

Report of LPTIP Programme Manager

Report to Chief Officer (Highways and Transportation)

Date: 11 December 2020

Subject: Leeds Public Transport Investment Programme (LPTIP); Bradford to Leeds A647 Bus Priority Corridor Traffic Regulation Order Objection report

Capital Scheme Number: 32771 / BFD / 000

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

Summary

1. Main issues

- The Bradford to Leeds A647 Bus Priority Corridor scheme forms part of the Leeds Public Transport Investment Programme (LPTIP), and comprises bus priority measures between the Leeds-Bradford border and Armley Gyratory.
- The proposed scheme as a whole is planned to provide estimated bus journey time savings of 8 minutes inbound in the morning peak, and 7 minutes outbound in the afternoon peak, as well as improving bus journey time reliability. The scheme has the greatest benefits of any of the LPTIP Bus Priority Corridor schemes, and is anticipated to take 348,752 car kilometres off the network each year as a result of modal shift from car to bus, as well as introducing new pedestrian crossing facilities, increased footway areas, improved cycling facilities at the Ledgard Way junction, and reduced journey times for general traffic on the dominant east-west movements.
- Approval for the expenditure of funding from LPTIP for the detail design and construction of the Bradford to Leeds A647 Bus Priority Corridor scheme was granted at the February 2019 Executive Board.
- Following the approval in October 2019 of the preliminary design of the A647 Bus Priority Corridor project by the Chief Officer (Highways & Transportation), a draft

Traffic Regulation Order (TRO) was advertised from 28 August to 25 September 2020, which is required to deliver the elements of the project within the Armley ward. Further TRO advertisements relating to other elements of the project will follow in due course.

- A total of 14 objections were received to the proposed orders, representing a total of 40 households, 3 businesses located on Pickering Street, and 1 planning consultant objecting on behalf of the landlord of Carlton Mills Trading Estate, Pickering Street. Detailed responses were provided to these objections by the scheme lead, however, no objections were withdrawn. This report seeks the approval of the Chief Officer (Highways and Transportation) to consider and overrule the reported 13 objections to the proposed restrictions detailed in (i) Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.W9) Order 2015, Armley Ward Order, Amendment No.1 Order 2020, (ii) Leeds City Council (Movement Restrictions) (No.M14) Order 2012 Amendment No.4 Order 2020, & (iii) Leeds City Council (Movement Restriction) (No.M10) Order 2020.

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

- Leeds is a growing and successful city with the Best City Ambition for a Strong Economy and a Compassionate City. The proposals in this report support the priorities for 21st-Century Infrastructure and Health & Wellbeing in:
 - i. Improving transport connections, safety, reliability and affordability;
 - ii. Improving air quality, reducing noise and emissions;
 - iii. Supporting healthy, physically active lifestyles.
- These support the outcomes we want for everyone in Leeds to:
 - i. Move around a well-planned city easily;
 - ii. Enjoy happy, healthy, active lives.

3. Resource Implications

- Resources are in place within Highways & Transportation to manage the delivery of this scheme. The project is being delivered by a delivery partner (BAM+Mott MacDonald), who were procured via a corporate procurement exercise undertaken in 2018.
- The scheme is not anticipated to have significant implications for LCC resources post-construction.

Recommendations

The Chief Officer (Highways and Transportation) is requested to:

- i) Note the contents of the report;
- ii) Consider and over-rule the objections raised to (i) Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.W9) Order 2015, Armley Ward Order, Amendment No.1 Order 2020, (ii) Leeds City Council (Movement Restrictions) (No.M14) Order 2012 Amendment No.4 Order 2020, & (iii) Leeds City Council (Movement Restriction) (No.M10) Order 2020;
- iii) Request the City Solicitor to make, seal and implement (i) Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.W9) Order 2015, Armley Ward

Order, Amendment No.1 Order 2020, (ii) Leeds City Council (Movement Restrictions) (No.M14) Order 2012 Amendment No.4 Order 2020, & (iii) Leeds City Council (Movement Restriction) (No.M10) Order 2020; and

- iv) Request the City Solicitor to write to the objectors informing them of the decision taken by the Chief Officer (Highways and Transportation).
- v) Note the commitment to undertake traffic speed and volume surveys within the Aviaries estate following implementation of these proposals, to allow an assessment of the impact of the A647 Bus Priority Corridor scheme on traffic movements within the estate, and, following this assessment, to consult with local ward members and residents regarding the potential to introduce mitigation measures within the estate as part of this project, if considered necessary at that stage.
- vi) Note the commitment to undertake parking surveys within the Aviaries estate following implementation of the A647 Bus Priority Corridor project, in order to establish the extent of any undesirable impacts on availability of parking for residents occurring as a result of this project, and to implement appropriate remedial measures if considered necessary at that stage.
- vii) Note the commitment to undertake traffic surveys in the vicinity of Wilkinson's car park and on Eyres Avenue following implementation of the A647 Bus Priority Corridor project, in order to establish the extent of any undesirable traffic movements occurring as a result of this project, and to implement appropriate remedial measures if considered necessary at that stage.
- viii) Approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of existing footway, carriageway and open space shown in Background Documents 7.3 Drawings 6 to 8 as proposed cycle tracks or proposed shared cycle/footway are removed and that following their removal, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 either for shared joint use by pedal cyclists and pedestrians, or for use only by pedal cyclists, as indicated.
- ix) Approve with reference to the powers contained in Section 65(2) of the Highways Act 1980, that the existing northbound mandatory cycle lane and southbound advisory cycle lane on Pickering Street be removed, as shown in Background Document 7.3 Drawing 8, and the relevant area be converted to carriageway.

1. Purpose of this report

- 1.1 This report details the 13 objections received to the proposed waiting restrictions and movement restrictions proposed for the Armley Ward, as shown in the plans included in Background Document 7.3.
- 1.2 The Chief Officer (Highways and Transportation) is requested to consider and overrule the objections received and give approval to the implementation of the waiting restrictions and movement restrictions, and seal the Traffic Regulation Order as advertised.
- 1.3 The report details lengths of existing footway, carriageway and open space to be removed, and replaced with cycle tracks under the powers contained under the provisions of section 65(1) of the Highways Act 1980 either for shared joint use by

pedal cyclists and pedestrians, or for use only by pedal cyclists, as indicated in Background Document 7.3 Drawings 6 to 8.

- 1.4 The report identifies two short sections of cycle lane on Pickering Street, shown in Background Document 7.3 Drawing 8, which are to be removed, with reference to the powers contained in Section 65(2) of the Highways Act 1980, and the relevant area converted to carriageway.

2. Background information

- 2.1 In June 2017 the Executive Board approved £15.3m of expenditure to progress LPTIP, including progressing the Bradford to Leeds A647 Bus Priority Corridor scheme to Outline Business Case.
- 2.2 The Outline Business Case for the A647 Bus Priority Corridor scheme was approved in February 2019.
- 2.3 Approval for the expenditure of funding from LPTIP for the detail design and construction of the A647 Bus Priority Corridor scheme was granted at the February 2019 Executive Board.
- 2.4 The Full Business Case for the A647 Bus Priority Corridor scheme was approved in March 2020.
- 2.5 In October 2019, the Chief Officer (Highways & Transportation) granted approval of the preliminary design of the A647 Bus Priority Corridor scheme, and requested that the City Solicitor advertise the draft Traffic Regulation Orders (TROs) required to implement the scheme. The relevant TROs within the Armley Ward were advertised from 28 August to 25 September 2020, with the TROs pertaining to the remaining elements of the scheme to be advertised in due course. The relevant TRO Schedule is included in Background Document 7.4, and the TROs are shown in plan form in Background Document 7.3.
- 2.6 A total of 14 objections were received to the advertised orders, representing a total of 40 households, 3 businesses located on Pickering Street, and 1 planning consultant objecting on behalf of the landlord of Carlton Mills Trading Estate, Pickering Street. Detailed responses were provided to these objections by the scheme lead, however, no objections were withdrawn. This report seeks the approval of the Chief Officer (Highways and Transportation) to consider and overrule the reported 13 objections to the proposed restrictions detailed in (i) Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.W9) Order 2015, Armley Ward Order, Amendment No.1 Order 2020, (ii) Leeds City Council (Movement Restrictions) (No.M14) Order 2012 Amendment No.4 Order 2020, & (iii) Leeds City Council (Movement Restriction) (No.M10) Order 2020.
- 2.7 The scheme includes the removal of two short sections of cycle lane at the southern end of Pickering Street (less than 60 metres in total), indicated in Background Document 7.3 Drawing 8. This is necessary in order to accommodate turns into Pickering Street from Armley Road, which are currently banned. These movements need to be accommodated due to changes at the Ledgard Way / Armley Road junction, which include significant safety benefits, including the provision of facilities for cyclists to traverse the junction off carriageway, as indicated in Background Document 7.3 Drawing 6. There is insufficient space to safely accommodate cycle lanes on Pickering Street whilst accommodating traffic diverted via Pickering Street as a result of the proposed changes at the Ledgard Way / Armley Road junction. Traffic surveys indicate that around 12 cyclists use Pickering Street between 7am and 7pm on a typical weekday, compared with around 350 cyclists traversing the

Ledgard Way / Armley Road junction. In addition to this, the signalisation of the Pickering Street / Canal Road junction which is also proposed as part of this project will make access to/from Pickering Street safer for cyclists. It follows that the proposals will benefit cyclists overall. Due to capacity constraints, it is not possible to create the benefits for cyclists at the Ledgard Way / Armley Road junction without re-routing traffic via Pickering Street, with the subsequent requirement to remove the existing short sections of cycle lane on Pickering Street.

3. Main issues

3.1 The Traffic Regulation Orders (TROs) advertised are required in order to:

- Introduce an outbound bus lane on Armley Road;
- Introduce an inbound bus lane on Stanningley Road; and
- Reconfigure the Ledgard Way / Armley Road junction, with associated re-routing of northbound traffic via Pickering Street.

3.2 The TROs are fundamental to the delivery of the benefits of the A647 Bus Priority Corridor project, which is expected to have the greatest benefits of all the LPTIP Bus Priority Corridor projects. Taken together, the proposals facilitated by these TROs will have the following benefits:

- 6 minute journey time saving for eastbound buses in the morning peak hour;
- 6 minute journey time saving for westbound buses in the afternoon peak hour;
- Improved accessibility for pedestrians due to new pedestrian crossings and increased area of footway;
- Improved cycle accessibility due to improvements at junctions with Cockshott Lane, Armley Ridge Road and Ledgard Way;
- 3 minute journey time saving for eastbound general traffic in the morning peak hour;
- 6 minute journey time saving for westbound general traffic in the afternoon peak hour;

3.3 If the restrictions were not introduced, the scheme could not be implemented, and the benefits highlighted above could not be achieved.

3.4 Appendix A of this report, the objections summary table, details the objectors' concerns and Highways' response. The objections relate to the proposals for Pickering Street, Armley Park Road, Stanningley Road, the Pickering Street / Canal Road junction and the Armley Road / Ledgard Way junction. No objections have made reference to the proposed bus lane on Armley Road.

4. Corporate considerations

4.1 Consultation and engagement

4.1.1 Two rounds of public engagement regarding the A647 Bus Priority Corridor proposals were undertaken in 2018, which included public drop in events, distribution of leaflets, advertisement in online and printed media and engagement with various local interest and community groups. The outcomes of this

consultation exercise are detailed in Background Document 7.1 Report to Chief Officer (Highways and Transportation): Leeds Public Transport Investment Programme (LPTIP); Bradford to Leeds A647 Bus Priority Corridor.

- 4.1.2 At the time of the public engagement undertaken in 2018, the detail of the designs for Pickering Street and the Pickering Street / Canal Road junction had not yet been finalised. Accordingly, further consultation was undertaken with the stakeholders most directly impacted by these aspects of the project, beginning with the distribution of letters describing the then current proposals to the businesses and residents most directly affected by the proposals, in December 2019. A number of stakeholders provided comments on the proposals at this stage, and the designs were reviewed and further engagement with stakeholders undertaken between January and July 2020. The comments received from stakeholders during this period, and the main design iterations considered, are set out in Background Document 7.2 A647 Pickering Street Note 15-07-2020. This document was presented to the LPTIP Bus Infrastructure Package Board in July 2020, and a decision taken to proceed with the design represented by the TROs to which this report relates. The consultation undertaken during this period is reported in more detail in Appendix A.
- 4.1.3 The TROs were advertised on 28th August 2020, through notices placed in newspapers and on streetlights in the affected area. The objections received to the advertised TROs, and the responses from the project team, are summarised in Appendix A.
- 4.1.4 The Local Ward Members (Armley) are generally supportive of the proposals represented by these TROs, and have been briefed on the proposals several times, most recently in October 2020. However, the members (Armley) have through various meetings confirmed that they do not support the conversion of the Stanningley Road High Occupancy Vehicle lane to a bus lane due to the perceived impacts on residents and concerns over congestion. The members (Armley) have also highlighted the objections made by residents of the Aviaries estate (as detailed in Appendix A), and have notified the project team that most of the residents of Arksey Terrace and Hereford Street have expressed concerns regarding the impact of the proposals on rat running and parking on these streets – these issues are considered within Appendix A, although no formal objection has been received from these residents. The members (Armley) are supportive of the process being undertaken to understand the scale of any adverse impacts within the Aviaries estate, and to implement mitigation measures to address these impacts if necessary, as detailed in item 4 of Appendix A.
- 4.1.5 Engagement with the Executive Member with responsibility for transport has been undertaken throughout the development of this scheme.
- 4.1.6 Approval for the expenditure of funding from LPTIP for the detail design and construction of this scheme was granted at the February 2019 Executive Board.
- 4.1.7 The preliminary designs for the A647 Bus Priority Corridor scheme were shared with the bus operator First in December 2018, with representatives of First attending a further briefing session in April 2019. First have stated that they fully support the LPTIP proposals for the A647 Bus Priority Corridor. A second bus operator, CT Plus, began operating services traversing the Armley Road / Ledgard Way junction in summer 2019, have since been briefed on the proposals, and have raised no objections. In order to ensure that all bus stops can continue to be served following implementation of the revised Armley Road / Ledgard Way junction,

revised bus routings have been agreed in principle with the bus operators in order that an effective service can continue to be provided for local residents.

4.1.8 Emergency Services were consulted regarding these proposals via email in May 2020. No adverse comments were received.

4.2 Equality and diversity / cohesion and integration

4.2.1 A full Equality, Diversity/ Cohesion and Integration Screening (Appendix B) has been carried out on the proposals and confirmed that a full impact assessment is not required. The screening highlighted the following benefits:

- The proposed new bus lanes and other bus priority measures will promote sustainable travel, and will particularly benefit those groups with higher bus patronage, such as women, disabled people, young people and the elderly.
- Improvements to existing pedestrian and cycle crossing facilities, as well as cycle lane extensions, will improve safety and accessibility, and will encourage active and sustainable travel.

4.2.2 Care has been taken in the design of the TROs required to implement this project so as to minimise any negative impacts. For example, where parking restrictions are to be introduced, parking surveys have been undertaken, the results of which have been used to inform a design which ensures that sufficient alternative parking is available to accommodate displaced demand. Similarly, the impacts of point closures and banned turns have been analysed in terms of the likely numbers of vehicles affected. The TROs as proposed are necessary in order to realise the substantial benefits of the proposed scheme, with the localised disbenefits being more than compensated by the considerable benefits for all modes of transport using the A647 corridor.

4.3 Council policies and the Best Council Plan

4.3.1 The anticipated benefits of using the £183.3m LPTIP to create improvements to the Leeds transport network has the potential to contribute to the vision for Leeds 2030 to be the best city in the UK, and the following best Council Priorities:

- Inclusive Growth (Supporting growth and investment helping everyone benefit from the economy to their full potential)
- 21st Century Infrastructure (Improving transport connections, safety, reliability and affordability)
- Child-friendly city (Supporting all children and young people to reach their potential).

4.3.2 The strategy also contributes to the objectives of the Local Development Framework, Leeds Core Strategy, Local Transport Plan 3, WYCA Transport Strategy, and Strategic Economic Plan.

4.3.3 The proposed A647 Bus Priority Corridor scheme, which the TROs outlined in this report are required to implement, fits within the Best Council Plan strategic aims to promote sustainable and inclusive economic growth by improving the economic wellbeing of local people and businesses and the 2018/19 Best Council Plan priorities on 'Low carbon' and 'Transport and infrastructure'.

Climate Emergency

- 4.3.4 In March 2019 the Council declared a Climate Emergency with the key target of reducing greenhouse gas emissions in Leeds District. As of 2015, Transport contributes one third of Leeds' greenhouse gas emissions.
- 4.3.5 By delivering a significant reduction in bus journey times, and improved journey time reliability, the A647 Bus Priority Corridor scheme is expected to generate modal shift from private car to bus. The proposals also improve cycling infrastructure at key locations on the corridor, which will generate further modal shift away from private car. This will result in a reduction in greenhouse gas emissions, and an improvement in local air quality, as journeys are transferred to less polluting modes. The TROs to which this report relates are required in order to implement the A647 Bus Priority Corridor scheme.
- 4.3.6 An assessment undertaken in support of the Full Business Case + Target Cost for the A647 Bus Priority Corridor predicted that the scheme would take 348,752 car kilometres off the network per year as a result of modal switch from car to bus.
- 4.3.7 With the expected growth in the Leeds economy and tens of thousands of new houses, additional people moving capacity must be created on the city's highway network. Buses offer a cost and energy efficient means to provide this extra capacity. Well-designed bus priority schemes offer the potential for significant journey time savings and reliability improvements with minimal impact on other road users.
- 4.3.8 Continued reliance on car trips at the same rates as present will only generate more congestion, more emissions and reduce air quality. Providing capacity increases for general traffic within the main urban area of Leeds is not feasible or desirable due to land, environmental and social impacts.
- 4.3.9 The A647 Bus Priority Corridor scheme as a 'stand-alone' scheme offers real improvements for users of the buses on this corridor, and is projected to have the greatest benefits of any of the LPTIP Bus Priority Corridor schemes. As part of a full LPTIP package it contributes to a step-change in the city's public transport offer and move towards the aim of a carbon neutral city by 2030.

4.4 Resources, procurement and value for money

- 4.4.1 The funding approvals requested in this report are to be allocated from the Leeds Public Transport Investment Programme which currently stands at £183.3m from contributions from the DfT (£173.5m), LCC (£8.8m) and WYCA (£0.97m) as previously approved by Executive Board. Construction will progress when necessary funds have been allocated. Further funding approvals will be required from the Combined Authority for spend from the LPTIP in line with the programme assurance framework agreed with the DfT.
- 4.4.2 The final cost of the A647 Bus Priority Corridor as estimated at the Full Business Case + Target Cost submission was £19.66m. The spend profile is anticipated to mostly fall in the 2020/21 and 2021/22 financial years.
- 4.4.3 Delivery of the scheme is to be undertaken by the Council's delivery partner appointed by a competitive procurement process completed in 2018.

4.4.4 The scheme is not anticipated to have significant implications for LCC resources post-construction.

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

4.5.1 This report is not eligible for call-in, as it does not require a decision to be made on the spending of LCC funds. There are no specific legal implications arising from this report.

4.6 Risk management

4.6.1 The LPTIP contributes to the progression of the Council's interim Transport Strategy and the West Yorkshire Transport Strategy. If the programme is not implemented or is delayed this will adversely affect the benefits of these strategies. Given the timescales available to assemble the high-level programme, there will need to be some flexibility to adjust the programme to meet cost, programme and deliverability changes.

4.6.2 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.

4.6.3 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.

5. Conclusions

5.1 Leeds is a successful city and its economy continues to grow. Improving the existing transport network is an important enabler helping Leeds to be a prosperous, liveable and healthy city. Accordingly, the £173.5m funding allocated from DfT added to local funding creates an opportunity to deliver £270m of improvements to public transport in Leeds in the short to medium term. These will include a transformation of the bus network, plans for new rail stations at key employment growth locations, and delivery of world class city centre gateways, paving the way for ambitious longer-term plans emerging through the Leeds Transport Strategy.

5.2 The advertised TROs to which this report relates are required in order to implement the A647 Bus Priority Corridor project. This project is an important part of the LPTIP and will make a significant contribution to the quality of life of people living, working in and visiting the city and contribute to its on-going growth and economic success.

6. Recommendations

The Chief Officer (Highways and Transportation) is requested to:

- i) Note the contents of the report;
- ii) Consider and over-rule the objections raised to (i) Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.W9) Order 2015, Armley Ward Order, Amendment No.1 Order 2020, (ii) Leeds City Council (Movement Restrictions)

- (No.M14) Order 2012 Amendment No.4 Order 2020, & (iii) Leeds City Council (Movement Restriction) (No.M10) Order 2020;
- iii) Request the City Solicitor to make, seal and implement (i) Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.W9) Order 2015, Armley Ward Order, Amendment No.1 Order 2020, (ii) Leeds City Council (Movement Restrictions) (No.M14) Order 2012 Amendment No.4 Order 2020, & (iii) Leeds City Council (Movement Restriction) (No.M10) Order 2020; and
 - iv) Request the City Solicitor to write to the objectors informing them of the decision taken by the Chief Officer (Highways and Transportation).
 - v) Note the commitment to undertake traffic speed and volume surveys within the Aviaries estate following implementation of these proposals, to allow an assessment of the impact of the A647 Bus Priority Corridor scheme on traffic movements within the estate, and, following this assessment, to consult with local ward members and residents regarding the potential to introduce mitigation measures within the estate as part of this project, if considered necessary at that stage.
 - vi) Note the commitment to undertake parking surveys within the Aviaries estate following implementation of the A647 Bus Priority Corridor project, in order to establish the extent of any undesirable impacts on availability of parking for residents occurring as a result of this project, and to implement appropriate remedial measures if considered necessary at that stage.
 - vii) Note the commitment to undertake traffic surveys in the vicinity of Wilkinson's car park and on Eyres Avenue following implementation of the A647 Bus Priority Corridor project, in order to establish the extent of any undesirable traffic movements occurring as a result of this project, and to implement appropriate remedial measures if considered necessary at that stage.
 - viii) Approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of existing footway, carriageway and open space shown in Background Documents 7.3 Drawings 6 to 8 as proposed cycle tracks or proposed shared cycle/footway are removed and that following their removal, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 either for shared joint use by pedal cyclists and pedestrians, or for use only by pedal cyclists, as indicated.
 - ix) Approve with reference to the powers contained in Section 65(2) of the Highways Act 1980, that the existing northbound mandatory cycle lane and southbound advisory cycle lane on Pickering Street be removed, as shown in Background Document 7.3 Drawing 8, and the relevant area be converted to carriageway.

7. Background documents¹

7.1 Report to Chief Officer (Highways and Transportation): Leeds Public Transport Investment Programme (LPTIP); Bradford to Leeds A647 Bus Priority Corridor

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.

7.2 A647 Pickering Street Note 15-07-2020

7.3 A647 Summary TRO Plans

7.4 A647 TRO Schedule - Armley Ward

APPENDIX A

SUMMARY OF OBJECTION TO PROPOSED TRAFFIC REGULATION ORDER

(i) Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.W9) Order 2015, Armley Ward Order, Amendment No.1 Order 2020, (ii) Leeds City Council (Movement Restrictions) (No.M14) Order 2012 Amendment No.4 Order 2020, & iii) Leeds City Council (Movement Restriction) (No.M10) Order 2020

The following table summarises the objections received to the advertised Traffic Regulation Orders. The third column of the Table lists the identification number(s) of the objector(s) making each specific objection. Note that objection 2 was said to have the backing of 16 households; Objection 5 was signed by 17 individuals representing 13 households, and was said to have the backing of a further 6 households; objection 11 was provided by a planning consultant on behalf of the landlord of Carlton Mills Trading Estate. The remaining objections were made by individual households or businesses.

NUMBER	SUMMARY OF OBJECTION	HIGHWAYS RESPONSE	OBJECTION NO. COMMENTS WITHIN
1	<p>That the consultation regarding these TROs, and the A647 Bus Priority Corridor proposals in the Armley area in general, has given insufficient opportunity for residents and businesses to comment on the proposals; that when stakeholders have been provided with information regarding these proposals, they have been presented as 'set in stone' rather than stakeholders being given an opportunity to comment on and influence the proposals; that the reasons for proceeding with this particular design has not been disseminated; and that plans and maps provided to stakeholders have not been sufficiently clear to enable stakeholders to fully understand what is being proposed.</p>	<p>Two rounds of public consultation were undertaken regarding the A647 Bus Priority Corridor proposals during 2018, involving a total of 9 public drop in events, direct engagement with various community groups and advertising campaigns in printed and online media. Leaflets were distributed to all properties within the Aviaries estate (over 800 properties) and to all businesses accessed from Pickering Street (around 30 businesses) as part of this consultation, but note that these leaflets referred to the A647 Bus Priority Corridor proposals as a whole, and did not specify any impact on Pickering Street or the Armley Park Road / Canal Road junction. The proposed reconfiguration of the Armley Road / Ledgard Way junction was highlighted in materials presented online and at public drop in events during both rounds of public consultation, as were the proposed bus lanes on Armley Road and Stanningley Road. The need to reconfigure the Armley Park Road / Canal Road junction and to introduce new parking and loading restrictions on Pickering Street was only highlighted in materials presented online and at public drop in events during the second round of consultation, having not been identified as a requirement of the project prior to this.</p> <p>The following sets out the additional consultation undertaken with residents of the Aviaries estate and businesses on Pickering Street, regarding the specific proposals in this area:</p> <ul style="list-style-type: none"> • Letters were delivered to residents within the Aviaries estate and businesses on Pickering Street in December 2019, informing stakeholders about the proposed changes on Pickering Street and in the vicinity of the Armley Park Road / Canal Road junction. These letters were sent to the residents of the Aviaries estate closest to Armley Park Road, and therefore most directly affected by the proposals (286 properties). The letters were also delivered to around 30 businesses accessed from Pickering Street. The letters invited recipients to contact Connecting Leeds with questions regarding the proposals. Some residents expressed concerns about the designs presented at this stage, which involved a point closure of Armley Park Road at its junction with Canal Road, as well as two way operation and new parking and loading restrictions on Pickering Street. The main concern from residents was about losing the ability to access Canal Road from Armley Park Road, as this was considered by some to be the safest access to Canal Road. Representatives of businesses also expressed 	1, 3, 5, 7, 11, 14

concerns at this stage, focussing on the impact of loss of parking and loading provision, as well as the safety implications of increasing traffic volumes on Pickering Street and allowing turns into Pickering Street from Armley Road. All comments received from stakeholders at this stage were responded to via email or telephone.

- A number of face to face meetings were undertaken with businesses on Pickering Street in January and February 2020, in order to discuss the proposals in more detail.
- In response to concerns raised by businesses and residents at this stage, the project team investigated an alternative design, which would have made Pickering Street northbound only, allowing more parking and loading provision to be retained here. The alternative design would also have allowed movements from Armley Park Road to Canal Road and Pickering Street, but would have prevented movements into Armley Park Road from Canal Road and Pickering Street.
- Residents of the Aviaries estate and businesses on Pickering Street were informed in April 2020, via letter and email, respectively, that the project team were now progressing with this alternative design. Letters were initially sent only to those houses within the Aviaries estate thought to be most directly impacted by the proposals (a total of 246 houses), although the circulation was later expanded to include the remainder of the estate, after a request from a local Ward Member (Armley). Recipients of the emails and letters were again invited to contact Connecting Leeds with questions or comments. Some residents expressed concerns about the proposals, most of which focussed either on the potential impacts of the proposals on rat running within the estate, or on the loss of connectivity between the estate and Armley Road, due to the loss of southbound traffic provision on Pickering Street. Some businesses reiterated concerns about the safety implications of the proposal and impact on parking and loading provision, although most businesses saw this alternative design as preferable to the previous design.
- Traffic modelling undertaken to advance this alternative design ultimately concluded that making Pickering Street northbound only would cause a worsening of congestion in the area. For this reason, a decision was taken to revert to the design with two-way operation on Pickering Street, but with less extensive parking and loading restrictions on Pickering Street than were being proposed in December 2019, and with movements into Armley Park Road from Canal Road and Pickering Street to be accommodated. The latest proposals were communicated to businesses in the vicinity of Pickering Street by email in July 2020, and the reason for not proceeding with the alternative design with northbound only traffic on Pickering Street

was explained. Businesses were informed that the TROs required to implement the proposals would be advertised shortly. Some businesses responded to this communication to reiterate their concerns regarding loss of parking and loading provision on Pickering Street, and the safety implications of increasing traffic volumes on Pickering Street. Residents of the Aviaries estate were not provided with an update at this stage, given that the decision to revert to two way operation on Pickering Street was not considered to have a negative impact on these residents.

- The TROs required to implement these proposals were advertised on 28th August 2020, with the advertised closing date for objections being 25th September. The advertisement undertaken from 28th August consisted of notices placed in newspapers and posted on streetlights in the affected area, which fulfils the legal requirements for such advertisement. The period allowed for objections to be logged exceeded the statutory minimum of 21 days. Having received requests for further information to be provided to residents, the project team distributed letters to all residents of the estate (over 800 properties), including a plan illustrating the latest design, and providing an explanation for the change in design in comparison with that described in letters distributed in April 2020. Following the distribution of these letters, some residents requested that the advertising period be extended to allow them to fully digest the new proposal and to provide comments / objections, and asked for clarification on some aspects of the proposals which they deemed to be unclear in the information previously provided, and on the online portal through which the proposed TROs were displayed. The project team responded by distributing more letters within the estate, informing residents that the period for objections had been extended to 5th October, and providing further information to clarify the other issues raised by residents.

The project team feel that the consultation as highlighted above has allowed residents and businesses sufficient opportunity to comment upon, and influence, the proposals now being brought forward.

It is regrettable that it has not been possible to discuss the proposals with residents at a face to face meeting. A member of the project team was due to attend the Armley Forum event which was scheduled to take place on 17th March 2020 at Armley Community Hub, having been invited to attend to discuss these proposals. Unfortunately, this event was cancelled due to the Covid-19 pandemic. An alternative public meeting has not been arranged due to concerns around safety due to the Covid-19 pandemic.

2	That residents of the Aviaries estate have not been informed of the proposed changes at the Ledgard Way / Armley Road junction, which will have an impact on how people can access the estate.	<p>The proposals for the Ledgard Way / Armley Road junction were described in materials presented as part of the two phases of public consultation undertaken during 2018, which were promoted via delivery of leaflets within the Aviaries estate (and elsewhere). Whilst the leaflets distributed did not include details of the proposed changes at this junction, they did provide links to plans available online, as well as providing information regarding public drop in events, at which plans were displayed. Amongst the responses logged in the online consultation platform for this section of the A647 Bus Priority Corridor project, during the second phase of consultation, there were 44 positive or slightly positive comments, 20 negative or slightly negative, and 11 neutral.</p> <p>Letters distributed within the Aviaries estate in December 2019 and April 2020 referred to the previous consultation undertaken, and made reference to the proposed changes at the Ledgard Way / Armley Road junction, although no specific details about the plan for this junction were provided with these letters.</p> <p>Where individual residents have asked about the proposals for the Ledgard Way / Armley Road junction, they have been provided with the requested information.</p>	3
3	That preventing movements into Armley Park Road from Canal Road and Pickering Street will impact on connectivity for the Aviaries estate.	It is acknowledged that preventing movements into Armley Park Road will impair connectivity for residents undertaking certain journeys, as they will need to enter the estate via Aviary Road rather than Armley Park Road. However, noting that the distance between the two access points to the estate is less than 60 metres, this is considered to be a minor diversion.	1
4	That preventing movements into Armley Park Road from Canal Road will cause rat running within the Aviaries estate, with Nunnington Street and Aviary Road likely to be particularly affected. Related to this, some residents have suggested that left turns from Nunnington Street to Armley Park Road should be banned, in order to prevent vehicles from using Nunnington Street to access Armley Park Road.	<p>It is acknowledged that preventing movements into Armley Park Road from Canal Road will increase traffic on certain streets within the estate. However, traffic surveys undertaken in 2018 in support of this project indicate that only 62 vehicles currently turn into Armley Park Road from Canal Road and Pickering Street during the average peak hour. The traffic surveys also show that only 286 vehicles access Armley Park Road from Canal Road or Pickering Street between 7am and 7pm on a typical weekday. It follows that the overall impact on traffic within the estate will be relatively minor.</p> <p>The likelihood that these proposals will increase traffic on Nunnington Street is acknowledged, given that, under the proposed design, residents of Nunnington Avenue and Nunnington Terrace would be likely to travel via Nunnington Street to access their properties from Canal Road. Traffic volume and speed surveys were undertaken within the estate from 2nd to 12th November 2020, which found very low traffic volumes on Nunnington Street (80 to 110 vehicles per day). After considering the results of the recent surveys, alongside parking surveys previously undertaken on Pickering Street and Canal Road, it is clear that the additional vehicle movements to Nunnington Street would still leave Nunnington Street with low levels of traffic across the day, lower than is the case on many residential streets in Leeds, including some streets within the Aviaries estate. Redirecting some traffic away from Nunnington Street, such as by banning left turns from</p>	1, 3, 5, 10, 13, 14

		<p>Nunnington Street to Armley Park Road, would increase traffic on Aviary Road and Aviary Grove, both of which were found to have higher levels of traffic than Nunnington Street, and also have residential frontagers.</p> <p>It is acknowledged that the recent traffic surveys were undertaken at a time of change in people's travel behaviours, as a result of the Covid-19 pandemic and the associated restrictions. Having compared the results of the recent surveys on Armley Park Road with surveys undertaken in the same location in 2018, traffic volumes were found to be around 5% lower at this location in November 2020 than in March 2018. This suggests that the impact of the Covid-19 pandemic on traffic volumes broadly within the estate is likely to be fairly small, but it is noted that traffic volumes and behaviours on individual streets within the estate could change as the situation with Covid-19 develops, and as things return to normal in 2021. It is also acknowledged that it is never possible to predict with 100% certainty the precise impacts of a new junction layout on nearby streets. Therefore, for these reasons, following the implementation of these proposals, further surveys will be undertaken within the estate, in order to identify any residual issues affecting traffic within the estate. Should any issues be identified by these surveys, the requirement for additional measures to address these issues will be considered at this stage.</p>	
5	<p>That the changes at the Armley Park Road / Canal Road junction could increase rat running on Arksey Terrace and Hereford Street.</p>	<p>As noted under item 4, results of traffic surveys suggest that the overall impact of the changes at this junction on traffic within the estate will be relatively minor. There is not expected to be any increase in traffic on Arksey Terrace or Hereford Street, as these streets do not provide an obvious diversion route for traffic impacted by the changes at the Armley Park Road / Canal Road junction. Additionally, the proposed changes at the Armley Road / Ledgard Way junction are anticipated to reduce southbound queues on Canal Road and Ledgard Way, hence the existing incentive to divert via Arksey Terrace and Hereford Street in order to avoid queues on Canal Road is likely to be lessened once these proposals have been implemented. Nevertheless, the volume and speed surveys undertaken in November 2020 (referred to under item 4) included Hereford Street, and the surveys proposed to be undertaken following implementation of the proposals will also include this street. This will enable a comparison of traffic volumes before and after construction, and, as noted under item 4, the requirement for additional measures to address any issues caused by the scheme will be considered once the post-construction surveys have been analysed.</p>	14

6	That the investigation of options to mitigate any impact on rat running within the Aviaries estate has only been considered late in the design process, whereas this should have been considered prior to advertising the TROs.	<p>The Leeds Public Transport Investment Programme of which the A647 Bus Priority Corridor project forms a part, is a very significant programme of works being progressed against challenging programme constraints. The project team were informed by residents of issues with speeding and rat running within the estate by residents of the estate in April 2020. Prior to this, the project team were unaware of these concerns. After receiving these comments from local residents, the project team discussed the issue with LCC Traffic Engineering and agreed additional surveys should be undertaken to determine whether traffic calming measures should be included as part of the LPTIP project. A member of LCC Traffic Engineering attended a meeting with residents of the estate in August 2020 to discuss these issues further.</p> <p>As described under item 4, traffic volume and speed surveys in the Aviaries estate were undertaken in early November 2020. These surveys have helped to inform an assessment of the requirement for any mitigation measures within the estate. It was not considered appropriate to undertake the surveys prior to advertising the TROs in August 2020, due to traffic at this time being suppressed by the coronavirus crisis and the school holidays.</p>	3, 5, 14
7	That preventing movements into Armley Park Road from Canal Road will impair access to the estate for emergency services.	Two entrances to the Aviaries estate will remain following the implementation of these proposals: Aviary Road and Salisbury Road. Whilst movements into Armley Park Road from Canal Road and Pickering Street will be prohibited, the layout will not physically prevent vehicles from making these movements, and emergency vehicles may therefore access the estate via Armley Park Road if deemed appropriate during an emergency. The emergency services have been provided with a copy of the plans, and have not made any adverse comments.	3
8	That the proposals will increase traffic on Armley Lodge Road, which has a school on it.	<p>Armley Lodge Road is around 280 metres from the Canal Road / Armley Park Road junction at its nearest point. As stated under item 4, it is acknowledged that the changes at the Canal Road / Armley Park Road junction will affect traffic volumes on streets close to this junction, such as Nunnington Street and Aviary Road. However, it is not anticipated that there will be a significant impact on Armley Lodge Road as this street does not provide an obvious diversion route for traffic impacted by the changes at the Armley Park Road / Canal Road junction. It is therefore not anticipated that these proposals will impact on the safety of access to the school.</p> <p>Nevertheless, the volume and speed surveys undertaken in November 2020 (referred to under item 4) included Armley Lodge Road, and the surveys proposed to be undertaken following implementation of the proposals will also include this street. This will enable a comparison of traffic volumes before and after construction, and, as noted under item 4, the requirement for additional measures to address any issues caused by the scheme will be considered once the post-construction surveys have been analysed.</p>	3

<p>9</p>	<p>That the proposed layout will create congestion at the new signalised junction of Pickering Street / Canal Road, which will lead to rat running through the Aviaries estate. Related to this, that queues of northbound vehicles on Canal Road approaching this junction will prevent vehicles from turning right into the estate from Canal Road.</p>	<p>As noted under item 5, the proposed changes at the Armley Road / Ledgard Way junction are anticipated to reduce southbound queues on Canal Road and Ledgard Way, thereby reducing the incentive for southbound vehicles on Canal Road to detour via the estate to avoid queues.</p> <p>Whilst the signalisation of the Pickering Street / Canal Road junction will create some queues of northbound traffic on Canal Road, results of traffic modelling undertaken in support of this project suggest that these queues will not extend as far as Aviary Road, and will usually clear within one cycle, even during the peak hour. This suggests that there will be little incentive for these northbound vehicles to detour via the estate, and therefore there is not expected to be an increase in rat running amongst vehicles making this movement. The limited northbound queues predicted by the traffic modelling results also indicate that vehicles wishing to turn right from Canal Road to Aviary Road will not be blocked from doing so, except for on rare occasions.</p>	<p>1, 7, 9</p>
<p>10</p>	<p>That vehicles queuing to pass through the proposed signalised junction of Pickering Street / Canal Road will worsen air quality in the area.</p>	<p>Whilst the signalisation of this junction will inevitably lead to some vehicles having to queue at the junction, traffic modelling has shown the junction will be able to accommodate these traffic volumes without generating large queues, as described under item 9. Additionally, the proposed banning of straight ahead movements from Branch Road to Ledgard Way, and right turns from Armley Road to Ledgard Way, will reduce traffic volumes northbound on Canal Road between Aviary Road and Armley Park Road, thus reducing the number of vehicles passing the houses fronting on to Canal Road in this location. The changes at the Ledgard Way / Armley Road junction will also help to reduce congestion in the area. The impact of this scheme as a whole will be to encourage modal shift from private car to bus, as a result of improved bus journey times and reliability. This will have a beneficial impact on air quality in Armley overall.</p> <p>Nevertheless, air quality monitoring will be undertaken in the vicinity of this junction following implementation of these proposals, in order to check that air quality is within acceptable levels.</p>	<p>3</p>
<p>11</p>	<p>That the proposed changes will increase journey times for residents of the Aviaries estate wishing to access the motorways and south Leeds.</p>	<p>Residents wishing to access the motorways and south Leeds will be able to do so by travelling southbound on Pickering Street, turning left onto Armley Road and continuing on to Armley Gyratory. For residents living in the southwestern portion of the estate, travelling via Pickering Street will be a minor diversion in comparison with travelling southbound on Ledgard Way and turning left on Armley Road as they may do at present (the left turn from Ledgard Way to Armley Road is to be banned as part of these proposals). However, this diversion will add less than 100 metres onto the trips affected, and therefore is considered to be a minor negative impact, in the context of the significant reductions in congestion in the area facilitated by these proposals.</p>	<p>7</p>

12	That the proposed changes will increase journey times for vehicles wishing to access Canal Road from Branch Road, and that these vehicles will divert to other river crossings such as at Amen Corner, and/or increase pressure on the inner or outer ring road.	<p>Traffic modelling results suggest that the proposed changes at the Ledgard Way / Armley Road junction will increase journey times from Branch Road to Canal Road by just under 4 minutes in the AM peak hour, with negligible impact in the PM peak hour. This could cause some vehicles to seek other routes, but the most likely diversion would be to travel eastbound on Stanningley Road and turn left onto Ledgard Way (journey times for this movement will be significantly reduced as a result of these proposals). Moving traffic from Armley Town Street and Branch Road to Stanningley Road is seen as beneficial, as Stanningley Road is a dual carriageway and a more suitable route for through traffic than Armley Town Street, which passes through a local district centre.</p> <p>Traffic modelling also suggests that journey times from Canal Road to Crab Lane will reduce by around 2 minutes in the PM peak hour as a result of the proposed changes, with little impact in the AM peak hour. Therefore there is no reason to expect southbound river crossings to divert away from Ledgard Way as a result of the proposed changes.</p>	7
13	That the banning of right turns from Armley Road to Ledgard Way will lead to vehicles undertaking u-turn manoeuvres on Stanningley Road in order to access the Aviaries estate whilst avoiding the new signalised junction of Pickering Street / Canal Road.	Traffic modelling undertaken in support of this project has shown that there will not be significant delays for northbound traffic on Pickering Street approaching the new signalised junction. It is therefore very unlikely that vehicles would save time by diverting via the route described, hence vehicles are not expected to undertake this manoeuvre in significant numbers.	1, 7
14	That the banning of left turns from Branch Road to Stanningley Road will lead to rat running through the Wilkinson's car park, as well as via Eyres Avenue.	Traffic surveys undertaken in support of these proposals found that a total of 177 to 207 vehicles made the left turn from Branch Road to Stanningley Road between 07:00 and 19:00 on each of the three survey days, with a maximum of 28 in any one hour. There is therefore a low number of vehicles making this movement. While some of these movements will be likely to transfer to Eyres Avenue, and some may use Wilkinson's car park, the overall impact on traffic in these areas will be small. Nevertheless, post-construction surveys will be undertaken to confirm the extent of these movements, enabling remedial action to be undertaken if an issue is identified at this stage.	1, 7

<p>15</p>	<p>That the A647 Bus Priority Corridor proposals were developed prior to the Covid-19 crisis, and are therefore based on assumptions regarding traffic volumes, bus patronage and air quality which are now out of date. Consequently, that the proposals need to be re-evaluated on the basis of more current data and forecasts.</p> <p>Related to this, that the Covid-19 crisis makes people more reliant on cars due to concerns regarding the safety of bus use, that the crisis will reduce bus use in the long term, and that therefore a scheme which makes travelling by car more difficult should not be implemented at this time.</p>	<p>It is acknowledged that during the Coronavirus outbreak there has been a reduction in bus use, and that during the first lockdown people were advised to avoid public transport where possible. Whilst the new national restrictions introduced 5th November 2020 do limit travel to a number of specific purposes, and people are being encouraged to avoid busy times and routes on public transport, the restrictions are set to end in December. Whilst the relevant restrictions and guidance have changed a number of times over the course of the pandemic, noting that construction of the project is not expected to be completed until early 2022, it seems reasonable to assume that there will be no general guidance in place advising against use of public transport once this proposed scheme is completed. LCC remains committed to increasing bus use, and these proposals form part of our long term strategic transport planning aims to reduce greenhouse gas emissions, improve air quality, improve mobility for non-car owners, and create a city where you don't need to own a car.</p> <p>Additionally, these proposals will deliver significant improvements in journey times for general traffic, as well as for buses.</p>	<p>2, 3, 8, 12</p>
<p>16</p>	<p>That the proposals have been designed solely to benefit buses and traffic on the A647 corridor, and have no benefit for the Aviaries estate or for businesses on Pickering Street.</p>	<p>Whilst the most significant anticipated benefits of these proposals are for vehicles travelling on the A647, residents of the Aviaries estate and businesses on Pickering Street are expected to enjoy some of the very significant benefits of these proposals, which are outlined in section 3.2 of the main report. Firstly, many such residents and businesses responding to the consultation undertaken have described undertaking journeys eastbound on Stanningley Road, and westbound on Armley Road, and these journeys will experience significant benefits, in terms of improved journey times for buses and general traffic, and improved cycle facilities.</p> <p>In addition, the new signalised pedestrian crossing facilities proposed at the Pickering Street / Canal Road junction, the new toucan crossing proposed on Armley Road close to the Pickering Street junction, and the improved pedestrian crossing facilities at the Ledgard Way / Armley Road junction, will all improve safety for pedestrians in this area.</p>	<p>3</p>

17	That the provision of a bus service running through the Aviaries estate would have a greater impact on bus use than the proposed A647 Bus Priority Corridor project, or that the funding should instead be directed towards increasing bus frequencies or rolling out electric buses.	One of the stipulations of the Department for Transport funding behind this project (the Leeds Public Transport Investment Programme) is that the funds must be used for capital schemes only. This means that the funds cannot be used for measures such as subsidising bus services, as would be required to deliver a service within the estate, or to directly support bus operators in increasing bus frequencies. Whilst the current proposals would prevent a bus service from turning into Armley Park Road from Canal Road, other options remain for routing a service through the estate. Additionally, the benefits of the current proposals in terms of bus journey times and reliability will reduce bus running costs, making it easier to run a service through the estate in the future without a requirement for public subsidy. This will also make it easier for bus operators to increase bus frequencies generally. In addition, a portion of LPTIP funds are being directed towards supporting bus operators in rolling out greener vehicles, complying with the Euro VI standard.	3
18	That reducing journey times for buses on the A647 will not increase bus use.	The analysis undertaken in support of these proposals has used standard methods approved by the Department for Transport to predict the impact on bus patronage, and has predicted that this project will result in a modal shift from car to bus sufficient to take 348,752 car kilometres off the network per year. Further to this, past experience shows that improving bus journey times does increase bus patronage, as has been documented following the implementation of the A65 Quality Bus Corridor in 2012.	3

<p>19</p>	<p>The High Occupancy Vehicle (HOV) lane on Stanningley Road is effective and should be retained, rather than being converted to a bus lane. Further, that converting the HOV lane to a bus lane will cause an increase in congestion and worsening of air quality on Stanningley Road.</p>	<p>The HOV lane on Stanningley Road was implemented in 1998 and over its 20-year existence has had issues with enforcement. The HOV lane cannot be enforced by the Council and relies on a police presence on the ground. This has resulted consistently in surveys showing around 1 in 3 vehicles within this lane during operational periods are actually single occupancy, resulting in long queues and delays for all vehicles within the HOV lane. Converting this lane to a bus lane, which can be enforced by the Council, will deliver a real benefit overall by prioritising more efficient modes of transport, and will make a major contribution to the predicted removal of 348,752 kilometres of car traffic from the network each year, by generating modal shift.</p> <p>The key constraints for eastbound traffic flows on Stanningley Road at present are the Ledgard Way / Stanningley Road junction and the single lane section of Stanningley Road between Armley Park gates and Ledgard Way. Traffic flow through the single lane section is impaired by the unsignalised merge from 2 lanes to 1 at the end of the HOV lane, which leads to wide spacing of vehicles on the single lane section and reduces flow through the Ledgard Way / Stanningley Road junction. The A647 Bus Priority Corridor proposals will introduce a signalised bus gate at the end of the two lane section, enabling more efficient flow on the single lane section, and will also reconfigure the Ledgard Way junction to increase its capacity. Taken together, the proposals will therefore reduce journey times for eastbound vehicles on Stanningley Road. Whilst there will be an increase in eastbound queue lengths on Stanningley Road as a result of general traffic being required to queue entirely in one lane (as opposed to the current situation where some general traffic vehicles use the HOV lane), this will be a faster moving queue than is currently experienced, meaning that emissions will be less concentrated following the implementation of these proposals. In addition, the queue will be in the offside lane only, i.e. further away from the footway and adjacent properties. There is therefore no adverse impact on air quality anticipated in this location. More broadly, the proposals are expected to improve air quality in the area by encouraging modal shift from car to bus.</p> <p>Air quality monitoring is to be undertaken on Stanningley Road before and after the implementation of these proposals, which will help to confirm the overall impact on air quality.</p>	<p>3, 6</p>
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<p>20</p>	<p>That the proposals will require changes to bus routes, that these changes will worsen bus services for residents of the Aviaries estate, and that local residents have not been consulted on these changes.</p>	<p>Two low frequency bus services currently traverse the Ledgard Way / Armley Road junction by travelling from Branch Road to Ledgard Way, and will be unable to follow this route following the implementation of these proposals due to this movement being banned.</p> <p>The proposed amended bus routes have been agreed with the local ward members (Armley), bus operators (First and CT Plus) and West Yorkshire Combined Authority. Whilst specific information regarding bus routing has not been provided to residents of the Aviaries estate via the letters distributed in relation to this project, individual residents have been provided with this information when requested.</p> <p>The proposed bus routing will enable the benefits of the changes at the Ledgard Way / Armley Road junction to be maximised for bus services, and will retain connectivity between the Aviaries estate and Armley Town Street and Kirkstall Road. Currently around 3 buses per hour pass the estate in each direction on Ledgard Way/Canal Road – this frequency will be retained for southbound buses, but reduced to 2 per hour for northbound buses, with a third northbound bus per hour being accessible via a new bus stop on Pickering Street.</p> <p>The most frequent services traversing the Ledgard Way / Armley Road junction will not be required to change routes to accommodate the junction reconfiguration, and these buses will enjoy large journey time savings and reliability improvements as a result of this project. Only one bus service passing the estate will experience increased journey times as a result of these proposals, and this increase will only be experienced in the northbound direction. Other services passing the estate will experience journey time reductions and reliability improvements.</p> <p>As noted under item 17, the bus journey time and reliability improvements facilitated by the changes at the Ledgard Way / Armley Road junction will make it easier for bus operators to increase frequencies, which would benefit residents of the estate.</p>	<p>3</p>
<p>21</p>	<p>That the signalisation of the Pickering Street / Canal Road junction will slow down buses on Canal Road.</p>	<p>Traffic modelling undertaken in support of these proposals has demonstrated that northbound services approaching the new signalised junction will experience minimal delay here. Southbound services on Canal Road will experience quicker journeys in the PM peak, and little change at other times of day.</p>	<p>3</p>

<p>22</p>	<p>That the proposed new bus stop on Pickering Street, which is required to accommodate the changes in bus routing, is unsafe due to Pickering Street being off the main road, and therefore a quiet area. Further, that bus users wishing to access this bus stop from the Aviaries estate will need to walk up a steep gradient, which will be treacherous in icy weather.</p>	<p>The new bus stop on Pickering Street will be served by the northbound 81 service, which will be re-routed via Pickering Street due to the banning of movements from Branch Road to Ledgard Way. The bus stop's proposed location has been selected as the closest suitable location to the Aviaries estate which can be served by the re-routed 81 service. The section of Pickering Street between Canal Road and the proposed bus stop has a gradient of less than 6% (the steepest section is further south). Note that residents of the estate will also be able to access the re-routed northbound 14 service using the proposed new bus stop close to the Canal Road / Aviary Road junction. Regarding personal safety at the new proposed bus stop on Pickering Street, due to the variety of businesses on Pickering Street, this is a fairly busy area, and the new bus stop will be visible from Canal Road. Pickering Street is also lit with streetlights.</p>	<p>3</p>
<p>23</p>	<p>That it would be preferable to facilitate left turns from Armley Road to Canal Road in order to provide connectivity between Branch Road and Canal Road, rather than diverting traffic via Pickering Street.</p>	<p>The potential to re-route northbound traffic via Canal Road rather than Pickering Street was investigated as an option during the feasibility design stage, but this option was rejected due to safety concerns. The Armley Road/Canal Road junction presents a safety risk for a number of reasons:</p> <ul style="list-style-type: none"> • The left turn into Canal Road is at a shallow angle, allowing this turn to be made at high speed. • The topography of the junction is awkward, with a steep gradient at the southern end of Canal Road. • There is a bus stop immediately west of the junction, which has very high patronage. This means that buses regularly stop here for long periods of time, preventing left turning motorists from seeing eastbound cyclists. <p>These issues combine to present a serious risk of collisions between left turning motor vehicles and eastbound cyclists.</p> <p>The potential to re-locate the bus stop further east, along with re-routing northbound traffic via Canal Road, has also been considered, and would clearly help to mitigate the safety issue described above. However, there would remain a conflict between left turning vehicles and eastbound cyclists, and there would be a new safety risk associated with pedestrians crossing Canal Road to reach the bus stop. Additionally, the bus stop would be moved further from key locations such as the Aviaries estate, housing to the south of Armley Road, and Armley Town Street. Finally, the proposals as they stand include a point closure at the southern end of Canal Road, which enables the reconfiguration of this bus stop to provide more space for cyclists and pedestrians, thus addressing a key point of conflict at the existing bus stop. For these reasons, the movement of the bus stop and facilitation of left turns into Canal Road has not been pursued.</p>	<p>3, 7</p>

<p>24</p>	<p>That the proposed loading restrictions on Pickering Street and Canal Road, in addition to increased traffic volumes on Pickering Street, will make it difficult for businesses in the area to load/unload to/from their premises.</p>	<p>Whilst the proposed TROs include new peak time loading restrictions on the south-western kerblines of Pickering Street, there are no new loading restrictions proposed on the north-eastern kerblines of Pickering Street. It is anticipated that the proposed new waiting restrictions on the north-eastern kerblines of Pickering Street will create more space for loading, by reducing the extent to which this kerblines is occupied by parked vehicles. Whilst it is acknowledged that the new peak time loading restrictions on the south-western kerblines of Pickering Street will make loading from the carriageway more challenging for businesses on this side of Pickering Street, it is noted that all businesses on this side of Pickering Street have off-street parking areas available, which may be used for loading purposes. It is also noted that the restrictions on the south-western kerblines will only be in operation for 6 hours of the day, leaving 18 hours during which loading can be undertaken. Finally, it is noted that the original proposal as presented to stakeholders in December 2019 was to introduce No Loading At Any Time restrictions on the south-western kerblines, and part of the north-eastern kerblines – this was relaxed in response to concerns raised by stakeholders in this area.</p>	<p>4, 11, 12, 13</p>
<p>25</p>	<p>That the proposed waiting restrictions on Pickering Street will make it difficult for staff, clients and customers to visit businesses in the area, and that the identified alternative provision on Armley Park Road is too distant from Pickering Street, that there are no pedestrian crossings currently in place facilitating pedestrian journeys between Armley Park Road and Pickering Street, and that Armley Park Road lacks natural surveillance and is therefore a less attractive location for parking than Pickering Street. That the waiting restrictions will inconvenience staff, and will have a negative impact on trade.</p>	<p>It is acknowledged that the proposed new waiting restrictions on Pickering Street will reduce the availability of parking here, and that this will in some instances force the staff, customers and visitors of businesses to seek parking elsewhere. Whilst the majority of the businesses in this location have access to off street parking, it is acknowledged that this is not sufficient to accommodate all parking demand associated with these businesses. On the basis of parking surveys undertaken in support of these proposals, there is expected to be sufficient parking available on Armley Park Road to accommodate those displaced from Pickering Street, and the new signalised pedestrian crossings proposed at the Pickering Street / Canal Road junction will help to facilitate pedestrian journeys between Armley Park Road and Pickering Street.</p> <p>Depending on the exact location of available parking spaces on Armley Park Road and destinations on Pickering Street, walking distances from the alternative parking provision to businesses on Pickering Street are likely to be in the region of 100 to 300 metres.</p> <p>Our traffic surveys indicated a steady flow of traffic into/out of Armley Park Road during the hours over which the surveys took place (7am to 7pm), with a minimum of 29 vehicles in a given hour. This should help to ensure sufficient natural surveillance.</p>	<p>4, 11, 12, 13</p>

<p>26</p>	<p>That the proposals should be amended to make Pickering Street northbound only, thus enabling more parking and loading provision to be retained on Pickering Street than is currently proposed, and avoiding the need to signalise the Canal Road / Pickering Street junction and prevent turns into Armley Park Road from Canal Road.</p>	<p>As noted under item 1, the potential to alter the design to make Pickering Street northbound only was considered as part of the design process, but was discounted as it would have worsened congestion around the Armley Road / Ledgard Way junction, as a result of an increase in the number of vehicles turning left from Ledgard Way to Armley Road. This increase in left turners would put pressure on the eastbound two-to-one merge on Armley Road, causing queues which extend back through the Armley Road / Ledgard Way junction, causing congestion, which would have been undesirable for all parties. This design is no longer under consideration, as it would involve an extensive reconfiguration of the Armley Road / Ledgard Way junction, without providing an overall benefit for general traffic or buses.</p>	<p>11</p>
<p>27</p>	<p>That vehicles parking on Armley Park Road in order to visit premises on Pickering Street will access Armley Park Road via Nunnington Street, thereby increasing traffic on this residential street. Related to this, that businesses on Pickering Street should be encouraged to use alternative parking at Armley Mills Car Park, rather than using Armley Park Road once the proposed waiting restrictions on Pickering Street are implemented, thus avoiding these vehicles passing through Aviary Road and Nunnington Street.</p>	<p>The Armley Mills Car Park is intended for visitors to Armley Mills. It would be inappropriate to direct businesses to use this car park, as this would limit availability of parking for visitors to Armley Mills. Whilst it is acknowledged that visitors to businesses on Pickering Street will at times be required to seek parking on Armley Park Road as a result of these proposals, parking surveys undertaken in support of this project indicate that the numbers of vehicles affected will be relatively small. Specifically, the survey results suggest that less than 50 extra vehicles per day would enter the estate to park on Armley Park Road as a result of new parking restrictions on Pickering Street and Canal Road, with no more than 16 extra vehicles seeking parking within the estate at any one time. It is acknowledged that the majority of the vehicles seeking to park on Armley Park Road would be likely to use Aviary Road and Nunnington Street under the proposed layout. As highlighted under item 4, if vehicles diverting via Nunnington Street as a result of the changes at the Armley Park Road / Canal Road junction are also considered, this is expected to increase traffic on Nunnington Street, but from a very low base line. This will still leave Nunnington Street with low levels of traffic, lower than some other residential streets within the estate. As noted under item 4, additional traffic surveys will be undertaken within the estate following implementation of the proposals, in order to identify any residual issues affecting traffic within the estate. Should any issues be identified by these surveys, the requirement for additional measures to address these issues will be considered at this stage</p>	<p>5, 11, 14</p>

<p>28</p>	<p>That the parking restrictions on Pickering Street, Canal Road and Aviary Road will impact on the availability of parking on Arksey Terrace and Hereford Street.</p>	<p>As noted under item 27, survey results suggest that less than 50 extra vehicles per day would enter the estate to seek parking as a result of new parking restrictions on Pickering Street and Canal Road, with no more than 16 extra vehicles seeking parking within the estate at any one time. The majority of these vehicles would be expected to park on Armley Park Road, as this is the closest location to Pickering Street, which will be the destination for the majority of the displaced vehicles. The proposed new parking restrictions on Aviary Road cover a length of only 11.5 metres, and will therefore only impact on around 2 vehicles at any one time. These displaced vehicles would be expected to seek parking elsewhere on Aviary Road in most instances. It is therefore expected that any impact on parking on Arksey Terrace and Hereford Street will be minor. Nevertheless, parking surveys will be undertaken within the estate following the implementation of these proposals so that any issues with availability of parking can be identified, allowing remedial action to be taken if necessary.</p>	<p>14</p>
<p>29</p>	<p>That entering the Aviaries estate via Aviary Road is unsafe, due to speeding vehicles on Canal Road and parked vehicles at the southern end of Aviary Road.</p>	<p>The safety of accessing the Aviaries estate via Aviary Road has been considered as part of the design process, and this point of access is considered to be safe. No issue has been identified with this aspect of the proposals as part of the Road Safety Audit process. Additionally, the signalisation of the Pickering Street / Canal Road junction will reduce the likelihood of speeding in this location. The proposed new waiting restriction at the southern end of Aviary Road will also help to ensure safe flow of traffic through this junction.</p> <p>Since 2012, there has been only one recorded personal-injury road traffic collision at the Canal Road / Aviary Road junction, which involved a motorcycle overtaking southbound queuing traffic on Canal Road colliding with a vehicle turning right from Canal Road to Aviary Road. Since the proposed changes at the Armley Road / Ledgard Way junction are expected to reduce southbound queues on Ledgard Way and Canal Road, the likelihood of such an incident recurring will be reduced by these proposals. The road traffic collision record therefore does not provide any reason to believe that the Canal Road / Aviary Road junction is unsafe, or will be made unsafe as a result of these proposals. Nevertheless, the road safety record for this junction will be monitored following the implementation of these proposals, and remedial action will be undertaken if an issue is identified.</p>	<p>5, 14</p>

<p>30</p>	<p>That it is unsafe to direct additional traffic via Pickering Street, due to its steep gradient, sharp crest in profile, poor forward visibility and tendency for low winter sun to further affect visibility for southbound vehicles.</p>	<p>Noting that Pickering Street is to be resurfaced as part of the project, that a 20 mile per hour speed limit is already in place, and that it is already on the primary gritting route, the design team are satisfied that it is safe to re-route traffic via Pickering Street as part of this project. The Stage 2 Road Safety Audit for this project is currently underway, will be concluded prior to the start of construction in this location, and has not raised any objections to routing northbound traffic via Pickering Street.</p> <p>In addition, there have been no recorded personal-injury road traffic collisions on Pickering Street since 2012, which suggests that the existing traffic levels are accommodated safely.</p> <p>Nevertheless, the road safety record on Pickering Street will be monitored following the implementation of these proposals, and remedial action will be undertaken if an issue is identified.</p> <p>The proposals more broadly have significant safety benefits, such as the removal of several conflicts at the Armley Road / Ledgard Way junction, and the introduction of improved cycle and pedestrian facilities. The re-routing of northbound traffic via Pickering Street is necessary to enable these improvements.</p>	<p>8, 11, 12, 13</p>
<p>31</p>	<p>That allowing right turns into Pickering Street from Armley Road is unsafe.</p>	<p>The safety of this right turn provision has been considered as part of the design process, and through the Road Safety Audit process. The design at this junction has been amended in response to comments received in the Stage 1 and Stage 2 Road Safety Audits, and the project team are now satisfied that the current design is safe. A full width right turn pocket with a length of 34 metres is to be provided, and will ensure that this right turn can be made safely. Additionally, the road safety record at this junction will be monitored following the implementation of these proposals, and remedial action will be undertaken if an issue is identified.</p>	<p>11</p>
<p>32</p>	<p>That the proposals discriminate against motorists in favour of bus users and cyclists.</p>	<p>As noted under item 15, these proposals form part of our long term strategic transport planning aims, of which improving bus journeys and thereby increasing bus patronage forms a central part. Nevertheless, one of the key objectives of the A647 Bus Priority Corridor project is to reduce journey times through the Armley Road / Ledgard Way junction, both for buses and general traffic. Extensive traffic modelling has been undertaken in support of this project, and has shown that these proposals will significantly reduce delays for traffic in the Armley area. It follows that these proposals have significant benefits for general traffic, as well as for other modes.</p>	<p>13</p>
<p>33</p>	<p>That the construction work required to implement these proposals will disrupt businesses in the area.</p>	<p>There will inevitably be some disruption for traffic in the area during construction. This will be managed sensitively, by avoiding the most disruptive operations during the busiest periods.</p>	<p>13</p>

APPENDIX B

Equality, Diversity, Cohesion and Integration Screening

Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being or has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: City Development	Service area: Highways and Transportation
Lead person: Morgan Tatchell-Evans	Contact number: 0113 378 3655

1. Title: Connecting Leeds: A647 Bus Priority Corridor (Pudsey to City centre)
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 A647 Bus Priority Corridor scheme will deliver improvements to bus journey times and reliability on the A647, between the Leeds-Bradford border and Armley Gyratory. There will be additional benefits for cyclists and pedestrians, as well as general traffic.</p> <p>The scheme comprises the following interventions:</p> <ul style="list-style-type: none">• New bus lanes on Bradford Road, to be delivered via the conversion of nearside general traffic lanes, with associated new parking and loading restrictions.• New toucan crossing of Bradford Road, to the east of its junction with Galloway Lane.• Amendments to the layout of the Stanningley Road / Hough Lane junction to improve its capacity, including by removing a single parking bay on Stanningley Road.• Conversion of the existing Stanningley Road High Occupancy Vehicle lane to a bus lane.

- Introduction of a 'hold the left' arrangement at the Stanningley Road / Cockshott Lane junction, to reduce wait times for eastbound cyclists at the junction, and to improve junction efficiency for all users.
- To amend the existing peak hour ban of the left turn from Stanningley Road to Armley Ridge Road, making it a 24 hour ban, in order to address the existing safety issue for cyclists at this junction.
- Introduction of new toucan crossings at the junctions of Stanningley Road with Moorland Road and with Pasture Mount.
- Introduction of a new eastbound bus gate on Stanningley Road, close to the junction with Pasture Mount.
- Reconfiguration of the Armley Road / Ledgard Way junction to ban some turning movements, build out footways and introduce more direct pedestrian crossing facilities, which will allow junction capacity to be increased.
- New sections of Cycle Superhighway on eastbound and westbound approaches to the Armley Road / Ledgard Way junction.
- Widening of Armley Road into adjacent grass verge to provide a new, westbound bus lane approaching the junction with Ledgard Way.
- Planting of 3 new trees for each tree lost as a result of widening of Armley Road.
- Canal Road closed off at its southern end, to enable the reconfiguration of the adjacent bus stop on Armley Road, to provide more space, and therefore to lessen conflict between pedestrians and cyclists which is an issue at present.
- Turns into Pickering Street from Armley Road to be facilitated, enabling two way operation along the full length of Pickering Street.
- New parking and loading restrictions to be introduced on Pickering Street, in order to accommodate an increase in northbound traffic as a result of changes at the Armley Road / Ledgard Way junction.
- New toucan crossing of Armley Road, east of the junction with Pickering Street.
- Signalisation of Pickering Street / Canal Road junction to ensure traffic re-routed via Pickering Street can be safely accommodated. New toucan crossings introduced on each arm of this junction.
- New waiting and loading restrictions introduced on the approaches to the Pickering Street / Canal Road junction.
- Armley Park Road made southbound only at its southern end, and movements into Armley Park Road from Canal Road and Pickering Street banned, to ensure that the new signalised junction can accommodate anticipated traffic volumes.
- Left turns from Back Nunnington Street to Armley Park Road banned.
- Upgrades to signals infrastructure along the route, to improve efficiency.

3. Relevance to equality, diversity, cohesion and integration

All the council's strategies and policies, service and functions affect service users, employees or the wider community – city wide or more local. These will also have a greater or lesser relevance to equality, diversity, cohesion and integration.

<p>The following questions will help you to identify how relevant your proposals are.</p> <p>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.</p>		
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**.

<p>4. Considering the impact on equality, diversity, cohesion and integration</p>
<p>If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.</p> <p>Please provide specific details for all three areas below (use the prompts for guidance).</p> <ul style="list-style-type: none"> • 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>A three month Transport conversation in the Autumn of 2016, generated 8,169 questionnaire responses, (along with feedback from 100 workshops, meetings and presentations) demonstrating a keen interest in engaging with the city on issues of transport, both now and in the longer term. The results of the Transport Conversation show a potential differential impact on women, older people and disabled people; potentially also on BME.</p> <p>The Connecting Leeds Programme was developed from the Leeds Transport Conversation and extensive engagement with a wide range of groups such as Voluntary</p>

Action Leeds, Child Friendly Leeds, BME Hub, Disability Hub, LGBT Hub, Leeds Society for the Deaf and Blind, Physical and Sensory Impairment (PSI) Network, Womens' Live Leeds, Elderly Action groups and various groups representing accessibility and usability.

Leeds Involving People (LIP) are a key partner in ensuring that seldom heard groups are involved in shaping a transport strategy for Leeds that's inclusive and meets the needs of individuals, communities and the city. Through their involvement we have undertaken multiple Seldom Heard Group workshops throughout 2018 as part of the overall Connecting Leeds proposals.

Previous engagement on the A647 Bus Corridor Improvements project has included six public exhibitions, as part of phase 1 of LPTIP public consultation:

21st February 2018 – Bramley Community Centre, Bramley

24th February 2018 – Armley Leisure Centre, Armley

27th February 2018 – Pudsey Civic Hall, Pudsey

19th March 2018 – Armley Leisure Centre, Armley

21st March 2018 – Bramley Community Centre, Bramley

24th March 2018 – St James Parish Centre, Bramley

A further three A647 specific public exhibitions were held during the phase 2 LPTIP consultation as follows:

15th November 2018 – St Johns Methodist Church, Stanningley Road

17th November 2018 – Wesley Chapel, Armley

26th November 2018 – Pudsey Civic Hall

We have also engaged with community groups as follows:

Presentation and questions and answers session for a community group focused on older people	Bramley Lawn Community Centre
Presentation and questions and answers session at Mother and Baby Group	St James' Hall
Meeting with small group of A647 Stanningley Road residents	Armley One Stop
Presentation to the Stanningley Leeds baby and toddler's groups	St Thomas, Town Street, Stanningley

The following measures have been undertaken across all LPTIP projects during 2018 to promote engagement:

- Materials have been offered in braille and audio format. Where appropriate British sign language and other interpreters have been present at meetings to aid communications.
- Events have been marketed using a range of printed media (YEP), leaflets, flyers, posters (including on buses) and social media/e-newsletters.
- A dedicated email address and telephone line has been established to handle comments and enquiries.
- The materials provided feature large easy to read text and a use of symbols and colour schemes to help highlight the issues and opportunities.
- An interactive online engagement portal (Commonplace) has been created to collect contributions via tablets, PC's and smartphones.

Further stakeholder engagement has been undertaken from December 2019 to October 2020 regarding the proposals for Pickering Street, and for the Pickering Street / Canal Road junction. This is because these aspects of the proposals were not fully detailed during consultation undertaken in 2018. This consultation has taken the form of sharing plans via post and email, holding meetings with stakeholders, and corresponding with stakeholders directly via telephone and email.

As part of the scheme development process engineers and planners have applied the relevant DfT guidance and experience from previous Leeds projects (such as City Connect). The proposals will seek to promote social inclusion, social mobility, and accessibility and help create a transport system which benefits all in society.

- **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 impacts of proposed changes are overall positive across the equality strands. Positive impacts include:

- Building out footways at the Armley Road / Ledgard Way junction will reduce crossing distances, benefitting all pedestrians, including disabled people, parents with children and older people. The build out also allows cyclists to be segregated from pedestrians in most locations, which particularly benefits disabled people and people with visual impairments.
- The project will reduce inbound bus journey times by an average of 8 minutes in the morning peak, and outbound bus journey times by an average of 7 minutes in the afternoon peak, as well as significantly improving bus reliability. This will benefit all bus users. There is potential greater beneficial impact on women, older people and disabled people as the results of the Transport Conversation indicated that they are more likely to use public transport.
- New signalised pedestrian crossings are to be provided at the Pickering Street / Canal Road junction, on Armley Road, on Stanningley Road and on Bradford Road. This will benefit all pedestrians, but in particular disabled and older people who may find it more difficult to cross without signalised facilities.

Potential negative impacts:

- Parking restrictions on Bradford Road could impact on accessibility for residents of properties on Bradford Road. However, all frontagers affected have off street parking available, and parking surveys indicate that there is sufficient space on side roads to accommodate the limited amount of parking currently taking place on Bradford Road. These parking restrictions are necessary to ensure the effective operation of the new bus lanes.
- The removal of a single parking bay at the Stanningley Road / Hough Lane junction will impact on accessibility for adjacent commercial properties. However, there is alternative parking available close by, and this change will enable a significant improvement in capacity of this junction.
- The amendment of the existing peak period ban of the left turn from Stanningley Road to Armley Ridge Road to a 24 hour ban will require a diversion for traffic

affected, adding 400 metres to the relevant journeys. This change is required to ensure safety for eastbound cyclists on Stanningley Road, and has been recommended in previous Road Safety Audits.

- The new banned turns at the Armley Road / Ledgard Way junction will require some vehicles to re-route. All of the impacted movements can be accommodated by making diversions via Pickering Street. The majority of vehicles will benefit significantly from the amendments of this junction, as will bus users. The banned turns also allow significant improvements for pedestrians in the form of footway buildouts, shorter and more direct crossings and increased 'green time'.
- Widening of Armley Road to introduce a new bus lane will result in a loss of green space and trees on Low Moor open space. This will be mitigated via planting 3 new trees for each tree loss, including some semi-mature trees.
- The closure of Canal Road at its southern end will impact some motor vehicle and cycle movements, resulting in some diversions. However, this change is necessary to increase space available for cyclists and pedestrians at the adjacent eastbound bus stop on Armley Road, which is currently a point of conflict between pedestrians and cyclists.
- The new waiting and loading restrictions on Pickering Street and Canal Road will impact on local businesses and residents. Through consultation with businesses and residents, these waiting and loading restrictions have been minimised as far as possible, whilst ensuring that significant adverse impacts on safety and traffic flows are avoided. It is not possible to further reduce these impacts without losing the benefits of the reconfiguration of the Armley Road / Ledgard Way junction.
- The new waiting restrictions on Pickering Street and Canal Road will result in some vehicles seeking parking elsewhere, most likely within the Aviaries estate. This will create extra traffic within the estate, but analysis of parking surveys suggests that this will be less than 50 extra vehicles per day. Work is currently underway to establish whether there is a need to introduce traffic calming measures or further movement restrictions within the estate to ensure that this additional traffic is managed appropriately. Further consultation will be undertaken with residents prior to any such measures being implemented.
- The banning of movements from Canal Road and Pickering Street to Armley Park Road will result in some residents of the Aviaries estate needing to re-route their journeys. However, these movements can be safely accommodated via Aviary Road, with traffic surveys indicating that only around 62 vehicles per hour will be impacted in the busiest periods.
- The scheme includes the removal of two short sections of cycle lane at the southern end of Pickering Street (less than 60 metres in total). This is necessary in order to accommodate turns into Pickering Street from Armley Road, which are currently banned. These movements need to be accommodated due to changes at the Ledgard Way / Armley Road junction, which include significant safety benefits, including the provision of facilities for cyclists to traverse the junction off carriageway. Whilst the loss of these cycle lanes is undesirable, this facilitates an overall improvement in cycle provision in the area, by enabling the improvement of cycle facilities at a busy junction.

- **Actions**

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

Extensive stakeholder engagement has been undertaken through the design process for this project, and this has helped to inform the designs, maximising the benefits and minimising the disbenefits. This engagement will continue as the project progresses into the construction phase.

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
John White	LPTIP Bus Infrastructure Programme Manager	23/10/2020
Date screening completed		23/10/2020

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: 23/10/2020
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent:

