

Report of LPTIP Programme Manager**Report to Chief Officer (Highways and Transportation)****Date: 5 February 2021****Subject: Leeds Public Transport Investment Programme (LPTIP); Bradford to Leeds A647 Bus Priority Corridor; Bradford Road design change****Capital Scheme Number: 32771 / BFD / 000**

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

Summary**1. Main issues**

- 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.
- 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.
- The Chief Officer (Highways & Transportation) approved the preliminary design of the A647 Bus Priority Corridor project in October 2019, and gave approval for the relevant Traffic Regulation Orders (TROs) to be advertised. However, since this approval was given, there has been a change to the design on Bradford Road, which affects the TROs. Accordingly, approval is now being sought to advertise the amended TROs.

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) Request the City Solicitor to advertise draft Traffic Regulation Orders required to implement the elements of the A647 Bus Priority Corridor scheme within the Calverley & Farsley ward, and if no valid objections are received, to make, seal and implement the Orders as advertised. The Traffic Regulation Orders are described in the Summary TRO Plans and Summary TRO Schedule included in Appendices 8.3 and 8.4, respectively.

1. Purpose of this report

- 1.1 To seek approval to advertise the Traffic Regulation Orders (TROs) required to implement the elements of the A647 Bus Priority Corridor scheme within the Calverley & Farsley ward, noting that the TROs required to deliver the scheme have changed from those presented in the preliminary design previously approved by the Chief Officer (Highways and Transportation).

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, but the TROs relating to the elements of the scheme within the Calverley & Farsley and Bramley & Stanningley wards are still to be advertised.

3. Main issues

- 3.1 Since the Chief Officer's (Highways & Transportation) approval to advertise the draft TROs for the A647 Bus Priority Corridor scheme, there has been a change to the design of the scheme within the Calverley & Farsley Ward, which requires a change to the proposed TROs (there has been no change to the TROs required within the Bramley & Stanningley ward). Whereas the original preliminary design included a peak period westbound bus lane on Bradford Road between its junctions with Woodhall Lane and Grange Avenue, the amended design will not include this bus lane, but will instead include peak period parking and loading restrictions on the westbound kerblines of Bradford Road, over the same extent. The full set of TROs required to deliver the elements of the A647 Bus Priority Corridor scheme within the Calverley & Farsley Ward are described in Appendices 8.3 and 8.4. The TROs may be summarised as follows:

- Loading restrictions on eastbound kerblines of Bradford Road, between Sunnybank Lane and a point approximately 125 metres east of Sunnybank Lane, to operate Monday to Friday, 7-10am and 4-7pm. The existing 'No Waiting At Any Time' restriction in this location will remain.
- Waiting and loading restrictions on eastbound kerblines of Bradford Road, from a point approximately 300 metres east of Sunnybank Lane to Woodhall Lane, to operate Monday to Friday, 7-10am and 4-7pm. It should be noted that 'No Waiting At Any Time' restrictions are already in place on some sections of this kerblines, and that these restrictions will be maintained.
- Waiting and loading restrictions on eastbound kerblines of Bradford Road, from a point approximately 40 metres east of Woodhall Park Drive to Meadow Park Drive, to operate Monday to Friday, 7-10am and 4-7pm. It should be noted that 'No Waiting At Any Time' restrictions are already in place on some sections of this kerblines, and that these restrictions will be maintained.
- Eastbound bus lane on Bradford Road, from a point approximately 125 metres east of Sunnybank Lane to a point approximately 300 metres east of Sunnybank Lane, and from Woodhall Lane to a point approximately 40 metres east of Woodhall Park Drive, to operate Monday to Friday, 7-10am and 4-7pm. No waiting or loading during hours of operation. It should be noted that 'No Waiting At Any Time' restrictions are already in place on some sections of this kerblines, and that these restrictions will be maintained.
- Waiting and loading restrictions on the westbound kerblines of Bradford Road, between westbound bus stop east of Ederoyd Drive and a point approximately 15 metres east of Grange Avenue, to operate Monday to Friday, 7-10am and 4-7pm. It should be noted that 'No Waiting At Any Time'

restrictions are already in place on some sections of this kerbline, and that these restrictions will be maintained.

- 3.2 The change to the design was approved at the LPTIP Package Board in August 2020, and the justification for this change to the design is presented in Appendix 8.2. In summary, the proposed westbound bus lane would have conflicted with the proposed reconfiguration of the Dawsons Corner junction, which is being progressed as part of a separate project. Traffic modelling undertaken in support of the Dawsons Corner scheme showed that, following implementation of the junction reconfiguration, three lanes of westbound general traffic would be required on Bradford Road between Thornbury Barracks and the Bradford border, in order to avoid development of westbound queues propagating from Thornbury Barracks through the Dawsons Corner junction. The modelling has shown that, when combined with the new layout at Dawsons Corner, the proposed bus lane would have worsened delays both for buses and general traffic. By contrast, the proposed parking restrictions will ensure that three lanes of westbound traffic can be accommodated on this section of Bradford Road during the peak periods, thus ensuring that the Thornbury Barracks and Dawsons Corner junctions can operate effectively.
- 3.3 Traffic modelling undertaken to understand the impacts of the combined A647 Bus Priority Corridor proposals on Bradford Road and Dawsons Corner proposals has shown that bus journey times will improve by an average of 53.5 seconds eastbound during the morning peak period, and 21.5 seconds westbound in the afternoon peak period (note that this represents the benefits in the Bradford Road area only – the benefits of the LPTIP A647 Bus Priority Corridor scheme as a whole are quoted in section 1 ‘Main Issues’). The proposed eastbound bus lane on Bradford Road will also largely eradicate the existing variability of delay for buses, of up to 10 minutes. The proposed waiting and loading restrictions on the westbound kerbline are also deemed essential in future proofing against the forthcoming junction reconfiguration at Dawsons Corner. If the proposed TROs as described in Appendices 8.3 and 8.4 were not implemented, the scheme could not be implemented, and the benefits highlighted above could not be achieved.
- 3.4 In addition to the TROs required to deliver the LPTIP scheme, it has emerged that a number of TROs which were advertised during 2015, which related to the reconfiguration of the Thornbury Barracks junction undertaken at that time, have not been sealed due to an administrative error. These TROs are shown in Appendix 8.5 Thornbury Barracks Junction Scheme TRO Plan. Since TROs must be sealed within 2 years of being advertised, it is now not possible to seal these TROs without re-advertising them. It is therefore proposed that the relevant TROs be re-advertised along with those TROs required to deliver the LPTIP scheme. Approval to advertise the TROs shown in Appendix 8.5 was given by the Chief Officer (Highways & Transportation) in 2015, as shown in Appendix 8.6 Thornbury Barracks Junction Scheme Report.

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 Appendix 8.1 Report to Chief Officer (Highways and Transportation): Leeds Public Transport Investment Programme (LPTIP); Bradford to Leeds A647 Bus Priority Corridor.

- 4.1.2 The main issues highlighted during the consultation in relation to the proposals for Bradford Road were concerns about the loss of residential parking, as well as the perceived impact of bus lanes on congestion. These concerns were also raised by local ward members (Calverley & Farsley). In response to these concerns, parking surveys were undertaken, firstly in spring 2019, and again in November/December 2020, with results being reported to local ward members (Calverley & Farsley). The results are summarised in paragraphs 4.1.3 and 4.1.4.
- 4.1.3 The parking surveys undertaken in spring 2019 found a maximum accumulation of 2 vehicles on the westbound carriageway of Bradford Road, between Thornbury Barracks and Moorland Road. Across the two days of surveys, there were 2 separate occasions when 2 vehicles were parked simultaneously here, one occurring 9:15-10:00 am, and the other occurring at 5:40-5:50pm. The surveys indicated that there was sufficient capacity on the residential streets adjoining the westbound carriageway of Bradford Road to accommodate vehicles displaced as a result of the proposed parking restrictions.
- 4.1.4 The parking surveys undertaken in November/December 2020 were undertaken on Moorland Road, Calverley Moor Road and Peckover Drive, during weekday evenings, and were intended to give an indication of the baseline level of residential parking. The results showed that there is a good level of spare capacity on Peckover Drive and Calverley Moor Road. The section of Moorland Road to the north of Moorland Crescent was found to be close to its maximum capacity, with space for an estimated 1 to 3 additional vehicles. It should be noted though that the estimation of capacity does not account for lengths of dropped kerb on Moorland Road in front of residents' driveways – residents could choose to park along dropped kerbs in front of their own driveways if there is insufficient space elsewhere. In addition to this, there was a good deal of spare capacity on the section of Moorland Road to the east of Moorland Crescent, as well as on Calverley Moor Avenue.
- 4.1.5 The results of the parking surveys as detailed in paragraphs 4.1.3 and 4.1.4 indicate that there is sufficient parking capacity available on side streets adjoining Bradford Road to accommodate the small number of vehicles likely to be displaced as a result of the proposed new parking restrictions. Additional parking surveys will be undertaken in this area following the implementation of the proposals. Should these surveys identify an issue with parking in the area at this stage, options to address the issue will be considered. The change to the design as highlighted in this report will not have any additional impact on availability of parking, as the originally proposed westbound bus lane would also have prevented parking on the westbound kerblines during the peak periods. Traffic modelling undertaken in relation to this proposal has shown that the proposed eastbound bus lane will have minimal impact on general traffic journey times, with the Thornbury Barracks junction continuing to operate within capacity.
- 4.1.6 The Local Ward Members (Calverley & Farsley) have been briefed several times regarding these proposals, on 9th July 2019, 28th January 2020 and 4th November 2020. They were informed of the design change on Bradford Road in November 2020.
- 4.1.7 Engagement with the Executive Member with responsibility for transport has been undertaken throughout the development of this scheme.

- 4.1.8 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.
- 4.1.9 The bus operator (First) has been updated regularly regarding the proposals for the A647 Bus Priority Corridor, and have stated that they fully support the LPTIP proposals for the A647 Bus Priority Corridor. First were informed of the design change on Bradford Road in November 2020.
- 4.1.10 Emergency Services were consulted regarding these proposals via email in May 2020. No adverse comments were received.
- 4.1.11 Consultation relating to the TROs associated with the Thornbury Barracks Junction Scheme was undertaken in 2014, and included consultation with West Yorkshire Combined Authority, emergency services, local Ward Members (Calverley & Farsley), and local residents. The proposed TROs were amended to address comments received from some local residents. The consultation undertaken in support of the Thornbury Barracks Junction scheme is described in more detail in Appendix 8.6.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 A full Equality, Diversity/ Cohesion and Integration Screening (Appendix A) has been carried out on the Bradford Road section of the A647 Bus Priority Corridor project, and confirmed that a full impact assessment is not required. The screening highlighted the following benefits:
- The new bus lanes and parking restrictions will improve bus journey times and 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.
 - The proposed new toucan crossing will benefit all pedestrians and cyclists, but in particular disabled and older people who may find it more difficult to cross without signalised facilities.
- 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. The TROs as proposed are necessary in order to realise the benefits of the proposed scheme, with the localised disbenefits being more than compensated by the 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. 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 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) Request the City Solicitor to advertise draft Traffic Regulation Orders required to implement the elements of the A647 Bus Priority Corridor scheme within the Calverley & Farsley ward, and if no valid objections are received, to make, seal and implement the Orders as advertised. The Traffic Regulation Orders are described in the Summary TRO Plans and Summary TRO Schedule included in Appendices 8.3 and 8.4, respectively.

7. Background documents

7.1 None

8. Appendices

- 8.1 Report to Chief Officer (Highways and Transportation): Leeds Public Transport Investment Programme (LPTIP); Bradford to Leeds A647 Bus Priority Corridor
- 8.2 Package Board decision note A647 Bradford Road Bus lanes 18.08.20
- 8.3 A647 Bradford Road Summary TRO Plans
- 8.4 A647 Bradford Road Summary TRO Schedule
- 8.5 Thornbury Barracks Junction Scheme TRO Plan
- 8.6 Thornbury Barracks Junction Scheme Report

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 - Bradford Road section

Is this a:

☐

Strategy / Policy

☐

Service / Function

☒

Other

If other, please specify

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

The A647 Bus Priority Corridor scheme will deliver improvements to bus journey times and reliability on the A647, through the provision of new bus lanes, junction improvements and signals upgrades between the Leeds-Bradford border and Armley Gyratory. The scheme as a whole has been subject to a separate EDCI screening, which found that no impact assessment was required. The present screening document relates only to the Bradford Road section of this project.

The Bradford Road section of the scheme comprises the following interventions:

- Eastbound bus lane on Bradford Road, from Daleside Road to Moorland Road, and from Thornbury Barracks to a point 45 metres east of Woodhall Park Drive, to operate Monday to Friday, 7-10am and 4-7pm. No waiting or loading during hours of operation. It should be noted that 'No Waiting At Any Time' restrictions are already in place on some sections of this kerbline, and that these restrictions will be maintained.
- Waiting and loading restrictions on eastbound kerbline of Bradford Road,

between end of proposed bus lane and Meadow Park Drive, to operate Monday to Friday, 7-10am and 4-7pm. It should be noted that 'No Waiting At Any Time' restrictions are already in place on some sections of this kerbline, and that these restrictions will be maintained.

- Waiting and loading restrictions on the westbound kerbline of Bradford Road, between westbound bus stop east of Ederoyd Drive and Grange Avenue, to operate Monday to Friday, 7-10am and 4-7pm. It should be noted that 'No Waiting At Any Time' restrictions are already in place on some sections of this kerbline, and that these restrictions will be maintained.
- New toucan crossing of Bradford Road, to the east of its junction with Galloway Lane.
- Upgrades to signals infrastructure along the route, to improve efficiency for all highway users.

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.

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)

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.

The Connecting Leeds Programme was developed from the Leeds Transport Conversation and extensive engagement with a wide range of groups such as Voluntary Action Leeds, Child Friendly Leeds, BME Hub, Disability Hub, LGBT Hub, Leeds Society for the Deaf and Blind, Physical and Sensory Impairment (PSI) Network, 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	St James' Hall

at Mother and Baby Group	
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.

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:

- The new bus lane and parking restrictions will improve bus journey times and 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.
- The proposed new toucan crossing will benefit all pedestrians and cyclists, 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, and to ensure that the Thornbury Barracks and

Dawsons Corner junctions can operate effectively.
<ul style="list-style-type: none"> • Actions <p>(think about how you will promote positive impact and remove/ reduce negative impact)</p> <p>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.</p>

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	08/01/2021
Date screening completed		08/01/2021

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: 05/02/2021
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent:

