



Report to the Chief Officer (Highways & Transportation)

Date: 15 December 2020

Subject: Pudsey Walking & Cycling Improvements

Are specific electoral wards affected? If yes, name(s) of ward(s): Calverley & Farsley and Pudsey	<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 type="checkbox"/> Yes <input checked="" 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 Transport Hubs Improvements and Public Transport Access Schemes are a part of the Connecting Leeds Programme within the overall West Yorkshire Transport Hubs and Connecting Communities work stream. The aim of the project is to create new, or upgrade existing, facilities, to improve the waiting environment and travel information offer as well as enhancing connections between public transport hubs and local communities by improving walking and cycling links.
- The Transport Hub Improvement schemes will also achieve the overarching objectives of providing transport facilities that improve peoples' access to jobs and opportunities, bringing a major economic boost to the City and driving economic growth and value for the City Region. In addition to the overarching objectives, the scheme proposals also contribute to specific objectives that have been developed for the Transport Hubs and Connecting Communities work stream, these being:
 1. To increase patronage on public transport;
 2. To provide attractive, safe and direct pedestrian and cycle routes to public transport interchanges;
 3. To manage bus and rail movements effectively; and
 4. To improve air quality and environmental impacts in the district
- The proposals detailed in this report are aimed at providing more inviting, accessible, safe and direct walking and cycling routes from Pudsey Town Centre and Pudsey bus station to New Pudsey Rail Station through the residential areas of

Pudsey and the Owlcotes centre. They also offer enhanced routes and links to community facilities and the wider key public transport routes as well as the strategic City Connect cycle corridor between Bradford and Leeds, on Bradford Road.

- In June 2020 Leeds City Council's Executive Board approved the principle of a project to deliver six individual schemes as part of The Transport Hubs Improvements and Public Transport Access Schemes in Leeds. This project comprises of schemes in Bramley, Harehills, Cottingley, Lincoln Green & Mabgate, Pudsey, Middleton and Rothwell & Robin Hood.
- This report asks the Chief Officer to note the final design of the Pudsey – Walking and Cycling Improvement scheme and to approve the design and delivery of the works on site.

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

- The Pudsey scheme will improve cycling and walking connectivity and accessibility to and from Pudsey Town Centre, local public transport hubs and the strategic City Connect route between Bradford and Leeds, thus allowing access to the employment, leisure and retail offers from some of the most deprived parts of the city, in line with the Leeds City Council's Best Council Plan 2018/19-2020/21 vision to be a city that is "compassionate and caring with a strong economy, which tackles poverty and reduces inequalities as well as ensuring high quality public services will be partly measured by enhancing and improving the public transport provision, facilities and usage".

3. Resource Implications

- All costs associated with this report have been previously approved by the Council's Executive Board and the West Yorkshire Combined Authority's Project Assurance Team and are entirely funded from the West Yorkshire Combined Authority's Connecting Leeds programme.

Recommendations

Chief Officer (Highways & Transportation)

The Chief Officer is requested to:

- i) Note the contents of the report;
- ii) Note and approve the final layout of the Pudsey – Walking and Cycling Improvement scheme as shown on the attached Drawing No TM/28/319/CON/01;
- iii) Give authority to issue the works to the term contractor and to construct the scheme as shown.
- iv) Note the required expenditure of £554,400, comprising £462,000 works costs, £90,400 staff fees and £2,000 legal fees, all being funded from the Connecting Leeds programme as previously approved by Executive Board and the Combined Authority's Project Assurance Team.

- v) Authorise the City Solicitor to advertise and introduce a Traffic Regulation Order to introduce waiting restrictions and to advertise a notice under the provision of Section 90c of the Highways Act 1980 associated with provision of traffic calming as shown on attached Drawing No TM/28/319/CON/01 and if no valid objections are received, to make, seal and implement the Traffic Regulation Order and implement the traffic calming as advertised; and
- vi) Approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway shown on attached Drawing No TM/28/319/CON/01 as proposed cycle tracks are removed and that following the removal of the footways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 for shared joint use by pedal cyclists and pedestrians.

1. Purpose of this report

- 1.1 This report requests the Chief Officer (Highways & Transportation) to approve the final design and delivery of the Pudsey – Walking and Cycling Improvement scheme at a total cost £554,400, comprising £462,000 works costs, £90,400 staff fees and £2,000 legal fees, all to be funded from the Connecting Leeds programme.

2. Background information

- 2.1 In 2016, the Leeds Transport Conversation took place, where over 8000 people engaged in shaping transport priorities for the city. This has subsequently informed the Connecting Leeds programme and it was clear from the consultation that for many communities across the district public transport is and will remain a critical and fundamental element in enabling longer journeys. The Conversation also highlighted the importance of getting to Leeds City Centre (the primary focus of the public transport network) but also of accessing jobs and services in local areas and of travelling between local neighbourhoods – journeys that are less well served by the main public transport corridors. Affordability of public transport can also be an issue, especially for inner city communities located close to the city centre.
- 2.2 The key themes identified in the Leeds Transport Conversation, which the Transport Hubs and Connecting Communities work stream will seek to address are:
 - a) Lack of accessibility of public transport;
 - b) Encourage integrated travel through the use of transport ‘hubs’ by adding well-lit paths and improved walking facilities and green infrastructure;
 - c) Better information provision at stops and transport hubs e.g. clarity and durability of timetable displays, real time information; and
 - d) The need for better cycle infrastructure to improve connectivity e.g. increased provision of cycle tracks and the promotion of existing routes to increase usage.
- 2.3 The proposals detailed in this report are aimed at providing more inviting, accessible, safe and direct walking and cycling routes from Pudsey Town Centre and Pudsey bus station to New Pudsey Rail Station through the residential areas of Pudsey and the Owlcotes centre. They also offer enhanced routes and links to community facilities and the wider key public transport routes and corridors.

3. Main issues

- 3.1 The New Pudsey railway station is located some distance away from the town of Pudsey, with Stanningley Bypass running in between the town and its railway station providing a significant barrier. Direct walking and cycling routes are therefore limited and may not be deemed attractive or safe to use or easy to find and follow.
- 3.2 This scheme seeks to address the lack of usage of these routes, by improving the quality of walking and cycling routes, between Pudsey town centre and New Pudsey railway station, through the widening and re-surfacing of some paths, improving pedestrian crossing points and adding clear signage to make wayfinding straightforward and reliable. This will improve access from various residential areas of Pudsey and the town centre to the railway station, with frequent connections to Leeds, Bradford and the Calder Valley.
- 3.3 Furthermore, the proposals will form a link between neighbouring communities and wider areas of the city by feeding into the existing wider Cycle Superhighway network (existing and proposed) including links to Bradford, Leeds, Osmondthorpe, Cross Gates and Seacroft. Some of which are indirect by public transport and require multiple buses.
- 3.4 The proposals for this location are to:
- Provide safe, convenient and accessible routes for both pedestrians and cyclists, from Pudsey Town Centre to the New Pudsey railway station.
 - Enhance some of the local public footpath routes to make them more accessible and attractive to use for all.
 - Enhance some of the pedestrian and cycle routes on third party land (Network Rail and Owlcotes Centre) to make them more accessible and attractive to use for all;
 - Provide informal pedestrian crossing facilities on raised traffic calming features to assist crossing main roads;
 - Provide waiting restrictions at various locations throughout the locality to ensure a safe, un-obstructive and continuous walking and cycling routes; and
 - Provide a strategic way finding signing strategy, to sign post the routes for pedestrian and cyclist to use between Pudsey town centre and New Pudsey railway station.
 - Feasibility and design work for possible future improvements on Richardshaw Lane where it meets the slip roads for the A647 Ring Road.
- 3.5 The aims of the scheme are to:
- Contribute to an overall increase patronage on public transport by providing better quality, safer and more accessible pedestrian and cycling routes and enhanced wayfinding from Pudsey town centre to New Pudsey railway station;

- Provide a more accessible and safe connectivity between the local communities and the existing wider Cycle Superhighway network; and
- Contribute to an overall improvement in air quality and environmental impacts in the district by encouraging more people to use sustainable and active modes of travel such as walking, cycling and rail.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 The Executive Member for Climate Change, Transport and Sustainable Development has been consulted on the overall Transport Hubs Improvements and Public Transport Access Schemes and the six individual schemes and supports the Pudsey proposals
- 4.1.2 Ward Members for both Calverley & Farsley and Pudsey wards were consulted and briefed on the Pudsey – Walking & Cycling scheme by the West Yorkshire Combined Authority and the Ward Members support the proposals in their areas and engagement, updates and general discussions have continued throughout the detailed design process.
- 4.1.3 A programme of local consultations with the various local communities, general public and affected properties was undertaken taken between 15th September and the 14th October 2019, which included public events at the New Pudsey railway station in September, notices were posted on street in the area and in bus shelters at Pudsey Bus Interchange and on-line consultation through WYCA's YourVoice platform.
- 4.1.4 The results of the public engagement showed that of the 103 representations made, 67% were in favour of the proposals, 18% were against the proposals and 15% were neutral/don't know. Of the 103 representations 58% stated that the proposals would encourage them to either walk or cycle more in the area, 31% stated that the proposals wouldn't encourage them to walk or cycle more and 11% stated they weren't sure. Respondents were given the opportunity to provide further comments on the scheme and a wide spectrum of remarks were received. Positive comments included that it would improve the current walking routes, makes it easier to access the train station especially with the widening of the footway link between the train station and the shopping centre, pleased to see the proposals as some of the current footpath are too narrow and the more walking and cycling access the better for everyone's health and welfare. Negative comments included the money should be better spent encouraging people to use public transport and improve the quality of the roads, the station is too far to walk from Pudsey Centre and needs a frequent bus service, worried that the roads will be disrupted and made narrower; and concerns that delays to motorists could occur should the scheme be taken forward. Comments were also made about the need for improvements on Richardshaw Lane and as part of this scheme, feasibility and design work will be undertaken to see if future improvements can be made to assist walking and cycling around and across the slip roads for the A647 Ring Road.

- 4.1.5 Emergency Services and the bus operators have been consulted on the Pudsey – Walking & Cycling scheme. No adverse comments were received in response to the consultation.
- 4.1.6 Third Party land owners (Network Rail and Owlcotes centre) were consulted on the Pudsey – Walking & Cycling scheme. Both parties are supportive of the proposals and have agreed to works being carried out on their respective land.
- 4.1.7 Feedback from internal and external stakeholders has been reviewed by the project team and the individual scheme design has been shaped to accommodate the comments received wherever possible.

Parks & Countryside were specifically consulted and continue to provide guidance with regards the footpath widening works across Queen's Park.

- 4.1.8 Cycle Consultation Forum have been engaged through its sub-group, which had the opportunity to see the proposals, to comment and engage with designers. The forum were supportive of the proposals and asked for additional measures for cyclists to be included, which have subsequently been included.
- 4.1.9 Stage 1 & 2 Road Safety Audits have been carried out on the scheme proposals, with the feedback being reviewed by the project team and amendments being made to address the recommendations made.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 The project contained within this report contributes to a number of corporate policies and targets aiming to improve equality and diversity, including the Inclusive Growth strategy, by promoting equality of access and opportunity, thus allowing access to the employment, leisure and retail offers from some of the most deprived parts of the city, all in line with the Leeds City Council's Best Council Plan 2018/19-2020/21 vision.
- 4.2.2 Accessible and safe public transport facilities and improved pedestrian routes open up opportunities to people with disabilities, older people and young people. Upgraded facilities create a safer environment for pedestrians and cyclists, and also have a strong impact in increasing the perceived level of safety for new, less confident, young, older or disabled cyclists by ensuring suitable level of provision to meet their needs. Reducing the reliance on private car use will help contribute to an overall improvement in air quality and environmental impacts in the district by more people using sustainable and active modes of travel such as walking and cycling.
- 4.2.3 Removing some of the barriers of motorised traffic and improving off highway links and enabling more active travel has the potential to improve community integration through offering opportunities to mix and interact.
- 4.2.4 An Equality, Diversity, Cohesion and Integration Screening has been undertaken and is attached as an Appendix.

Positive Impacts

- Provision of wider and resurfaced footpaths will provide a uniform surface which will benefit all pedestrian users, but especially those with mobility issues, blind and partially sighted people, parents with prams and older people.
- Greater independence and choice for children travelling to school using more sustainable modes of travel and making it more pleasant to walk or cycle, encouraging a more healthy lifestyle
- Introduction of accessible formal and informal crossing facilities with associated tactile paving; additional crossing points will be provided through the use of flat top traffic calming features and indicated with tactile paving.
- Improve quality of life for the local community by providing more accessible, safer and direct walking and cycling routes away from motor vehicle dominated routes.
- Improved lighting along various routes will improve the environment for all road users but especially women, those with mobility issues and those who are partially sighted.
- Providing widened footways which will benefit pedestrians and cyclists and improve access to public transport provision and existing cycling infrastructure.
- Providing an uncluttered environment which will benefit those with mobility issues.

Negative Impacts

- Traffic calming features will have an impact on drivers with some believing they damage vehicles and cause delays in journey times.
- Increases future maintenance costs, particularly for raised features e.g. road humps, road markings.

4.3 Council policies and the Best Council Plan

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

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

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

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

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

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

4.3.5 Policies of the West Yorkshire Transport Strategy 2040 include:

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

Climate Emergency

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

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

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

4.4 Resources, procurement and value for money

4.4.1 The estimated total cost to implement this scheme is £554,400, comprising £462,000 works costs, £90,400 staff fees and £2,000 legal fees, all being funded from the from the Connecting Leeds programme.

4.4.2 The detailed design and project management of the scheme delivery rests with Leeds City Council and will be carried out by the Traffic Engineering section, with the funding provided by the Combined Authority.

4.4.3 The schemes will be delivered under Leeds City Council Term Contract, awarded through a competitive tender process with construction of the schemes programmed to start in January 2021 with completion expected in April 2021.

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

4.5.1 Advertisement of a Traffic Regulation Order and Section 90C notices will take place in accordance with statutory procedures and any objections received, will be properly considered for each respective scheme as per the normal reporting process.

4.5.2 The vast majority of the works are within the adopted highway and consequently can be delivered under the powers of Leeds City Council as the highway authority for Leeds. Those areas where works are to be undertaken on third party land, agreements and support for the works from those lands owners has been received.

4.5.3 This report is not eligible for Call-In.

4.6 Risk management

4.6.1 The proposals outlined in this report offer improvements to cycling and walking provision between Pudsey Town Centre and New Pudsey railway station through local communities and improve peoples' access to jobs and opportunities, bringing a major economic boost to the City and driving economic growth and value for the City Region. Approving these proposals will allow the benefits to the economy, air quality, health and road safety detailed above to be realised.

4.6.2 If the works are not carried out the unsafe and unattractive pedestrian and cycling routes between Pudsey Town Centre and New Pudsey railway station through the local communities would not serve to encourage people to use more sustainable modes of travel and thus carbon emissions won't be reduced in the locality.

5. Conclusions

5.1 The proposals contained within this report contribute to a number of corporate policies and targets such as, improving the Inclusive Growth strategy, promoting equality of access and opportunity and allowing access to employment, leisure and retail offers from some of the most deprived parts of the city, providing improved pedestrian and cycling routes, improving community cohesion and the overall improvement in air quality and environmental impacts in the district.

5.2 The lack of safe and attractive walking or cycling links between Pudsey Town Centre and New Pudsey railway station has been identified as a specific barrier in the Leeds Transport Conversation and these fully funded proposals will address such an issue.

- 5.3 The provision of improved walking and cycling routes will also contribute to the Council's target for reduced carbon emissions by encouraging these transport choices as an alternative to short (and longer) car journeys and the mini

6 Recommendations

Chief Officer (Highways & Transportation)

The Chief Officer is requested to:

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7 Background documents

- 7.1 None

8 Appendices

- 8.1 Drawing No TM/28/319/CON/01

Equality, Diversity, Cohesion and Integration Screening



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

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

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

Directorate: City Development	Service area: Highways
Lead person: Craig Williams	Contact number: (0113) 37 87 494

1. Title: Pudsey – Walking & Cycling Improvements
Is this a: <input type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input checked="" type="checkbox"/> Other
If other, please specify

2. Please provide a brief description of what you are screening
<p>The Transport Hubs Improvements and Public Transport Access Schemes are a part of the Transport Hubs and Connecting Communities work stream within the Connecting Leeds Programme. This package of works will improve connectivity between Leeds Communities, the City Centre and key destinations by delivering upgrades to existing transport hubs, by creating new or upgrade existing facilities to improve the waiting environment and travel information offer as well as enhancing connections within and between other public transport hubs and communities by improving specific local walking and cycling links.</p> <p>The Pudsey – Walking & Cycling Improvement proposals include;</p> <ul style="list-style-type: none">• Providing safe, convenient and accessible routes for both pedestrians and cyclists, from Pudsey Town Centre to the New Pudsey railway station.• Enhance some of the local public footpath routes to make them more accessible and attractive to use for all.

- Enhance some of the pedestrian and cycle routes on third party land (Network Rail and Owlcotes Centre) to make them more accessible and attractive to use for all;
- Provide informal pedestrian crossing facilities on raised traffic calming features to assist crossing main roads;
- Provide waiting restrictions at various locations throughout the locality to ensure a safe, un-obstructive and continuous walking and cycling routes; and
- Provide a strategic way finding signing strategy, to sign post the routes for pedestrian and cyclist to use between Pudsey town centre and New Pudsey railway station.

3. Relevance to equality, diversity, cohesion and integration

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

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

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

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

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

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

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

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

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

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

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

Consultation has taken place with Ward Members, Emergency Services and various other stakeholders throughout the design process

Stakeholder consultation has taken place directly via a series of briefing and public engagement sessions, posters on the highway, on social media platforms and various advertisement notices during the detailed design stage.

The public engagement ran from 15th September till the 14th October, with online advertisement and consultation via WYCA website.

Public consultation events were held at New Pudsey railway station in September 2019. Street notices were also posted throughout the local communities and in Pudsey bus interchange for the duration of the engagement period

All comments received from every aspect of consultation and engagement were duly considered prior to scheme implementation.

• **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 2018 Health Needs Assessment for the area recommended an increase in the number of quality spaces for communities to come together as one of the top priorities. These proposals will help achieve this.

Positive Impacts

- Provision of wider and resurfaced footpaths will provide a uniform surface which will benefit all pedestrian users, but especially those with mobility issues, blind and partially sighted people, parents with prams and older people.
- Greater independence and choice for children travelling to school using more sustainable modes of travel and making it more pleasant to walk or cycle, encouraging a more healthy lifestyle
- Introduction of accessible formal and informal crossing facilities with associated tactile paving; additional crossing points will be provided through the use of flat top traffic calming features and indicated with tactile paving.

- Improve quality of life for the local community by providing more accessible, safer and direct walking and cycling routes away from motor vehicle dominated routes.
- Improved lighting along various routes will improve the environment for all road users but especially women, those with mobility issues and those who are partially sighted.
- Providing widened footways which will benefit pedestrians and cyclists and improve access to public transport provision and existing cycling infrastructure.
- Providing an uncluttered environment which will benefit those with mobility issues.

Negative Impacts

- Traffic calming features will have an impact on drivers with some believing they damage vehicles and cause delays in journey times.
- Increases future maintenance costs, particularly for raised features e.g. road humps, road markings.

• Actions

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

- The traffic calming will be designed and introduced to current standards and guidance
- The effects of any change in the highway network will be monitored following completion and if changes are deemed necessary then these will be considered.

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

Date to scope and plan your impact assessment:	4 December 2020
Date to complete your impact assessment	4 December 2020
Lead person for your impact assessment (Include name and job title)	Craig Williams, Engineer

6. Governance, ownership and approval

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

Name	Job title	Date
Nicholas Hunt	Traffic Engineering Manager	4 December 2020
Date screening completed		4 December 2020

7. Publishing

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

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

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

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

For Executive Board or Full Council – sent to Governance Services	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent:
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: