safety Audits have been carried out on all seven schemes, with the feedback being reviewed by the project team and amendments made to the individual scheme designs where feasible.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 The scheme package contained within this report contribute 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, thus allowing access to the employment, leisure and retail offers from some of the most deprived parts of the city, all in line with the Leeds City Council's Best Council Plan 2018/19-2020/21 vision.

- 4.2.2 Accessible and safe public transport facilities and pedestrian and cycling routes open up opportunities to people with disabilities, older people and young people. Upgraded facilities create a safer environment for pedestrians and cyclists, and also have a strong impact in increasing the perceived level of safety for new, less confident or less capable cyclists by using suitable off highway links. Reducing the reliance on private car use will help contribute to an overall improvement in air quality and environmental impacts in the district by more people using sustainable and active modes of travel such as walking and cycling.
- 4.2.3 Removing some of the barriers of motorised traffic and improving off highway links and enabling more active travel has the potential to improve community integration through offering opportunities to mix and interact.
- 4.2.4 An Equality, Diversity, Cohesion and Integration Screening has been undertaken and both the positive and negative impacts associated with the schemes contained in this package of work are outlined in the Equality, Diversity, Cohesion and Integration Screening document - Appendix A attached to this report.

4.3 Council policies and the Best Council Plan

4.3.1 The proposals detailed in this report contribute to the cross cutting priorities of the Best Council Plan 2018/19 – 2020/21 including:

- **21st Century Infrastructure** – Improving transport connections, safety, reliability and affordability. Improving air quality, reducing noise and emissions.
- **Health & Wellbeing** – Reducing health inequalities and improving the health of the poorest the fastest. Supporting healthy, physically active lifestyles.
- **Inclusive Growth** – Supporting growth and investment, helping everyone benefit from the economy to their full potential.
- **Safe, Strong Communities** – Being responsive to local needs, building thriving, resilient communities.
- **Child-Friendly City** – Helping young people into adulthood, to develop life skills and be ready for work.

4.3.2 The proposals also contribute to the Leeds Transport Strategy (Interim) 2016:

- **Prosperous Leeds** – a transport system for Leeds that facilitates a prosperous, sustainable economy
- **Liveable Leeds** – support new opportunities for skills development and new and better jobs.
- **Healthy Leeds** – a transport system that has a positive effect on people's health and wellbeing and raises health and environmental standards across the city through the promotion of walking and cycling and the reduction of air pollution, noise and carbon emissions.

4.3.3 The proposals complement the transport objectives of the West Yorkshire Transport Strategy 2040:

- **People and Place** – put people first to create a strong sense of place – increasing access in a safe, inclusive way and encouraging walking and cycling for health and other benefits.

4.3.4 The West Yorkshire Transport Strategy 2040 also has targets for growing the number of journeys made by sustainable travel, including 300% more trips made by bicycle by 2027.

4.3.5 Policies of the West Yorkshire Transport Strategy 2040 include:

- 11** We will provide infrastructure on and off-road of the highest possible quality to provide safer and better journeys for cyclists, building on the step-change achieved by our City Connect programme including the Cycle Superhighway and canal towpath improvements.
- 28** We will provide strategic and local networks of high quality walking and cycling routes that are safe and convenient to use and provide access to town centres, local services and the wider public transport network, with enhanced cycle parking provision for joined up 'door to door' journeys

Climate Emergency

4.3.6 Transport is a major source of CO₂ emissions that contribute to climate change. Private cars emit around 130g of CO₂ per km in the UK, and travel around 8500 miles per year on average (13,600km). This represents an average annual emission of 1.8 tonnes of CO₂ per car.

4.3.7 A recent study has found that walking and cycling can replace around 41% of short car journeys. This would equate to an additional 5% reduction in total carbon emissions from cars across the city.

4.3.8 The proposals contained in this report therefore contribute to the Leeds target of 50% reduction in carbon emissions by 2030 by improving facilities for walking and cycling and encouraging these transport choices as an alternative to short (and longer) car journeys.

4.4 Resources, procurement and value for money

4.4.1 The £7.36 million, comprising of £5.81 million works costs, £1.21 million staff fees and £340,000 statutory undertakers diversionary costs, for the package of seven schemes in the Transport Hubs and Connecting Communities package is fully funded as part of Connecting Leeds programme from the previously approved £173.5 million Department for Transport Leeds Public Transport Investment Programme.

4.4.2 An Outline Business Case for the Transport Hubs Improvements and Public Transport Access schemes was approved by the West Yorkshire Combined Authority Programme Appraisal Team (PAT) on the 28th January 2019. The Full Business Case for the package of works was submitted to the Combined Authority in December 2019 and subsequently approved by the Programme Appraisal Team on the 23rd February 2020.

- 4.4.3 The schemes will be delivered under the Leeds City Council Term Contract for highway works, previously awarded through a competitive tender process.
- 4.4.4 Construction of these schemes is programmed to start in summer 2020 with completion expected in summer 2021.
- 4.4.5 Maintenance of the new infrastructure will be undertaken as part of Leeds City Council's ongoing annual Highway and Public Rights of Way maintenance programmes.

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

- 4.5.1 The package of Traffic Regulation Orders (TROs) to support the various projects will be reported to the Chief Officer (Highways & Transportation).
- 4.5.2 Advertisement of these TROs will take place in accordance with statutory procedures and any objections received, will be properly considered for each respective scheme as per the legal process.
- 4.5.3 The vast majority of the works are within the adopted highway and consequently can be delivered under the powers of Leeds City Council as the highway authority for Leeds. Those areas where works are to be undertaken on third party land, agreements and support for the works from those lands owners has been received to ensure delay is avoided for implementation.
- 4.5.4 This report is eligible for Call-In.

4.6 Risk management

- 4.6.1 The proposals outlined in this report offer improvements to public transport infrastructure, cycling and walking provision at various locations across Leeds and improve peoples' access to jobs and opportunities, bringing a major economic boost to the City and driving economic growth and value for the City Region. Approving these proposals will allow the benefits to the economy, air quality, health and road safety detailed above to be realised.
- 4.6.2 Funding risk is being managed within the overall funding envelope for the Connecting Leeds public transport package as whole with an element of works contingency provision contained within the specific package budget. Overall project assurance is provided by the Combined Authority under protocols agreed with the Department for Transport.
- 4.6.3 A detail risk register is being developed as part of the Full Business Case and will be updated throughout the life of the project. It is envisaged that the works will be delivered through the Council's term contract for highway works with a Design and Build approach. This allows early involvement of the contractor to identify any potential risk areas and therefore minimise risk during the delivery phase.
- 4.6.4 Extensive consultations and engagement minimises any reputational risk to the project from negative comments and/ or publicity.

5 Conclusions

- 5.1 The scheme package contained within this report contribute to a number of corporate policies and targets such as, improving the Inclusive Growth strategy, promoting equality of access and opportunity and allowing access to employment, leisure and retail offers from some of the most deprived parts of the city, providing accessible and safe public transport facilities and pedestrian and cycling routes, improving community cohesion and the overall improvement in air quality and environmental impacts in the district.
- 5.2 The lack of safe and attractive off highway links between local neighbouring communities and public transport provision, has been identified as a specific barrier in the Leeds Transport Conversation and these fully funded proposals will begin to address such an issue.

6 Recommendations

Members of the Executive Board are to:-

- a) Approve the package of seven schemes outlined in Section 3 of this report and shown on Drawing Nos. TM/00/321/01 to 07, to provide new or upgrade existing public transport facilities, to improve the waiting environment and travel information as well as improving walking and cycling links between public transport hubs and local communities;
- b) Give authority to incur expenditure of £7.36 million, comprising of £5.81 million works costs, £1.21 million staff fees and £340,000 statutory undertakers diversionary costs, to design and construct the proposed seven projects outlined in Section 3 of this report, all to be fully funded from Department for Transport grant administered by the West Yorkshire Combined Authority as part of the Connecting Leeds public transport programme;
- c) Note the Chief Officer (Highways & Transportation) to receive reports concerning all Traffic Regulation Orders as required, necessary for and related to the purposes of the schemes and to ensure progression of the same;

And to note:

- d) Construction of the scheme is programmed to commence in the Summer of 2020 for completion by Summer 2021; and
- e) That the Chief Officer (Highways & Transportation) will be responsible for implementation.

7 Background documents¹

- 7.1 None

¹ The background documents listed in this section are available to download from the council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

8 Appendices

8.1 Appendix A - Hub Improvements and Public Transport Access Schemes - Equality, Diversity, Cohesion and Integration Screening.

8.2 Transport Hub & Connecting Communities Scheme drawings:

- TM/00/321/01 – Bramley Bus Interchange
- TM/00/321/02 – Compton Road, Harehills
- TM/00/321/03 – Cottingley Estate, Beeston
- TM/00/321/04 – Lincoln Green/Mabgate
- TM/00/321/05 – Pudsey
- TM/00/321/06 to 6b – Middleton Park
- TM/00/321/07a to 7d – Rothwell & Robin Hood

Appendix A - 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
Lead person: Nick Borrás	Contact number: (0113) 37 87 497

1. Title: Transport Hubs – Public Transport Access Improvements
Is this a:
<input type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input checked="" type="checkbox"/> Other
If other, please specify

2. Please provide a brief description of what you are screening
<p>The Transport Hubs Improvements and Public Transport Access Schemes are a part of the Transport Hubs and Connecting Communities work stream within the Connecting Leeds Programme. This package of works will improve connectivity between Leeds Communities, the City Centre and key destinations by delivering upgrades to existing transport hubs, by creating new or upgrade existing facilities to improve the waiting environment and travel information offer as well as enhancing connections within and between other public transport hubs and communities by improving specific local walking and cycling links.</p> <p>This package of works is made up of the following schemes/locations:</p> <p><u>Bramley Bus Interchange – Public Transport Improvements</u></p> <p>The main proposals for this location are to:</p> <ul style="list-style-type: none"> ▪ Provide an improved waiting environment and facilities; ▪ Provide better travel information;

- Provide enhanced and safer pedestrian routes through the interchange;
- Allow bus only access into the interchange to further improve safety, enforced by violation cameras; and
- Provide segregated loading/servicing provision for the adjacent shops near the interchange.

Compton Road, Harehills – Public Transport Improvements

The main proposals for this location are to:

- Provide additional bus stop provision;
- Widen footways to provide a better environment for bus passengers; and
- Provide an enhanced bus stop and provision with real time information.

Cottingley Estate, Beeston – Public Transport Improvements

The main proposals for this location are to:

- Provide dedicated bus stop lay-bys at 7 of the 12 bus stops on the Cottingley Estate;
- Widen footways to provide a better environment for bus passengers;
- Provide an enhanced bus stop and provision with real time information; and
- Provide segregated loading/servicing provision for the local shops in the centre of the estate.

Lincoln Green – Walking & Cycling links

The main proposals for this location are to:

- Introduce a new, attractive style of street scene design to remove the dominance of the motor vehicle;
- Widen pavements to provide a more attractive environment;
- Enhance the environment by planting trees/shrubs/greenery
- Improve street lighting provision;
- Introduce one way systems to control traffic movement and provide an improved environment for pedestrians and cyclist;
- Improve general pedestrian links through the Cromwell's and the wider Lincoln Green community; and
- Signalise the Lincoln Green Road/Cherry Row junction to provide safe pedestrian and cycle crossing facilities.

Pudsey – Walking & Cycling links

The main proposals for this location are to:

- Provide a safe and convenient route for pedestrians and cyclists from the Town Centre to the rail station at New Pudsey.
- Enhance some of the local public footpath routes to make them more accessible and attractive to use for all.
- Enhance some of the pedestrian and cycle routes on third party land (Network Rail and Owlcotes Centre) to make them more accessible and attractive to use for all;
- Provide informal pedestrian crossing facilities on raised traffic calming features to

- assist crossing main roads; and
- Provide a strategic way finding signing strategy, to sign post the routes for pedestrian and cyclist to use between Pudsey town centre and New Pudsey railway station.

Middleton Park – Public Transport Improvements

The main proposals for this location are to:

- Provide improved public transport infrastructure with enhanced bus shelters, with real time information displays
- Provide a more accessible public transport provision particularly for the elderly and infirmed patrons; and
- Improve pedestrian routes to and from the local public transport provision by means of informal pedestrian crossing facilities and better quality pedestrian routes.

Rothwell & Robin Hood – Walking & Cycling links

The main proposals for this location are to:

- Enhance and widen the existing Rothwell Greenway to provide a continuous 3 metre wide route from Long Thorpe Lane (Rodillian School) to Haigh Road in Rothwell. This will provide, for the majority of its length, a car free and safe environment for residents and school children to travel through Rothwell;
- Provide a hard wearing all year weatherproof surface for the whole of the Greenway route and along sections of the various definitive footpaths and bridleways;
- To improve pedestrian and cycling routes from the existing Rothwell Greenway into Lofthouse, East Ardsley, Thorpe, Robin Hood, Middleton and Belle Isle;
- Introduce safe informal crossing points for all minor roads;
- Review and replace access barriers to deter motorcycle use where appropriate but provide access to disabled residents, adapted and family cycles;
- Re-grade ramped access to the Greenway and other ;
- Provide a shared footway/ cycle provision on Styebank Lane (between Haigh Road and Leeds Road) to facilitate a cycle link from the Greenway, over Leeds Road and beyond towards Skeltons Lake development, the City Centre, Temple Newsam and Garforth;
- Provide a strategic way finding signing strategy, to sign post the routes for pedestrian and cyclist use and promote the routes as suitable off highway links; and
- Improve street lighting provision at those locations where the pedestrian and cycling routes into Lofthouse, East Ardsley, Thorpe, Robin Hood, Middleton and Belle Isle run under the M1 motorway;

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).
<ul style="list-style-type: none"> • 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) <p>Consultation has/will take place with Ward Members, Emergency Services and various other stakeholders throughout the design process.</p> <p>Consultation has/will take place either directly via a series of briefing and public engagement sessions, direct leaflet drops, posters on the highway, on social media platforms and various advertisement notices during the detailed design stage.</p> <p>All comments received from every aspect of consultation and engagement will be duly considered prior to scheme implementation.</p> <p>The consultation and engagement for each individual scheme is as follows;</p>

Bramley Interchange

The public engagement ran from 16th September till the 14th October, with online advertisement and consultation via WYCA website.

An exhibition board was set up in Bramley Library on 16th September 2019 and a public consultation event was held at Bramley Community Forum on the 26th September 2019.

Compton Road, Harehills

The public engagement ran from 16th September till the 14th October, with online advertisement and consultation via WYCA website.

An exhibition board was set up in the Compton Centre on 16th September 2019 and a public consultation event was held at Compton Road Community Centre on the 1st October 2019.

Cottingley Estate

The public engagement will run from the 24 February 2020 till the 23 February 2020, with online advertisement and consultation via WYCA website.

Public consultation events are to be held at a local venue on the estate on a date to be confirmed.

An area wide leaflet drop will also be undertaken across the estate, including various local amenities as well as posters and notices being posted in the locality.

Lincoln Green/Mabgate area

The public engagement ran from 30th September till the 28th October, with online advertisement and consultation via WYCA website.

A public consultation event was held at Lincoln Green Community Centre on the 16th October 2019. Street notices were also posted throughout the Lincoln Green and Mabgate areas for the duration of the engagement period

Middleton Park

The public engagement will run from 4th November till the 2nd December, with online advertisement and consultation via WYCA website.

Public consultation events are to be held at the St Mary's Parochial Hall and the St George's Centre on the 20th November and 28th November 2019 respectively.

An area wide leaflet drop will also be undertaken across the residential area, including local schools, health centres and various local amenities as well as posters and notices being posted in the locality

Pudsey area

The public engagement ran from 16th September till the 14th October, with online advertisement and consultation via WYCA website

An exhibition board was set up in Pudsey Library on 16th September 2019 and flyering took place on the 24th September at Pudsey Station. A public consultation event was held at Pudsey Library on the 25th September 2019 with a further event being held at Pudsey Station on 2nd October 2019.

Rothwell Greenway

The public engagement run from the 7th February 2020 till the 9th March 2020, with online advertisement and consultation via WYCA website.

Public consultation events are to be held at various local venues across the Rothwell and Robin Hood areas on dates to be confirmed.

- **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)

Positive Impacts

- Provision of wider and resurfaced footpaths will provide a uniform surface which will benefit all pedestrian users especially those with mobility issues, parents with prams and the elderly.
- Greater independence and choice for children travelling to school
- Make it more pleasant to walk or cycle, encouraging a more healthy lifestyle
- Improve quality of life for the local community
- Widening of pedestrian refuges will benefit all pedestrians especially those with mobility issues, parents with prams, young and old people.
- By providing an informal crossing place on a traffic calming feature (flat topped road hump), the crossing itself is therefore at the level of the footway. This better enables those parents/ carers with pushchairs to cross, as well as those pedestrians using wheelchairs and those with limited mobility
- Providing an uncluttered environment which will benefit those with mobility issues.
- Improving the public transport arrangements will provide benefits for all pedestrians, especially those with mobility issues, in accessing the bus services which enables them to access local amenities and serve to increase public transport patronage.
- Crossing facilities include features which benefit disabled pedestrians such as dropped kerbs for wheelchair users and tactile paving to assist blind and partially sighted pedestrians.
- Formal crossing facilities include features which benefit disabled pedestrians such as dropped kerbs for wheelchair users and tactile paving to assist blind and partially sighted pedestrians. Signal controlled crossings also have tactile and audible signals corresponding to the 'green man' phase.
- Provision of dedicated parking laybys will remove the need for motorists to park indiscriminately obstructing the footway. This will benefit all pedestrians, particularly those in wheelchairs, with mobility issues and parents with pushchairs.
- Increased greenery, trees and landscaping in the whole area
- Improving the streetscape along Mabgate, Cherry Row and Lincoln Road which will provide an uncluttered environment that is designed to give pedestrians and cyclist more of the available road space. This will improve road space for those with mobility issues, parents with prams, young and old people.

- Changes to the traffic management in the Mabgate/Lincoln Green area by the provision of 'one way' traffic flows will provide a safe environment for all pedestrians as vehicular traffic will only be approaching on one direction and therefore making it easier for pedestrians to cross the road.
- Changes to the streetscape in the Mabgate/Lincoln Green area will provide a wholly new footway / carriageway surface along various roads within the scheme that will provide a uniform surface which will benefit all pedestrian users especially those with mobility issues, parents with prams and the elderly.
- Improved lighting along various roads will improve the environment for all road users especially those with mobility issues and those who are partially sighted.
- Providing widened footways which will benefit all pedestrian road users and improve the access to bus services.
- Providing designated crossing points within the bus interchange which will be DDA compliant.
- Providing an uncluttered environment which will benefit those with mobility issues.
- Provision of a loading and parking facilities will remove on-street loading and thereby improving visibility sightlines for all road users. This will also remove the need for motorists to park indiscriminately obstructing the footway, thus benefitting all pedestrians, particularly those in wheelchairs, with mobility issues and parents with pushchairs.

Negative Impacts

- Traffic calming features will have an impact on drivers with some believing they damage vehicles and cause delays in journey times.
- Increases future maintenance costs, particularly for raised features e.g. road humps, road markings.
- Loss of green space and the removal of trees which may have a negative impact on the streetscape
- Introduction of 'one-way' traffic flows on certain road maybe be perceived a negative for some vehicular road users as it may impact on their traditional traffic routes
- Wider footways will reduce the carriageway width which may be perceived as a negative by some drivers.
- Reduced carriageway width which some drivers may perceive as a negative.

<ul style="list-style-type: none"> • Actions (think about how you will promote positive impact and remove/ reduce negative impact) • The loss of green space can be mitigated by the provision of additional greenery, trees and landscaping within the scheme limits • The reduction of carriageway width and widening of footways should not impact on drivers as the remaining width will still be sufficient and to relevant design standards • The traffic calming will be designed and introduced to current standards and guidance • The effects of any change in the highway network will be monitored following completion and if changes are deemed necessary then these will be considered.

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:	4 February 2020
Date to complete your impact assessment	4 February 2020
Lead person for your impact assessment (Include name and job title)	Nick Borrás, Principal Engineer

6. Governance, ownership and approval		
Please state here who has approved the actions and outcomes of the screening		
Name	Job title	Date
Nicholas Hunt	Traffic Engineering Manager	4 February 2020
Date screening completed		4 February 2020

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