

## A647 Bus Priority Corridor TRO Objection Report

Date: 14 December 2021

Report of: LPTIP Programme Manager

Report to: Chief Officer (Highways and Transportation)

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

### **What is this report about?**

#### **Including how it contributes to the city's and council's ambitions**

- This report concerns (i) Leeds City Council (Traffic Regulation) (Movement Restriction) (No.M14) Order 2012 Amendment No.1 Order 2021, & (ii) Leeds City Council (Traffic Regulation) (Waiting Restriction (No. W3) Order 2021 which would introduce a new peak period eastbound bus lane, and new peak period waiting and loading restrictions, on Bradford Road, Calverley and Stanningley Road, Bramley. This proposal forms part of the A647 Bus Priority Corridor scheme, and will improve bus journey times and reliability, as well as ensuring the efficient flow of general traffic between Dawsons Corner and the Bradford Border, and at the junction of Stanningley Road with Hough Lane. Appendix C (TRO Plan As Advertised) shows the proposed Order as advertised, which is also described verbally in Appendix D (TRO Schedule As Advertised).
- In addition to the Traffic Regulation Orders (TROs) required to deliver the A647 Bus Priority Corridor scheme, a number of TROs relating to the reconfiguration of the Thornbury Barracks scheme undertaken in 2015 have also been readvertised as part of (i) Leeds City Council (Traffic Regulation) (Movement Restriction) (No.M14) Order 2012 Amendment No.1 Order 2021, & (ii) Leeds City Council (Traffic Regulation) (Waiting Restriction (No. W3) Order 2021 , after it emerged that they had not previously been sealed due to an administrative error. These TROs will ensure the safe operation of the Thornbury Barracks junction.
- By improving bus journeys on a key radial route, the proposed TROs relating to the A647 Bus Priority Corridor will facilitate modal shift from private car to bus, thus helping to reduce greenhouse gas emissions, improve air quality and reduce noise. The TROs relating to the Thornbury Barracks junction will ensure this junction can operate safely. In sum, the TROs will support the Best Council Plan 2020-2025 priorities for Health & Wellbeing, Sustainable Infrastructure and Safe, Strong Communities by:
  - Improving transport safety and affordability; and
  - Improving air quality, reducing pollution and noise.

## Recommendations

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

- a) Note the contents of the report;
- b) Consider and over-rule objections 2 to 14 as described in Appendix A, which have been raised to (i) Leeds City Council (Traffic Regulation) (Movement Restriction) (No.M14) Order 2012 Amendment No.1 Order 2021, & (ii) Leeds City Council (Traffic Regulation) (Waiting Restriction (No. W3) Order 2021 ;
- c) Partially uphold objection 1 as described in Appendix A, which has been raised to (ii) Leeds City Council (Traffic Regulation) (Waiting Restriction (No. W3) Order 2021, to the effect that an amendment be made to the proposed TRO, as described in Appendix A.
- d) Request the City Solicitor to make, seal and implement (i) Leeds City Council (Traffic Regulation) (Movement Restriction) (No.M14) Order 2012 Amendment No.1 Order 2021, & (ii) Leeds City Council (Traffic Regulation) (Waiting Restriction (No. W3) Order 2021, as amended in response to objection 1 and as detailed in Appendix A ;
- e) Request the City Solicitor to write to the objectors informing them of the decision taken by the Chief Officer (Highways and Transportation).

## Why is the proposal being put forward?

- 1 Buses and general traffic currently experience delays during the peak periods on the A647 Bradford Road, between the Bradford border and Dawsons Corner, which has three lanes in each direction. This is in part due to parking and loading within the nearside lanes, which effectively limits each carriageway to three unobstructed lanes. The proposed TROs will prohibit parking and loading on Bradford Road during the peak periods, and will introduce a peak period eastbound bus lane. These measures will help to reduce delays and improve reliability for buses, and will help to enable the efficient flow of general traffic.
- 2 Eastbound buses and general traffic currently experience delays at the Stanningley Road / Hough Lane junction during the peak periods. This is largely due to the presence of a parking bay very close to the eastbound stop line, which constrains the effective width of the carriageway, such that it is often not possible for eastbound straight-ahead traffic to pass vehicles waiting to turn right into Swinnow Road. This limits the capacity of the junction for eastbound traffic, affecting both buses and general traffic. The proposed TROs will prohibit parking and loading on this section of Stanningley Road during the peak periods, which will help to increase the capacity of the junction for eastbound traffic, reducing delays and improving reliability for buses and general traffic.
- 3 Late in 2020, it 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, had not been sealed due to an administrative error. The sealing of the TROs relating to the Thornbury Barracks scheme will ensure that the traffic signs and road markings in place in the vicinity of this junction can be enforced effectively, thereby ensuring that this junction can continue to operate safely.

## What impact will this proposal have?

**Wards Affected: Calverley and Farsley; Bramley and Stanningley; Armley**

Have ward members been consulted?

Yes

No

- 4 The Bradford to Leeds A647 Bus Priority Corridor scheme as a whole is estimated to provide average bus journey time savings of 8 minutes inbound in the morning peak, and 7 minutes outbound in the afternoon peak, as well as improving bus journey time reliability. The TROs described in this report will contribute to these benefits.
- 5 By improving bus journeys on this key arterial route, this proposal will help to facilitate modal shift from private car to bus. The proposal will therefore help to reduce greenhouse gas emissions and noise, and to improve air quality.
- 6 By improving the effectiveness of buses, the proposal will improve transport provision for those unable to afford car ownership.
- 7 By ensuring that the Thornbury Barracks junction can operate safely, the proposed TROs will help to reduce the risk of road traffic collisions.
- 8 The proposed waiting and loading restrictions will limit access to parking and loading during the peak periods in the areas affected. However, parking surveys have been undertaken to establish the impact of this, and have found that there is limited parking on Bradford Road, and that sufficient parking is available on adjacent side streets to accommodate vehicles displaced by the proposed new waiting and loading restrictions. The proposed waiting and loading restrictions on Stanningley Road impact a single parking bay, and it is assumed that any vehicle displaced from this location could find alternative available parking either within the bays slightly further west on Stanningley Road, or on the nearby side streets.
- 9 If the TROs were not implemented, the benefits of the A647 Bus Priority Corridor scheme for bus journey times and reliability on Bradford Road could not be realised. In addition to this, modelling undertaken during the development of the proposals for the Dawsons Corner junction has indicated that, following implementation of the proposed layout at Dawsons Corner, three lanes of unobstructed westbound general traffic will be required on Bradford Road between Dawsons Corner and the Bradford border, in order to avoid development of queues propagating from Thornbury Barracks through the Dawsons Corner junction, to the detriment of bus journey times and flow of general traffic.
- 10 A full Equality, Diversity, Cohesion & Inclusion Screening is included in Appendix B.

### **What consultation and engagement has taken place?**

- 11 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 requires local transport authorities to consult with The Freight Transport Association, The Road Haulage Association, and "such other organisations (if any) representing persons likely to be affected by any provision in the order as the order making authority thinks it appropriate to consult", before making any TROs.
- 12 Two rounds of public engagement regarding the A647 Bus Priority Corridor proposals were undertaken in 2018, which included public drop in events, distribution of leaflets, advertisement in online and printed media and engagement with various local interest and community groups. The outcomes of this consultation exercise are detailed in Background Document 1 LPTIP Bradford to Leeds A647 Bus Priority Corridor.
- 13 Emergency services were provided with plans for the A647 Bus Priority Corridor scheme in June 2019. No adverse comments were received.
- 14 The proposed TROs on Bradford Road, Galloway Lane and Woodhall Lane fall within the Calverley and Farsley ward. The proposed waiting and loading restrictions on Stanningley Road fall within the Bramley and Stanningley ward, near to the border with Armley ward. Local ward members for Calverley and Farsley, Bramley and Stanningley and Armley have

been briefed regarding the A647 Bus Priority Corridor scheme several times, most recently in November 2020. Members for Calverley and Farsley have raised concerns regarding the impact of the proposals on availability of parking for residents. Members for Bramley and Stanningley and Armley have not raised any concerns regarding the proposed new bus lanes and waiting and loading restrictions covered by this report. Local ward members for Calverley and Farsley and Bramley and Stanningley were informed of the advertisement of the TROs in August 2021. Local ward members for Armley were not given formal notification of the advertisement of the TROs, due to the TROs falling outside of the Armley ward.

- 15 The TRO was advertised from 13<sup>th</sup> August to 10<sup>th</sup> September 2021 through notices placed in newspapers and on streetlights in the affected area, and letters regarding the advertisement were delivered to the properties most directly affected. The Freight Transport Association and The Road Haulage Association were informed of the advertised Order, and made no adverse comments. The objections received to the advertised TRO, and the responses from the project team, are summarised in Appendix A. Objections from five individual objectors were received during the advertisement period of the TRO, and a further three objectors raised objections which were received after this period had concluded, the latest of which was received by the project team 16<sup>th</sup> November 2021. As detailed in Appendix A, this report recommends that one objection is partially upheld, to the effect that the proposed TRO is amended as described in Appendix A in relation to Objection 1. This report recommends that the remaining objections are over-ruled. The TRO as advertised is shown in Appendix C (TRO Plans as advertised), and described verbally in Appendix D (TRO Schedule as advertised). The TRO with the proposed amendments is shown in Appendix E (TRO Plans as amended) and described verbally in Appendix F (TRO Schedule as amended).

### **What are the resource implications?**

- 16 The funding required to deliver the A647 Bus Priority Corridor project is 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. Approval to draw down funds from the LPTIP to deliver this project was granted at the February 2019 Executive Board.
- 17 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.
- 18 Delivery of the scheme is to be undertaken by the Council's delivery partner appointed by a competitive procurement process completed in 2018.
- 19 The scheme is not anticipated to have significant implications for LCC resources post-construction.

### **What are the legal implications?**

- 20 The recommendations set out in this report require the decision maker to take into account the objections received during the statutory consultation period before considering whether the Order may be made.
- 21 This report is not eligible for call-in, as it does not require a decision to be made on the spending of LCC funds.

## **What are the key risks and how are they being managed?**

- 22 The LPTIP contributes to the progression of the Connecting Leeds 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.
- 23 The LPTIP schemes are being 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.
- 24 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.

## **Does this proposal support the council's 3 Key Pillars?**

Inclusive Growth       Health and Wellbeing       Climate Emergency

- 25 This proposal will contribute to Inclusive Growth by improving bus journeys, and thereby improving access to opportunities for non-car owners.
- 26 This proposal will contribute to tackling the Climate Emergency, by making bus journeys more attractive and thereby encouraging mode shift away from private car use.

## **Options, timescales and measuring success**

### **a) What other options were considered?**

- 27 The option to introduce a westbound bus lane was considered, but was rejected because traffic modelling undertaken as part of the design process for the Dawsons Corner junction improvement scheme showed that the westbound bus lane would have caused queues on the westbound carriageway to stretch from Thornbury Barracks to Dawsons Corner, interfering with the operation of the Dawsons Corner junction. This would have increased journey times both for buses and general traffic.
- 28 The option to implement the waiting and loading restrictions without the eastbound bus lane was considered, but was rejected as the benefit for bus users would have been reduced.
- 29 The option to make the proposed bus lane and waiting and loading restrictions on Bradford Road 24 hour was considered, but was rejected in response to comments from stakeholders regarding the need for waiting and loading provision on Bradford Road.

### **b) How will success be measured?**

- 30 Bus journey times, bus patronage, traffic flows and speeds will be monitored following the implementation of the proposals, and compared with data collected prior to implementation. This will allow the benefits of the scheme to be quantified.

### **c) What is the timetable for implementation?**

- 31 The proposal is expected to be implemented within the first half of 2022.

## **Appendices**

Appendix A Summary of Objections to Proposed Traffic Regulation Order

Appendix B Equality, Diversity, Cohesion and Integration Screening 1

Appendix C TRO Plans as advertised

Appendix D TRO Schedule as advertised

Appendix E TRO Plans as amended

Appendix F TRO Schedule as amended

## **Background papers**

1. Report LPTIP Bradford to Leeds A647 Bus Priority Corridor 16-07-19

## APPENDIX A

### SUMMARY OF OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDER

#### (i) Leeds City Council (Traffic Regulation) (Movement Restriction) (No.M14) Order 2012 Amendment No.1 Order 2021, & (ii) Leeds City Council (Traffic Regulation) (Waiting Restriction (No. W3) Order 2021

The following table summarises the objections received to the advertised Traffic Regulation Order. The third column of the Table lists the identification number(s) of the objector(s) making each specific objection. Objectors 1 to 5, and 8, were individual residents. Objector 6 is a business owner. Objector 7 is a landlord responsible for a number of residential and commercial properties impacted by the proposals.

Note that the objections from objectors 1, 7 and 8 were received after that advertisement period had closed.

Number	Summary of objection	Highways response	Objection no. comments within
1	<p>The proposed waiting and loading restrictions outside residential properties on Woodhall Lane will prevent delivery of food and medical items. Also, that large vans are unable to access the off-street parking area for the residential properties adjacent to Thornbury Barracks.</p>	<p>The residential properties fronting on to the relevant stretch of Woodhall Lane have off street parking available, which can be used by delivery vehicles. The road markings and traffic signs associated with the proposed restrictions in this location have been in place for several years, without a major issue being reported. Waiting and loading restrictions in this location are required to ensure the safe operation of the Thornbury Barracks junction. Vehicles exiting the Thornbury Barracks junction northbound on Woodhall Lane, which have to negotiate a merge from two lanes to one in this location, would have poor visibility of parked vehicles. This could lead to a risk of collisions between northbound traffic and waiting/loading vehicles.</p> <p>However, it is proposed that this objection is partially upheld, to the effect that an amendment be made to the proposed TRO, whereby no waiting and loading or unloading restrictions in front of properties are retained in front of 1, 3, 5 and 7 Woodhall Lane, subject to their period of operation being limited to Monday to Friday, 7-10am and 4-7pm, as opposed to at all times. The proposed, amended TRO will reduce the risk of road traffic collisions in this location, whilst ensuring that residents are able to accommodate deliveries.</p> <p>The safety record in this and other locations will be monitored following implementation of the proposed TROs, and further restrictions will be considered, should a potential need be identified in the future.</p>	1, 7
2	<p>The proposed bus lane and waiting and loading restrictions on Bradford Road will make it more difficult for residents and visitors to access and leave their properties, particularly for disabled residents including wheelchair users. Residents have highlighted that parking on side streets is not appropriate for some disabled residents.</p>	<p>All of the affected properties on Bradford Road have off-street parking available, which in many cases accommodates multiple vehicles (the one disabled person who has objected to the scheme has capacity for at least two vehicles within their off-street parking area). In addition to this, where vehicles do need to make use of on-street parking, parking surveys undertaken during the design of these proposals have indicated that there is sufficient space within nearby side roads to accommodate displaced vehicles. The surveys specifically found</p>	2, 4



	<p>One resident has also stated that recent roadworks on Bradford Road have restricted parking, and availability of parking on Woodhall Park Drive at these times has been limited, with parked cars impairing access for pushchairs and wheelchairs</p>	<p>that there were never more than four vehicles parked on Woodhall Park Drive during the peak periods (south of Woodhall Park Crescent). Whilst this location might not be suitable for some disabled people living on Bradford Road, this should enable residents of a given dwelling to use on street parking if necessary to reserve space for disabled residents within the same dwelling.</p> <p>The proposed waiting and loading restrictions on Bradford Road would be in effect during the peak periods (7-10am and 4-7pm, Monday to Friday), and waiting and loading will be unrestricted outside of these periods. 24 hour bus lane and waiting and loading restrictions were considered earlier on in the design process, but were amended to peak period in response to comments received during consultation.</p> <p>Allowing vehicles to park within the nearside lane on Bradford Road, even for just a short section, would risk losing the benefits of the scheme, as traffic would need to funnel into just two lanes on the approaches to Dawsons Corner and Thornbury Barracks, and buses in particular would need to wait for an opportunity to merge into the middle lane.</p> <p>In addition, there is currently a development underway which will provide substantial additional parking at the Woodhall Sports Pavilion. The sports facilities are understood to lead to significant on-street parking demand in the area at certain times of the day and days of the week at present, and the new development will tend to reduce pressures on parking.</p>	
3	<p>The proposed bus lane does not comply with West Yorkshire Combined Authority's policy of implementing a phased programme of allowing motorcycles to use bus lanes, because powered two wheelers are not proposed to be allowed access to the Bradford Road bus lane. Further, that there is no reason to exclude powered two wheelers from the proposed bus lane.</p>	<p>In line with recommendations from LCC's Scrutiny Board in September 2019, LCC Highways &amp; Transportation is working towards a trial of allowing motorcycles to use bus lanes on the A65 Kirkstall Road, which was identified as the most appropriate site for the trial. The intention is to allow motorcycles to use the bus lanes in this location for a minimum period of 12 months, allowing a comprehensive review of the trial which will help to steer future policy on this matter. The trial is aimed to launch before the end of the current financial year, subject to the successful procurement of Traffic Engineering and road safety support.</p>	3

		<p>The A65 Kirkstall Road was selected as the site of the trial due to (i) the relatively continuous nature of the bus lanes, (ii) the fact that the A65 bus lanes all have widths exceeding 4 metres, and (iii) the infrequent junctions along the route. The proposed bus lane on Bradford Road and elsewhere on the A647 fall short of the first 2 of these criteria.</p> <p>The bus lane on Bradford Road is proposed to be implemented early in 2022. It would not be appropriate to allow motorcycles to access this bus lane at this time, as a review of the A65 trial needs to be undertaken prior to motorcycles being allowed to access other bus lanes within Leeds. This is judged to be an appropriate response to the relevant components of the West Yorkshire Combined Authority transport strategy.</p> <p>Earlier in 2021, a complaint was raised to the Local Government &amp; Social Care Ombudsman regarding Leeds City Council's intention to implement bus lanes on the A647 which motorcycles were not permitted to access, and regarding the consultation undertaken around the TROs required to implement these bus lanes. The Ombudsman found that Leeds City Council had acted without fault.</p>	
4	Bradford Metropolitan District Council is trialling powered two wheeler access to bus lanes, and when this is rolled out, there would be inconsistency in powered two wheeler access to bus lanes across the district boundary, leading to confusion for all road users.	The reasons for not allowing powered two wheelers to access the proposed bus lane on Bradford Road are set out under objection 3. Appropriate signage and road markings will be implemented to ensure clarity over which road users have access to the bus lanes. There are no bus lanes on the A647 between the Leeds/Bradford border and Bradford city centre, nor on the B6381, which reduces the risk of confusion.	3
5	The Yorkshire White Knights blood bikes charity would benefit from access to the proposed bus lane, as it would enable them to bypass queues caused by roadworks and general congestion, which would assist them in delivering blood and other medical items.	Exemptions are in some cases provided for vehicles transporting urgent medical supplies. The objector has been provided with contact details for an officer within Highways & Transportation who can discuss this further.	3
6	That a No Waiting at Any Time restriction should be implemented on the westbound	One of the main objectives of these proposals is to increase the capacity of the westbound carriageway by introducing waiting and	5

	<p>carriageway of Bradford Road, as parked vehicles in this location constrain traffic flow in this location, and particularly impact on buses which have to switch between the nearside and middle lanes to access bus stops and avoid parked cars. The No Waiting At Any Time restriction would also help to avoid safety risks associated with late lane changes, as vehicles move to the middle lane to avoid parked cars.</p>	<p>loading restrictions during the peak periods. Doing so will help to ensure that, during the busiest times of day, the expected volume of westbound traffic can be accommodated without generating congestion, which will benefit both buses and general traffic. The potential benefits of 24 hour waiting restrictions must be balanced against demand for parking and loading. Given that a number of residents have raised concerns about how the proposed peak period parking and loading restrictions will impact access to their properties, and as it is not expected that three unobstructed lanes will be required to accommodate typical volumes of traffic outside of the peak periods, it seems that peak period waiting/loading restrictions strike a balance between accommodating through traffic, and minimising the impact on local residents in terms of access to their properties.</p> <p>On the section of Bradford Road between Dawsons Corner and the Bradford border, there has been one recorded personal-injury collision within the past five years involving a parked vehicle, and one involving a broken-down vehicle within lane one of the westbound carriageway. The latter collision occurred approximately 30 metres west of the Dawsons Corner junction, within an area already covered by a No Waiting At Any Time restriction. Both collisions resulted in slight injuries only. By introducing peak period parking and loading restrictions, the proposed TROs would ensure that the nearside lanes are kept clear during the busiest periods, and would therefore significantly reduce the likelihood of such a collision occurring again. The collision record will also be monitored following the implementation of these proposals.</p>	
7	<p>The extent of congestion at the Stanningley Road / Hough Lane junction does not warrant the implementation of new waiting and loading restrictions. Rather than implementing waiting and loading restrictions, vehicles could be allowed to park within the footway, which would allow parking to be retained whilst increasing the effective width of the carriageway.</p>	<p>Observations undertaken by the design team working on this project found that the presence of the parking bay tends to lead to vehicles approaching the Hough Lane junction eastbound on Stanningley Road moving out towards the centre line markings, rather than staying close to the kerb. This is the case even if no vehicle is parked here. The result is that if a vehicle is waiting to turn right into Swinnow Road, vehicles wishing to proceed eastwards on Stanningley Road struggle to pass the right turner, leading to delays for eastbound traffic. Removing the parking bay and introducing a peak period waiting and loading restriction will help to ensure that</p>	6

		<p>eastbound traffic can proceed efficiently through the junction, which will reduce delays for all vehicles. Traffic modelling undertaken during the development of these proposals has confirmed that this change should help to reduce delays and queuing at this junction.</p> <p>The proposed waiting and loading restrictions will be in force Monday to Friday, 7-10am and 4-7pm. This will allow more effective operation of the junction during the busiest periods, whilst ensuring that vehicles can park here to access the businesses in the middle of the day, in the evening, and at weekends.</p> <p>Presently the footway width in this location is adequate for its designation as shared use provision. Were vehicles to encroach on the footway in this location, the width of the footway would effectively be reduced, leading to an increased risk of conflict between cyclists and pedestrians.</p>	
8	<p>Businesses on Bradford Road need unrestricted parking within the carriageway to accommodate deliveries, and visits by tradespeople and customers, which can be at any time of day, due to the variety of businesses present. Some business premises, such as those between Moorland Road and Moorland Grove, require access for large vehicles including hearses, which cannot be accommodated within the relevant off street parking area.</p>	<p>The waiting and loading restrictions on Bradford Road will be in effect during the peak periods (7-10am and 4-7pm, Monday to Friday), and waiting and loading will be unrestricted outside of these periods.</p> <p>All of the impacted businesses have off-street parking available, and parking surveys have indicated parking within the carriageway here is fairly limited, and that there is sufficient capacity for displaced vehicles on adjacent side streets. The off street parking provision between Moorland Grove and Moorland Road includes spaces which can accommodate larger vehicles, such as in between buildings.</p> <p>Allowing vehicles to park within the nearside lane on Bradford Road, even for just a short section, would risk losing the benefits of the scheme, as traffic would need to funnel into just two lanes on the approaches to Dawsons Corner and Thornbury Barracks, and buses in particular would be need to wait for an opportunity to merge into the middle lane. Traffic modelling undertaken during the development of the Dawsons Corner proposals has shown that 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.</p>	7

9	<p>That the parking surveys conducted by Leeds City Council are not a true representation of current parking demand on the southern carriageway of Bradford Road, between Moorland Road and Moorland Grove.</p>	<p>The parking surveys were undertaken over 2 days in March 2019, and found very limited use of on street parking in this location (no more than 2 vehicles present at any one time). Noting that these surveys were undertaken prior to the COVID-19 pandemic, six additional 'spot check' surveys were undertaken between Tuesday 30<sup>th</sup> November and Thursday 2<sup>nd</sup> December 2021, to give an understanding of any impact of the COVID-19 pandemic on the extent to which the on-street parking provision is used in this location. These spot check surveys, three of which were undertaken between 7am and 10am, and three between 4pm and 7pm, observed no more than 1 vehicle present within the on-street parking in this location at any one time, and observed spare capacity within the off-street parking in this location on all occasions. The spot check surveys took place prior to the Prime Minister's announcement of new Plan B rules for England on 8<sup>th</sup> December 2021.</p> <p>It follows that the results of the spot check surveys support the findings of the surveys carried out in March 2019, confirming that use of on street parking in the specified location is very limited, with usually no more than 2 vehicles present at any one time. The spot check surveys have also confirmed that there is usually spare capacity within the off-street parking adjacent to this section of Bradford Road, which should in most instances accommodate vehicles displaced from off-street parking on Bradford Road if the proposed restrictions are to be implemented.</p>	7
10	<p>That the existing parking bays on the southern carriageway of Bradford Road, between Moorland Road and Moorland Grove, are too narrow for normal cars, and should be made wider. Also, that these bays should have 'PARKING' marked out within them, as at present drivers don't expect to see parked vehicles here.</p>	<p>Leeds City Council has no record of any road traffic collisions involving vehicles parked within this parking bay. Adding the word 'PARKING' to the bays would be inconsistent with the guidance in The Traffic Signs Regulations and General Directions 2016. Given that the road is very straight, visibility of parked vehicles is good. The width of the parking bays is 1.8 metres, which is consistent with the guidance in The Traffic Signs Regulations and General Directions 2016. It appears that there is no justification for amending the parking bays in the way requested.</p>	7
11	<p>That residential properties on the northern side of Bradford Road, between Sunnybank Lane and Woodhall Lane, will be particularly</p>	<p>The proposed loading restrictions would be in effect during the peak periods, i.e. 7-10 AM and 4-7 PM, Monday to Friday. Outside of these periods, these properties would be able to accommodate</p>	8

	<p>inconvenienced by the proposed waiting and loading restrictions, because it is not possible for large vehicles to access their off street parking area due to the geometry of the entrance gate. Relatedly, that it is not necessary to implement parking restrictions here, because of the limited demand for parking.</p>	<p>deliveries from the kerbside in the same way as at present, and this would provide an opportunity for any deliveries from larger vehicles to be accommodated. During the peak periods, any vehicles wishing to make deliveries to these properties would need to do so either from within the relevant off-street parking area, or from side streets such as Moorland Road. It is acknowledged that this will cause some inconvenience. However, allowing deliveries to be undertaken from vehicles within the nearside lane, even for just a short section, would risk losing the benefits of the proposals, as traffic would need to funnel into two lanes, and buses in particular would need to wait for an opportunity to merge into the middle lane.</p>	
12	<p>That restricting deliveries acts in opposition to the Council's ambitions to reduce congestion and pollution, since it requires many individual vehicles to undertake separate journeys to collect goods.</p>	<p>One of the aims of these Traffic Regulation Orders is to ensure that buses are not delayed by general traffic, and this will help to encourage modal shift from private car to bus, thus reducing car use, pollution and congestion. Due to limitations in the available road space, it is not possible to achieve this improvement without restricting deliveries during the peak periods. As detailed under item 11, deliveries may still be accommodated either outside of the peak periods, or using off-street parking areas or side streets.</p>	8
13	<p>That congestion is not caused by obstruction by parked vehicles on the eastbound kerbline of Bradford Road approaching Thornbury Barracks, but rather by the lane allocations at Thornbury Barracks, which direct all vehicles other than those travelling straight ahead, into the nearside lane. Relatedly, that the proposal to convert the nearside lane to a bus lane will lengthen queues and worsen congestion.</p>	<p>The eastbound bus lane will terminate over 200 metres ahead of the Thornbury Barracks junction, and the introduction of new waiting and loading restrictions will ensure that all three lanes are unobstructed. This will maximise the throughput of vehicles at the Thornbury Barracks junction. Traffic modelling undertaken during the development of these proposals suggests that queues will not stretch back as far as Gain Lane, and therefore the proposal will enable buses to proceed to the head of any queues, without impacting on the capacity of the Thornbury Barracks junction or causing queuing back to the next signalised junction. The proposals for the Dawsons Corner scheme also include upgrades to the traffic signals at the Thornbury Barracks junction, which if implemented will improve efficiency of operation (note that this is subject to availability of funding). Traffic flows in the area will be monitored following implementation of the proposal, and remedial action will be considered if an issue is identified.</p>	8

14	<p>That the proposed eastbound bus lane will make accessing those residential properties identified in item 11 less safe, due to the need to cross both the existing cycle track and the proposed bus lane, and because vehicles travelling past these accesses will not expect vehicles within the central lane to slow down before accessing the properties.</p>	<p>The designs have passed through a Road Safety Audit process and are considered safe. During the hours of operation of the bus lane, the volume of traffic in the nearside lane will be small, meaning that there will be frequent, large gaps in traffic in this lane, allowing vehicles exiting these properties to access the middle lane. Outside of peak periods, all vehicles will be able to enter the nearside lane, as at present. Similar layouts have been implemented where bus lanes and segregated cycle tracks pass properties on A64 York Road, without an associated issue arising in terms of road safety. The designs have been amended to add a 'SLOW' marking within the cycle track, which cyclists will see in advance of the access to these properties. This should help to reduce the risk of collisions between eastbound cyclists and vehicles exiting these properties.</p> <p>The safety record in this location will be monitored following implementation of the proposal, and remedial action will be considered if an issue is identified.</p>	8
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**APPENDIX B**

**Equality, Diversity, Cohesion and Integration Screening**



# Equality, Diversity, Cohesion and Integration Screening



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

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

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

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

**1. Title: Connecting Leeds: A647 Bus Priority Corridor – Calverley and Farsley and Bramley and Stanningley sections**

Is this a:

**Strategy / Policy**     
  **Service / Function**     
  **Other**

**If other, please specify**  
**Highways scheme**

**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 elements of the project within the Calverley and Farsley and Bramley and Stanningley wards. This 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.

- Waiting and loading restrictions on eastbound kerblines 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 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 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 kerblines, and that these restrictions will be maintained.
- Waiting and loading restrictions on the eastbound kerblines of Stanningley Road, immediately west of its junction with Hough Lane (effectively removing a single parking bay), to operate Monday to Friday, 7-10am and 4-7pm.

Late in 2020, it 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, had not been sealed due to an administrative error. The sealing of the TROs relating to the Thornbury Barracks scheme consist of waiting and loading restrictions, and are being progressed in tandem with the TROs relating to the aforementioned elements of the A647 Bus Priority Corridor scheme.

### 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"> <li>• Eliminating unlawful discrimination, victimisation and harassment</li> <li>• Advancing equality of opportunity</li> <li>• Fostering good relations</li> </ul>	x	

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

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

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

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

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

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

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

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 the project team has 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:

21<sup>st</sup> February 2018 – Bramley Community Centre, Bramley

24<sup>th</sup> February 2018 – Armley Leisure Centre, Armley

27<sup>th</sup> February 2018 – Pudsey Civic Hall, Pudsey

19<sup>th</sup> March 2018 – Armley Leisure Centre, Armley

21<sup>st</sup> March 2018 – Bramley Community Centre, Bramley

24<sup>th</sup> March 2018 – St James Parish Centre, Bramley

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

15<sup>th</sup> November 2018 – St Johns Methodist Church, Stanningley Road

17<sup>th</sup> November 2018 – Wesley Chapel, Armley

26<sup>th</sup> November 2018 – Pudsey Civic Hall

The project team has also engaged with community groups as follows:

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

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

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

The TROs were advertised through notices placed on streetlights and in newspapers, and by delivery of letters to those properties most directly impacted by the proposals.

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 waiting and loading restrictions around the Thornbury Barracks junction will ensure that the junction can continue to operate safely.

Potential negative impacts:

- Parking restrictions on Bradford Road and Woodhall Lane could impact on accessibility for residents of properties on Bradford Road and Woodhall Lane, particularly disabled residents. 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. Where disabled residents live in multi-car households, it should be feasible for residents who are not disabled to make use of parking on side streets where necessary to ensure that disabled residents within the same dwelling can access off street parking. Residents will also be able to continue to park at the kerbside outside of the peak periods. 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.
- Parking restrictions on Stanningley Road could impact on access to the commercial properties in the immediate vicinity. However, the restrictions will be in force Monday-Friday, 7-10am and 4-7pm, with waiting and loading being permitted outside of these periods. There is also alternative parking provision available around 30 metres further west on Stanningley Road, as well as on nearby side streets. This will limit the negative impact of the proposal. The parking restrictions are necessary to ensure the effective operation of the Stanningley Road / Hough Lane junction, and will help to reduce delays and journey time variability for buses and general traffic.

- **Actions**

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

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

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

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

**6. Governance, ownership and approval**

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

Name	Job title	Date
Mark Philpott	Transportation Engineering Manager	13/01/2022
<b>Date screening completed</b>		13/01/2022

**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](mailto: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 <b>Governance Services</b>	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate <b>Directorate</b>	Date sent: 13/1/2022
All other decisions – sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a>	Date sent: