



Report to the Chief Officer (Highways & Transportation)

Date: 12 January 2021

Subject: Bramley Bus Interchange – Public Transport Improvements

Are specific electoral wards affected? If yes, name(s) of ward(s): Bramley & Stanningley	<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, with the aim of 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 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 relate to the Bramley Bus Interchange area and are aimed at enhancing and providing a safer overall layout of the interchange, improving pedestrian movement through the area and improving the general customer experience at this public transport hub by introducing better pedestrian facilities, improved waiting facilities and real time travel information.
- 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 Bramley Bus Interchange 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 Bramley Bus Interchange project will improve accessibility to public transport provision, thus allowing access to the employment, leisure and retail offers from some 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:

- Note and approve the final layout of the Bramley Bus Interchange scheme as shown on the attached Drawing Nos TM/06/368/GEN/02 & TM/06/368/TRO/01;
- Give authority to issue the works to the term contractor and to construct the scheme as shown.
- Note the required expenditure of £459,000, comprising £270,000 works costs, £125,000 Statutory Undertakers diversionary costs and £64,000 staff fees, all being funded from West Yorkshire Combined Authority's Connecting Leeds programme (previously approved);
- Note that the scheme, valued at £459,000, is to be wholly funded from West Yorkshire Combined Authority's Connecting Leeds programme as previously approved by Executive Board.

- v) Give authority to advertise and introduce a Traffic Regulation and Movement Order to introduce waiting restrictions and bus lane respectively as shown on the attached drawing no. TM/06/369/TRO/01 and to advertise a notice under the provision of Section 23 of the Highways Act 1980 associated with provision of pedestrian crossings and if no valid objections are received, to make, seal and implement the Traffic Regulation and Movement Orders and implement the pedestrian crossings, as advertised.
- vi) Authorise the City Solicitor to advertise draft Traffic Regulation and Movement Orders and to advertise a notice under the provision of Section 23 of the Highways Act 1980 associated with provision of a pedestrian crossing and if no valid objections are received, to make, seal and implement the Orders and pedestrian crossings as advertised

1. Purpose of this report

- 1.1 This report requests the Chief Officer (Highways & Transportation) to approve the final design and delivery of the Bramley Bus Interchange scheme at a total cost of £459,000, comprising £270,000 works costs, £125,000 Statutory Undertakers diversionary costs and £64,000 staff fees, all to be funded from West Yorkshire Combined Authority's Connecting Leeds programme.

2. Background information

- 2.1 In 2016, the Leeds Transport Conversation took place, where over 8000 people communicated what's important for them and for Leeds and this has subsequently informed the Connecting Leeds programme and it was clear from the consultation that for many communities across the district the bus will remain a critical and fundamental element and improvements to access between communities, and from these communities to the city centre are vital to access the opportunities Leeds city centre provides so residents enjoy improved quality of life.
- 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 integration of travel by providing better integration through the use of transport 'hubs' by adding well-lit paths and walking facilities and green infrastructure;
 - c) Better information provision at stops and transport hubs e.g. clarity and durability of timetable displays, real time information; and
 - d) The need for increased cycle infrastructure to improve accessibility e.g. increased provision of cycle tracks and the promotion of existing tracks to increase usage.
- 2.3 The proposals detailed in this report relate to the Bramley Bus Interchange area adjacent to Bramley Shopping Centre and are aimed at enhancing and providing a safer overall layout of the interchange, improving pedestrian movement through the area and improving the general customer experience at this public transport hub by introducing better pedestrian facilities, improved waiting facilities and real time travel information.

3. Main issues

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

The main proposals for this location are to:

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

The aims of the scheme are to:

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

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 these proposals
- 4.1.2 Ward Members for the Bramley & Stanningley Ward were consulted and briefed on the Bramley Bus Interchange scheme by the West Yorkshire Combined Authority and the Ward Members support the proposals in their area.
- 4.1.3 A programme of local consultation with the various local communities, general public and affected properties was undertaken taken between 15th September and

the 14th October, which included flyers posted on street and in bus shelters in the interchange and on-line consultation through WYCA's YourVoice platform. The results of the public engagement showed that of the 51 representations made, 80% were in favour of the proposals, 15% were against the proposals and 5% were neutral/don't know.

The comments against the proposals typically focused upon;

- Poor timetabling of existing routes causing congestion within the existing arrangement and unless this was addressed the scheme would have little impact, these comments were taken on board by the WYCA and will be discussed with operators.
- That it would prevent customers to the Cash Converters/Bright House from parking close to the shops, making it increasingly difficult to transport larger items to their vehicles.
One of the key aspects of this scheme requested by bus operators and users of the facilities was to remove non PSVs from the terminus, as parked vehicles frequently obstructed buses docking correctly at the allocated stands, creating a situation where passengers could not board or alight correctly, particularly those with mobility issues. Whilst this does mean customers to these shops cannot park immediately outside a large carpark is provide for the centre for use.
- That the design is not radical enough and the existing car park and bus terminus should switch, providing less parking for customers and encouraging more public transport use. Unfortunately this land is not public highway

4.1.4 Emergency Services and the bus operators have been consulted on the Bramley Bus Interchange proposals. The bus operators are supportive of the proposals and the desire to change the dangerous drive in reverse out operation (DIRO).

The Police made comment about the potential for anti-social behaviour in the bus interchange area with the new shelters providing more attractive places for this behaviour to take place. The Police also made comment about the take-away delivery drivers of neighbouring businesses ignoring the proposed bus lane restriction. Any such behaviour will be addressed by the bus lane enforcement camera installed as part of the scheme Alternative loading provision is provided via the loading bay on Town Street.

4.1.5 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 provided guidance on the appropriate shrubbery to be introduced and ideal depths for the bedding areas.

4.1.6 Stage 1 & 2 Road Safety Audits have been carried out on all eight schemes, with the feedback being reviewed by the project team and amendments made to the individual scheme designs where feasible.

4.2 Equality and diversity / cohesion and integration

4.2.1 The Bramley Bus Interchange scheme contributes to a number of corporate policies and targets aimed to improve equality and diversity, including the Inclusive Growth

strategy, by promoting equality of access and opportunity via public transport, 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 or less capable cyclists by using suitable off highway links. Reducing the reliance on private car use will help contribute to an overall improvement in air quality and environmental impacts in the district by more people using sustainable and active modes of travel such as walking and cycling.
- 4.2.3 Removing some of the barriers of motorised traffic and improving off highway links and enabling more active travel has the potential to improve community integration through offering opportunities to mix and interact
- 4.2.4 An Equality, Diversity, Cohesion and Integration Screening has been undertaken and is attached as an Appendix.

Positive Impacts

- Improving the public transport arrangements will provide benefits for all pedestrians, especially those with mobility issues, in accessing the bus services which enables them to access local amenities and serve to increase public transport patronage.
- Increased greenery, trees and landscaping in the whole area
- Providing widened footways which will benefit all pedestrian road users and improve the access to bus services.
- Greater independence and choice for children travelling to school
- Make it more pleasant to walk, encouraging a more healthy lifestyle
- Improve quality of life for the local community
- Providing an uncluttered environment which will benefit those with mobility issues.
- Crossing facilities include features which benefit disabled pedestrians such as dropped kerbs for wheelchair users and tactile paving to assist blind and partially sighted pedestrians.

Negative Impacts

- Loss of original green space may have an impact on the streetscape, however this is being offset by introduction of planting throughout the scheme. The additional planting includes;
 - Wild shrubbery and bushes within the raised planting sections throughout the scheme. These replace all existing guard rail as a means to segregate pedestrian footfall from the public service vehicles, as well as absorbing pollutants.

- There will also be a permanent fern tree installed within the grassed verge areas as well as,
- Additional green space/planting introduced elsewhere within the ward following requests from the Ward Members.

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.

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:

- 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 The proposals contained in this report therefore contribute to the Leeds target of net zero carbon emissions by 2030 by improving facilities for public transport provision

and walking 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 £459,000, comprising £270,000 works costs, £125,000 Statutory Undertakers diversionary costs and £64,000 staff fees, all being funded from the West Yorkshire Combined Authority's 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 February 2021 with completion expected in May 2021.

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

4.5.1 All 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.

4.5.2 This report is not eligible for Call-In.

4.6 Risk management

4.6.1 The proposals outlined in this report offer improvements to public transport infrastructure and accessibility at the Bramley Bus Interchange 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 public transport provision in the area would remain unattractive and the pedestrian thoroughfare through the bus interchange would continue to be obstructive and remain unsafe due to the reversing buses.

5. Conclusions

5.1 The Bramley Bus Interchange scheme outlined in this report contributes to a number of corporate policies and targets such as, improving the Inclusive Growth strategy, promoting equality of access and opportunity and allowing access to employment, leisure and retail offers from some of the most deprived parts of the city, providing accessible and safe public transport facilities and pedestrian routes, improving community cohesion and the overall improvement in air quality and environmental impacts in the district.

5.2 The provision of improved accessibility to public transport and improvement to infrastructure 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.

6. Recommendations

Chief Officer (Highways & Transportation)

The Chief Officer is requested to:

- i) Note and approve the final layout of the Bramley Bus Interchange scheme as shown on the attached Drawing Nos TM/06/368/GEN/02 & TM/06/368/TRO/01;
- ii) Give authority to issue the works to the term contractor and to construct the scheme as shown.
- iii) Note the required expenditure of £459,000, comprising £270,000 works costs, £125,000 Statutory Undertakers diversionary costs and £64,000 staff fees, all being funded from West Yorkshire Combined Authority's Connecting Leeds programme (previously approved);
- iv) Note that the scheme, valued at £459,000, is to be wholly funded from West Yorkshire Combined Authority's Connecting Leeds programme as previously approved by Executive Board.
- v) Give authority to advertise and introduce a Traffic Regulation and Movement Order to introduce waiting restrictions and bus lane respectively as shown on the attached drawing no. TM/07/369/TRO/01 and to advertise a notice under the provision of Section 23 of the Highways Act 1980 associated with provision of a pedestrian crossing and if no valid objections are received, to make, seal and implement the Traffic Regulation and Movement Orders and implement the pedestrian crossings, as advertised.
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7. Background documents

7.1 N/A

Equality, Diversity, Cohesion and Integration Screening



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

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

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

Directorate: City Development	Service area: Highways
Lead person: Chris Procter	Contact number: (0113) 3787501

1. Title: **Bramley Bus Interchange – Public Transport Improvements**

Is this a:

Strategy / Policy
 Service / Function
 Other

If other, please specify

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

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.

The Bramley Bus Interchange – Public Transport Improvements proposals include;

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

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, posters on the highway, on social media platforms and various advertisement notices during the detailed

design stage.

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

All comments received from every aspect of consultation and engagement was 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)

Positive Impacts

- Improving the public transport arrangements will provide benefits for all pedestrians, especially those with mobility issues, in accessing the bus services which enables them to access local amenities and serve to increase public transport patronage.
- Increased greenery, trees and landscaping in the whole area
- Providing widened footways which will benefit all pedestrian road users and improve the access to bus services.
- Greater independence and choice for children travelling to school
- Make it more pleasant to walk, encouraging a more healthy lifestyle
- Improve quality of life for the local community
- Providing an uncluttered environment which will benefit those with mobility issues.
- Crossing facilities include features which benefit disabled pedestrians such as dropped kerbs for wheelchair users and tactile paving to assist blind and partially sighted pedestrians.

Negative Impacts

- Loss of green space may have a negative impact on the streetscape.

- **Actions**

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

- The loss of green space can be mitigated by the provision of additional greenery, and landscaping within the scheme limits

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)	Chris Procter, 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	
<p>Though all key decisions are required to give due regard to equality the council only publishes those related to Executive Board, Full Council, Key Delegated Decisions or a Significant Operational Decision.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> • Governance Services will publish those relating to Executive Board and Full Council. • The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions. • A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record. <p>Complete the appropriate section below with the date the report and attached screening was sent:</p>	
For Executive Board or Full Council – sent to Governance Services	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent:
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: