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**Report to the Chief Officer, Highways & Transportation**

**Date: 16 June 2020**

**Subject: LEEDS PUBLIC TRANSPORT INVESTMENT PROGRAMME (LPTIP); CITY CENTRE GATEWAYS (THE HEADROW GATEWAY & INFIRMARY STREET GATEWAY) - Authority To Advertise (Draft) Traffic Regulation Orders (TRO's)**

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, name(s) of ward(s): Little London & Woodhouse & 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 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: N/A	

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**Summary**

- General traffic flows in the city centre currently present significant barriers to bus punctuality, cycling and pedestrian movements. In addition, many streets outside the pedestrianised (shopping) core have narrow footways that are generally busy and have well-used bus stops. The public realm/green space offer is lacking in certain areas of the city centre.
- On behalf of the Connecting Leeds partnership and as part of the Leeds Public Transport Investment Programme (LPTIP), significant improvements on major routes in the city centre are proposed, including bus, pedestrian and cycling infrastructure along with new and enhanced public realm areas. These are to be delivered by way of three major Gateway schemes in conjunction with other core city centre enhancement/improvement/development works. This report deals with The Headrow Gateway (THG) and Infirmary Street Gateway (ISG) schemes.
- Proposals have been developed to provide bus priority measures, throughout the length of the Gateway, in addition to significantly enhancing the footway widths, and providing segregated cycling facilities. A key element of this in a congested city centre area will be the implementation of Traffic Regulation Orders, which will allow city centre trading to flourish, while meeting the objectives of the scheme. Currently there are a number of access only orders on the Headrow which can only be enforced by

the Police, and the new measures will replace those with Orders that are camera enforceable.

- Executive Board approval has been previously obtained, for the principle and the funding of the scheme in April 2019, and technical approval for the proposals were obtained from Highways Board in July 2019 for the Headrow, and in June 2020 for Infirmary Street.
- The Traffic Regulation Orders (TROs) will introduce new bus gates, extended waiting and loading restrictions, relocated loading bays, taxi ranks, disabled and motorcycle parking. The revocation of some existing Pay & Display parking bays in order to accommodate these proposals is also required, and has been discussed with Parking Services.
- The affected streets for the THG scheme are The Headrow, Park Lane, Westgate, Park Street, Park Square West & East, Oxford Row, Oxford Place, Park Cross Street, Calverley Street, Victoria Square, Cookridge Street, Great George Street, Dudley Way, St. Anne's Street, Albion Street, King Charles Street, Dortmund Square, Lands Lane, Briggate, New Briggate, Mark Lane, Harrison Street, Merrion Street, Merrion Place, North Street, Vicar Lane, Templar Street, North Court, Edward Street, Lady Lane and Eastgate
- The affected streets for the ISG scheme are Park Row, South Parade, Bedford Street, Greek Street, Russell Street, Bond Street, Bond Court, Infirmary Street, Wine Street, St Pauls Street, King Street, East Parade, City Square, Quebec Street and Boar Lane.

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

- The scheme follows the Best Council Plan 2019/20 – 2020/21 priorities by contributing to:
  - Inclusive growth (supporting growth and investment, helping everyone benefit from the economy to their full potential)
  - Sustainable infrastructure (improving transport connections, safety, reliability and affordability; improving air quality, reducing pollution and noise)
  - Child-friendly city (enhancing the city now and for future generations)
- The LPTIP projects will also contribute to the objectives of the Local Development Framework, Leeds Core Strategy, Local Transport Plan, emerging West Yorkshire Combined Authority (WYCA) Transport Strategy and the Strategic Economic Plan.

## **2. Resource Implications**

- LPTIP is to be funded as part of the £183.3 million package between the Department for Transport (DfT) and WYCA.

## Recommendations

The Chief Officer, Highways & Transportation is requested to:

- a) Approve the design and implementation of the proposed draft TROs for both The Headrow Gateway (THG) and Infirmary Street Gateway (ISG) projects to allow for progression of the scheme;
- b) Request the City Solicitor to advertise the draft TROs as shown in Appendix B, and if no valid objections are received, to make, seal and implement the Orders as advertised.

### 1. Purpose of this Report

- 1.1 This report seeks to obtain approval to advertise the draft TROs associated with THG and ISG schemes, and if no objections are received to make, seal and implement the orders as advertised.

### 2. Background Information

- 2.1 In December 2016 Executive Board agreed the submission of a Strategic Outline Business Case for the Leeds Public Transport Investment Programme (LPTIP) to DfT for £183.3m for public transport:

- a world-class connected city, that allows seamless end to end public transport journeys internationally, nationally, regionally and locally;
- an ambitious city, that attracts and plans for inclusive growth;
- a smart city that embraces innovative technology to efficiently use, manage and maintain the transport network;
- a people-focused city, with well-connected neighbourhoods and a city centre that's easily accessible for everyone; and
- a healthy city, that allows more people to walk, cycle and be more active, with reduced traffic and emissions to create cleaner air.

This was also aligned with the objectives of the Leeds Interim Transport Strategy which was also approved in autumn 2016. This approach and these objectives were ratified by the Leeds Transport Conversation, which found there was real appetite from the general public to develop such proposals.

- 2.2 In June 2017 the Executive Board approved £15.3m of expenditure to progress LPTIP schemes, including £2.9m for progressing the City Centre Gateways. Subsequent approvals have been obtained for the funding for the two schemes from Executive Board, in May 2020, and technical approval has been obtained by Delegated Decision at Highways Board in June 2020 for the Headrow and in May 2020 for Infirmary Street, and further details are available within these Reports
- 2.3 In brief The Headrow is the main east west corridor in the city centre that fronts Leeds Town Hall and through the heart of the retail area. It is one of many public transport arrival points located in iconic streets with a strong historic, cultural and architectural background. These arrival and departure points should link to Leeds City Railway Station and reflect our 'Best City' aspirations, enhance the public realm and improve the customer experience. Simplifying the road layouts to reduce congestion,

upgrading the pedestrian environment, improving signage and legibility and redesigning bus stop infrastructure is proposed at these key gateway locations.

2.4 Infirmary Street and Park Row are major routes for both buses and pedestrians in Leeds City Centre and a key interchange between the Leeds Railway Station and city-wide bus services. The streets are also home to a range of important financial, hospitality and cultural buildings. The proposed scheme will deliver considerable improvements to bus infrastructure, public realm, pedestrian and cycling infrastructure. The proposed scheme should significantly reduce delays, improve bus reliability and improve public and alternative transport facilities.

2.5 The TRO Drawings are contained in Appendix B.

### **3 Main Issues**

3.1 The Gateway schemes seek to address and implement the following:

#### Bus Priority

- Extending the bus-only route from Westgate (including cyclists and hackney carriages) through The Headrow and Vicar Lane is proposed during the hours of 7am-10am and 4pm-7pm to ensure services flow efficiently and general motor traffic is reduced. These hours are proposed so that businesses within the restrictions can continue to operate efficiently by being able to load/unload during the inter-peak periods i.e. 10am-4pm and 7pm-7am.
- To protect certain sensitive areas, some bus gates will operate from 5am until 10pm in the evening; however in order to ensure the night-time economy can be served, the proposals look to avoid any 24 hour restrictions wherever possible.
- Bus enforcement measures (predominantly bus gates) will be introduced at key locations in both directions from Westgate to Eastgate and on Vicar Lane from its junction with Eastgate to ensure bus priority. Vicar Lane will be made two-way and New Briggate will be closed to buses and general traffic with the exception of loading between midnight at 10.30am.
- It is proposed that Infirmary Street will return to bi-directional travel for buses, cycles and hackney carriages. This ensures the proposals complement the future planned closure of City Square to general motor traffic whilst maintaining public service vehicle connectivity.
- Park Row is proposed to run in a southbound only direction from its junction with The Headrow and South Parade and from its junction with Russell Street to Infirmary Street, with priority given to buses and public service vehicles through the introduction of bus gates in these areas. It is also proposed to introduce a bus lane on Infirmary Street, east of its junction with Wine Street, to prevent its use by general through traffic and ensure bus priority.
- The scheme proposes to replace Access-Only orders which are only enforceable by the Police Service with Bus Only orders, which would allow enforcement to be operated by the Leeds City Council Parking Service using Bus Enforcement cameras.

- Traffic signalised junctions are proposed to be upgraded with adaptive technology systems, allowing real time changes to be made to reduce traffic waiting times and allow a greater level of priority for buses.

### Hackney Carriages

- In considering a proposed new layout, results from the Unmet Demand Survey carried out in March 2018 have been used to inform the proposals.
- Although the Unmet Demand Survey indicated that of the existing 49 Hackney Bays within ranks, within the scheme area of the Headrow, as few as 24 would meet the immediate needs of the Headrow. Through a series of meetings all through 2019 with both representatives of the Hackney trade and the Accessibility & Usability Group (AUAG), a final number of 39 of Bays within Ranks was agreed.
- These included the retention of the popular and well-used rank on Dortmund Square which involved a number of design revisions, is to remain and new bays are proposed additionally on Merrion Street and Vicar Lane.
- No overall loss of existing Hackney rank occur on the Infirmary St/Park Row scheme, with a Rank adjacent to City Square moving to the Bar & Restaurant area on Park Row.
- Hackney carriages will continue to be permitted access via the new bus gates and bus lanes.

### Private Hire

- The scheme looks to ensure as far as possible that 24-hour restrictions are avoided to ensure that the night-time economy can be serviced.
- All sections of the Headrow, will be accessible to the Private Hire trade, between 22.00 and 5.00

### Disabled Badge Holder Only Bays

- There has been a need to re-locate Disabled Badge Holder Only Bays across the scheme. However they have been re-located to adjacent locations, often in locations which provide better access to facilities.
- Where we have had to relocate Disabled Badge Holder Only Bays, we have ensured they are re-provided in locations that are conveniently located for onward journeys to various parts of the city centre core; in doing so, we have sought to minimise the distance between the new locations of Blue Badge Holder Only Bays and key city centre attractions.
- Overall, we have provided more new Disabled Badge Holder Only Bays than we have replaced, so there is a net gain of such bays across the scheme area. We have also provided new Blue Badge Bays on South Parade, a part of centre core where there were previously no such bays, which will make this area more accessible to Blue Badge Holders.

### Cycling

- Segregated cycling facilities will be created through Westgate, The Headrow, Cookridge Street, and New Briggate up to the North Street junction which then flows into Vicar Lane and also extends further into Templar Street.
- A key north/south route between the City Station and the Universities will be created through the installation of a combination of segregated and unsegregated cycling facilities, including on Cookridge Street adjacent to the new Public Realm proposals.
- Cyclists travelling northbound from Wellington Street and the City Station will join a segregated northbound contraflow cycle lane from the existing cycle facilities on City Square/Quebec Street. The segregated route will continue from the junction of Infirmary Street/Park Row until the junction of Russell Street/Park Row and between Bedford Street and South Parade. Cyclists will travel with traffic between Russell Street and Bedford Street.
- Southbound cyclists will join a bi-directional segregated cycle route on the western side of Park Row from proposed facilities on The Headrow and Cookridge Street and continue down Park Row to South Parade. From South Parade, southbound cyclists will enter the carriageway via an advanced stop line and travel with traffic.

#### General Traffic Restrictions

- Time restricted servicing arrangements are proposed to be introduced in order to reduce general traffic volumes. This will not reduce the current level of servicing available to local businesses and access provision to private parking arrangements will be maintained.
- Waiting and loading restrictions are proposed to continue alongside the bus gates to prevent obstructive parking and to keep the carriageways clear for traffic. Loading bays and restrictions are to be aligned with the proposed bus gate operation times and existing restrictions that are already in place in the affected areas.
- It is proposed as far as possible not to have any 24-hour restrictions, to allow the night time economy to be serviced.

## **4 Corporate Consideration**

### **4.1 Council Policies and the Best Council Plan**

4.1.1 The anticipated benefits of using the Connecting Leeds funding to create improvements to the Leeds transport network has the potential to contribute to the vision for Leeds to be the best city in the UK and the following Best Council Plan 2019/20 to 2020/21 priorities:

- Inclusive growth (Supporting growth and investment, helping everyone benefit from the economy to their full potential);
- Sustainable infrastructure (Improving transport connections, safety, reliability and affordability; Improving air quality, reducing pollution and noise); and

- Child-friendly city (Enhancing the city now and for future generations).

4.1.2 The Connecting Leeds funded projects will also contribute to the objectives of the:

- Our Spaces Strategy which promotes the creation of world class, inclusive and vibrant public realm;
- Inclusive Growth strategy which identifies 21<sup>st</sup> century infrastructure as one of the 12 big ideas;
- HS2 Growth;
- West Yorkshire Transport Strategy;
- Leeds Integrated Station Masterplan;
- City Region Connectivity; and
- Leeds Living.

## **4.2 Consultation and Engagement**

4.2.1 Ward Members have been involved throughout the project, through regular updates, briefings and attending events. A further update was sent to them on May 1<sup>st</sup> regarding the advertising of the TRO's and to date no comments have been received.

4.2.2 Police, Fire & Ambulance: After the initial wide scale consultation on the proposals of which the Emergency Services were one element, they were subsequently offered a separate briefing, which occurred. They have subsequently been consulted again on May 1<sup>st</sup> regarding these specific proposals, and to date no comments have been received.

4.2.3 The Hackney Carriage representatives were engaged at a series of monthly meetings between February and October 2019, and after a series of challenging meetings, proposals were agreed, and this included joint meetings with the Access & UseAbility Group (AUAG).

4.2.4 The AUAG have separately also received a number of separate briefings about the broader proposals. The Access Officer has worked closely with members of the AUAG, to ensure the two new areas of Public Realm (Cookridge Street and New Briggate) meet their requirements and our own duties under the Equality Act.

4.2.5 The Private Hire Operators and Drivers have been consulted through the regular briefings organised by the Licensing section. Some concern regarding the enforcement elements of the scheme was voiced, although no specific comments were received.

4.2.6 The initial proposals were discussed at length with the Leeds Cycling Forum and in more detail with the Leeds Cycling Forum (Design) Sub-Group. The proposals with specific reference to the Traffic Regulation orders have subsequently been reviewed again with the Sub-Group, and the elected member Active Travel Lead.

- 4.2.7 Internal consultations on the proposals have been undertaken throughout the development of the scheme and this continues as it is finalised. Weekly Design Development and Detailed Design meetings have been held, and continue to be held, with key internal stakeholders from within the Service and City Development, and also the Development and Delivery Partner. Consultation is ongoing with WYCA Bus Network Planners and bus operators to ensure the scheme realises the bus network benefits.
- 4.2.8 Key stakeholders were identified with approximately 150 directly affected businesses consulted and engaged with from January onwards. A consultation phase ran from 11<sup>th</sup> March through to 12<sup>th</sup> April 2019 and a drop-in event was held on 20<sup>th</sup> March at Leeds Art Gallery.
- 4.2.9 Feedback has been positive, but inevitably some concerns have been raised by businesses with regards to their loading/unloading abilities and taxi associations regarding the potential loss of some taxi ranks. The design has incorporated amendments arising out of this process in an effort to accommodate as many needs as possible. Further engagement is planned during the ongoing development of the scheme.
- 4.2.10 The Transport Conversation has continued through the development of:
- A 'Connecting Leeds' Communications and Marketing Plan aimed at raising public awareness of Leeds' transport ambitions and the wide role connectivity plays in assisting inclusive economic growth for the city and Leeds City Region, improving health, greater social mobility through education, training and employment, and supporting independent lifestyles;
  - A bi-monthly Cross-Party meeting chaired by the Leader of the Combined Authority, has had early sighting and involvement in the schemes as they progress;
  - Reporting and presentation to all 10 Community Committees (Transport sub committees and Forums) in late autumn 2017. Discussing the results of the Transport Conversation relating to their area and progression of both the LPTIP and other transport improvements proposed or on-going for that area;
  - The development of a phased programme of co-investment with other partners including identifying early wins with a clear narrative and story board of how these improvements would contribute to Leeds as a 'Best City' by 2030.

### **4.3 Equality and Diversity/Cohesion and Integration**

- 4.3.1 The LPTIP-funded programmes were developed from the Leeds Transport Conversation and extensive engagement with a wide range of groups such as Voluntary Action Leeds, Child Friendly Leeds, BME Hub, Disability Hub, LGBT Hub, Leeds Society for the Deaf and Blind, Physical and Sensory Impairment (PSI) Network, Women's' Live Leeds, Elderly Action groups and various groups representing accessibility and usability.



- 4.3.2 Leeds Involving People (LIP) are a key partner in ensuring that seldom heard groups are involved in shaping a transport strategy for Leeds that is inclusive and meets the needs of individuals, communities and the city. Through their involvement, multiple Seldom Heard Group workshops were undertaken throughout 2018 as part of the overall LPTIP proposals. This will continue forward in 2019.
- 4.3.3 From previous engagement and consultation, it is evident that transport has the potential to have a differential impact on equality groups with particular regard to gender, disability, race, age, younger and older people. Equality screening has taken place with key stakeholders, prior to consultation and engagement, to ensure actions are taken to highlight the positive impacts and reduce the negative impacts.
- 4.3.4 An individual Equality Screening form has been completed for these proposals to ensure due regard to equality issues. This is in Appendix A.

#### **4.4 Council Policies and Best Council Plan / Climate Emergency**

- 4.4.1 Areas of Leeds will form part of the Clean Air Zone (CAZ) with a greater emphasis placed on promoting healthier lifestyles and modal shift. This programme seeks to reinforce the CAZ objectives by facilitating the removal of through traffic from the city centre, improving air quality around Leeds Railway Station and City Square. The programme will be developed alongside the Leeds Public Transport Investment Programme to build on aims to improve the reliability and patronage of public transport options and provide the infrastructure for greener modes of travel. It also aligns with emerging local and transport strategies to deliver a healthy and greener Leeds as outlined in the Leeds Transport Strategy and the Cycling Starts Here Strategy.
- 4.4.2 By improving facilities for cyclists within the city and providing links to existing and proposed cycle superhighways on Wellington Street and Meadow Lane, it is anticipated that the scheme will encourage modal shift from private car to cycling. This is expected to result in a reduction in greenhouse gas emissions. The anticipated reduction in car usage will also have a beneficial impact on air quality.
- 4.4.3 There will be some unavoidable negative effects during construction, such as embedded carbon involved with materials, construction traffic etc. Leeds City Council will work with the Contractor to explore opportunities to reduce carbon emissions in line with the Council's climate emergency targets and will advise on this and the details of any measures they take to minimise carbon emissions, including effectively managing waste and transporting plant and goods through recycling of materials.
- 4.4.4 The scheme seeks to deliver an increase in green planting and bio-diversity within the local area and will complement the aforementioned proposals and future proposals on City Square.

#### **4.5 Resources, Procurement and Value for Money**

- 4.5.1 Funding approval was obtained for the scheme from the Executive Board in April 2019.

#### **4.6 Legal Implications, Access to Information and Call-In**

- 4.6.1 Permanent TROs are subject to The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## **4.7 Risk Management**

- 4.7.1 The schemes will be assured through the WYCA framework set up for the West Yorkshire Transport Fund, already approved by the Department for Transport. Progression through this assurance process in a timely manner is necessary in order to avoid delays to the overall programme delivery.
- 4.7.2 A Programme Board has been established to manage delivery of the Programme with Package Boards responsible for each package. Risks are actively managed through these Boards.
- 4.7.3 Progression of the proposals are dependent on the level and type of objection the scheme may receive.

## **5 Conclusions**

- 5.1 The proposals described in this report will make a significant contribution to the attainment of the LPTIP targets of doubling bus patronage while increasing the quality of life of people living, working and visiting the city and contribute to its on-going growth and economic success. The works will also create the infrastructure to enable the continuation of public transport services and Clean Air Zones throughout the city centre to improve the amenities of the area.

## **6 Recommendations**

The Chief Officer, Highways & Transpiration is requested to:

- a) Approve the design and implementation of the proposed draft TROs for both The Headrow Gateway (THG) and Infirmary Street Gateway (ISG) projects to allow for progression of the scheme;
- b) Request the City Solicitor to advertise the draft TRO's as shown in Appendix B, and if no valid objections are received, to make, seal and implement the Orders as advertised.

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

- 7.1 None.

## **8 Appendices**

Appendix A Equality Impact Screening Assessment for the proposals on The Headrow, Infirmary Street and Park Row

Appendix B TRO Drawings

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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.

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: Gary Pritchard</b>	<b>Contact number: 0113 3787506</b>

<b>1. Title: LEEDS PUBLIC TRANSPORT INVESTMENT PROGRAMME (LPTIP); CITY CENTRE GATEWAYS (THE HEADROW GATEWAY &amp; INFIRMARY STREET GATEWAY) - Authority To Advertise (Draft) Traffic Regulation Orders (TRO's)</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>		

## 2. Please provide a brief description of what you are screening

The screening focuses on a report to the Highways and Transportation Board requesting authority to advertise and implement the Traffic Regulation Orders for THG and ISG schemes as part of the LPTIP project.

## 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 and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

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)

Consultation on the proposals have been undertaken as part of the stakeholder engagement process and through meetings with the disability action groups and the taxi trade. Statutory consultees such as Ward Members and emergency services have also been kept informed and opportunities for all members of the public have been made to send comments online via the Connecting Leeds website.

- **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:**

- The bus gates will improve the flow of traffic and time-keeping for public services whilst increasing bus patronage simultaneously as the proposals encourage their use rather than using private vehicles;
- Overall there is an increase in parking spaces available specifically for Blue Badge holders;
- Air quality will improve through reduced general traffic accessing the area;
- Road safety for non-road users such as pedestrians and cyclists will improve through the partial closure of Cookridge Street and New Briggate, wider footways, segregated cycle ways and wider crossings so they can take priority in the area;
- The proposed 20mph zone will reduce speeds in the area, which also improves road safety;
- Loading facilities are to be provided for businesses off the main carriageways so as to allow the free-flow of traffic whilst enabling businesses to continue with their deliveries on The Headrow and its adjoining streets;
- Taxi ranks are proposed in the vicinity to compensate for the loss of other ranks;

- Motorcycle bays are to be relocated on Oxford Place at the same length as the bay that is proposed to be removed on Cookridge Street, therefore no spaces are set to be lost as part of this scheme.

**Negative Impacts:**

- General traffic will be unable to access restricted roads in the form of bus gates during prescribed hours and alternative routes to get to a destination may take longer;
- Bus routes would have to use Boar Lane, Mill Hill and Bishopgate Street in order to access Wellington Street, as opposed to currently using the junction with Park Row due to the proposed one-way system at this location;
- The removal of Pay & Display bays within the scheme will reduce the amount of parking opportunities for motorists in a currently well used facility;
- Businesses who prefer to have deliveries during peak hours would no longer have the ability to do so where the bus gates are in place.

- **Actions**

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

The scheme will be monitored and should the circumstances require it then adjustments to the TRO can be made to assist promoting positive impact.

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

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

**6. Governance, ownership and approval**

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

Name	Job title	Date
Gary Pritchard	Senior Traffic Engineer	07/05/2019

**7. Publishing**

This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.

Please send a copy to the Equality Team for publishing

<b>Date screening completed</b>	
<b>Date sent to Equality Team</b>	
<b>Date published</b> (To be completed by the Equality Team)	

# APPENDIX B

# TRO DRAWINGS