

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

**Date: 28 July 2020**

**Subject: City Connect Phase 3: Dewsbury Road, Leeds – Cycle Superhighway**

**Capital Scheme Number : 33113 / CCA / 000**

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

**Summary**

**1. Main issues**

- 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 Dewsbury Road scheme and to approve the delivery of the works on site, including Traffic Regulation Orders and the exercise of statutory powers. This report details these matters and seeks the necessary approvals for the Dewsbury Road scheme.

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

- These projects will improve cycling and walking connectivity into the city centre, allowing access to the employment, leisure and retail offers from some of the most deprived parts of the city, in line with the Leeds City Council’s Best Council Plan 2018/19-2020/21 vision to be a city that is “compassionate and caring with a strong economy, which tackles poverty and reduces inequalities”.

### **3. Resource Implications**

- All costs associated with this report will be met from the CityConnect 3 project budget approved by Executive Board and the West Yorkshire Combined Authority's Project Assurance Team and entirely funded from the West Yorkshire Combined Authority's City Connect programme.

### **Recommendations**

#### Chief Officer (Highways & Transportation)

- a) The Chief Officer is requested to:
- i) Note and approve the final layout of the Dewsbury Road scheme as shown on the attached Drawings Nos TM/00/470/01/01 & 02;
  - ii) Give authority to issue the works to contractor and to construct the scheme as shown.
  - iii) Note that the scheme, valued at £2.22M, is to be wholly funded from West Yorkshire Combined Authority's City Connect programme as previously approved by Executive Board and by WYCA.
  - iv) Request the City Solicitor to advertise Traffic Regulation Orders as detailed on Drawing No TM/00/471/TRO/01 and, subject to no objections being received, to make and seal the orders as advertised; and
  - v) approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway shown on attached Drawing No TM/00/471/TRO/01 as proposed cycle tracks are removed and that following the removal of the footways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 for segregated or shared joint use by pedal cyclists and pedestrians.

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

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

### **2. Background information**

- 2.1 The West Yorkshire Combined Authority's CityConnect programme is a well-established part of the Transport Fund, providing improvements to cycling and walking across West Yorkshire.
- 2.2 On 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 Dewsbury Road scheme, the delivery of the works on site and to grant authority to advertise Traffic Regulation Orders and create cycle tracks under Section 65 and 66 of the Highways Act 1980.

### **3. Main issues**

- 3.1 The Dewsbury 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 segregated 3m wide duo-directional cycle track on the south eastern side of Dewsbury Road, linking the southern part of the city centre, including the Southbank area, with the Beeston, Holbeck and Middleton areas.
- 3.3 The Dewsbury Road scheme will provide the missing link from the City Centre, to such recreational facilities as the South Leeds Stadium, John Charles sports centre, Middleton Park Equestrian Centre and the new Bike Park at Middleton. Dewsbury Road will also provide a key element for the longer term cycling ambition, with further links towards the White Rose centre, Morley and Dewsbury.
- 3.4 The final design has taken into account consultation with major stakeholders and conforms to current design standards and the Chief Officer is asked to note the current design and approve the delivery of the scheme as the remaining element of the CityConnect Phase 3 project.
- 3.5 A Stage 1 and Stage 2 Road Safety Audits have been completed and accepted by the Overseeing Organisation. A Stage 2 Safety Audit made several recommendations which have been subsequently included in the final design.
- 3.6 A Traffic Regulation Order is required to support the delivery of the Dewsbury Road route the details of which detailed on attached Drawing No TM/00/471/TRO/01 and comprises:
- A No Motor Vehicle Parking or Loading on Footway on Cycle Track restriction on all parts of the new infrastructure;
  - The introduction of new lengths of No Waiting At Any Time restrictions (double yellow lines) at various locations along Dewsbury Road and Harlech Road; and
  - Revocation of an existing waiting restrictions on parts of Dewsbury Road between Allenby Road and Westland Road.

- 3.7 All three City Connect Phase 3 schemes all include segregated cycle tracks. These tracks are physically separated from the footway and carriageway. Cycle tracks within the public highway are created by a highway authority under sections 65 and 66 of the Highways Act 1980.
- 3.8 There are short areas of shared use within the scheme, primarily around pedestrian crossings and bus stops, and these are detailed on the attached Drawing No TM/00/471/TRO/01.

#### **4. Corporate considerations**

##### **4.1 Consultation and engagement**

- 4.1.1 The Executive Member (Climate Change, Transport & Sustainable Development) has been briefed on the full City Connect 3 package and supports the project
- 4.1.2 Consultation with Beeston & Holbeck Ward Councillors was undertaken in December 2019, who all responded in support of the improved cycling facilities. Discussions have continued throughout the design process to keep Ward Councillors up to date with progress.
- 4.1.3 A consultation was completed by WYCA's CityConnect team and was detailed in the Executive Board report
- 4.1.4 Specific consultation with affected frontages was undertaken in December 2019 and detailed discussions have been held to revise the design to address individual concerns.
- 4.1.5 Specific consultation was undertaken in June 2020, with the Beeston Forum and detailed discussions have been held to address individual certain elements of the design.
- 4.1.6 More detailed TRO consultation will be carried out in conjunction with the legal advertisements and objections will be captured as part of the overall objection process.

##### **4.2 Equality and diversity / cohesion and integration**

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

##### **4.3 Council policies and the Best Council Plan**

###### Climate Emergency

- 4.3.1 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 Dewsbury Road scheme to be constructed and for these benefits to be realised.

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

4.4.1 All costs for this project are to be met by the West Yorkshire Combined Authority through their CityConnect programme as part of the Transport Fund.

4.4.2 Executive Board approved expenditure of £6.14M for the three schemes in November 2019.

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

4.5.1 This report is not eligible for Call-In.

#### **4.6 Risk management**

4.6.1 A risk register has been developed for the three schemes forming the overall project and is maintained and reviewed by the project team.

4.6.2 Risks and issues are reported to both City Connect Project and Programme Boards through monthly highlight reports.

### **5. Conclusions**

5.1 Approval of this report will allow the Dewsbury Road scheme to progress to TRO advertisement and delivery on site of a segregated duo-directional cycle track.

5.2 Any unresolved objections to the TROs will be reported to the Chief Officer in a further report.

### **6. Recommendations**

#### Chief Officer (Highways & Transportation)

b) The Chief Officer is requested to:

- i) Note and approve the final layout of the Dewsbury Road scheme as shown on the attached Drawings Nos TM/00/470/01/01 & 02;
- ii) Give authority to issue the works to contractor and to construct the scheme as shown.
- iii) Note that the scheme, valued at £2.22M, is to be wholly funded from West Yorkshire Combined Authority's CityConnect programme as previously approved by Executive Board and by WYCA.
- iv) Request the City Solicitor to advertise Traffic Regulation Orders as detailed on Drawing No TM/00/471/TRO/01 and, subject to no objections being received, to make and seal the orders as advertised; and
- v) approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway shown on attached Drawing No TM/00/471/TRO/01 as proposed cycle tracks are removed and that following the removal of the footways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways

Act 1980 for segregated or shared joint use by pedal cyclists and pedestrians.

**7. Background documents<sup>1</sup>**

7.1 N/A

**8. Appendices**

8.1 Appendix A - Equality, Diversity, Cohesion and Integration Screening

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<sup>1</sup> 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.

## 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.

<b>Directorate: City Development</b>	<b>Service area: Highways &amp; Transportation</b>
<b>Lead person: Nick Borrás</b>	<b>Contact number: 37 87497</b>

<b>1. Title: City Connect 3: Dewsbury Road, Leeds</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 Dewsbury Road, which connects the southern part of the city centre (Southbank) with the Beeston, Holbeck and Middleton areas, including such recreational facilities as the South Leeds Stadium, John Charles sports centre, Middleton Park Equestrian Centre and the Middleton Bike Park.</p> <p>The Chief Officer (Highways &amp; Transportation) has been requested to approve the project for delivery, note the final design and the scheme costs and approval the advertisement of a TRO.</p>

### 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"> <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**.

### 4. Considering the impact on equality, diversity, cohesion and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **How have you considered equality, diversity, cohesion and integration?** (**think about** the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)

The project offers opportunities to make significant improvements to both the cycling and pedestrian provision along the Dewsbury Road corridor and provide a suitable link to such recreational facilities as the South Leeds Stadium, John Charles sports centre, Middleton Park Equestrian Centre and the Middleton Bike Park. The project provides a dedicated continuous cycle route as well as improved pedestrian facilities to cater for this demand.



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

- **Key findings**

**(think about** any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

The project provides a segregated duo-directional cycle facility which allows 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.

**5. If you are not already considering the impact on equality, diversity, cohesion and integration you will need to carry out an impact assessment.**

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

**6. Governance, ownership and approval**

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

Name	Job title	Date
Nick Hunt	Traffic Engineering Manager	10 <sup>th</sup> July 2020

<b>Date screening completed</b>	10 <sup>th</sup> July 2020
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**7. Publishing**

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

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

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

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

For Executive Board or Full Council – sent to <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: