
Report to the Chief Officer (Highways and Transportation)

Date: 05 December 2014

Subject: Harehills Lane – Road Safety Improvement Scheme

Scheme Number: 15618

Are specific electoral Wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, name(s) of Ward(s): Gipton & Harehills / Burmantofts & Richmond Hill		
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible 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 of main issues

- 1 To meet one of the key objectives of the Best Council Plan 2013-17: 'promote sustainable and economic growth' through delivering key infrastructure projects.
- 2 Harehills Lane is a very busy single carriageway which is currently ranked number 3 in this year's lengths for concern document. This is primarily due to the high number of accidents involving pedestrians and children being masked by parked vehicles, as well as vehicles exiting side roads into the path of traffic.
- 3 It is proposed to close some of the side road junctions onto Harehills Lane (Strathmore View, Strathmore Avenue and Strathmore Terrace) which will remove the current pedestrian/ vehicular conflict points and will enable bus stops to be relocated to more desirable locations
- 4 Two humped zebra crossings are proposed at locations where there is a pattern of pedestrian/ vehicular collisions and where pedestrian desire lines exist.
- 5 As part of a new initiative where accidents are recorded within district shopping centres it is also proposed to pilot the introduction of 20mph speed limits to reduce speeds in such a densely populated area and to forewarn motorists of potential hazards.

- 6 There are a number of locations along the entire length of Harehills Lane, where some form of parking restrictions are needed to alleviate road safety concerns related to restricted sight lines from minor road junctions. It is therefore proposed to promote a Traffic Regulation Order to introduce a comprehensive package of restrictions to formalise parking, making the road environment safer for both pedestrians and motorists.

Recommendations

- 7 The Chief Officer (Highways and Transportation) is requested to:
- i) authorise the detailed design and implementation a general improvement scheme for Harehills Lane at a cost of £165,700;
 - ii) give authority to incur expenditure of £107,700 works, £55,700 staff costs and £2,300 legal costs to be funded from Local Transport Plan Capital Programme;
 - iii) give authority to advertise and introduce a Speed Limit Order and Traffic Regulation Order to implement measures as shown on drawing number TME/14/3/1922/HL and TM-E-14-1_117;
 - iv) request the City Solicitor to:
 - a) Advertise a draft Speed Limit Order to introduce the 20mph zone as shown on the drawing TME/14/3/1922/HL;
 - b) Advertise a Traffic Regulation Order to introduce restrictions along the whole length of Harehills Lane as well as various other locations outlined on the drawings TME/14/3/1922/HL and TM-E-14-1_117;
 - c) Advertise a section 23 notice for the introduction of two zebra crossings, and if no valid objections are received, to make, seal and implement the Orders and Notices as advertised; and
 - d) Advertise a notice for the road humps that conform with the Highway Act 1980 (90C Notice).

1 Purpose of this report

- 1.1 To seek approval for the implementation of a variety of traffic management measures to improve safety on Harehills Lane which will include the introduction of road closures at some side roads, the formalisation of parking through the introduction of a Traffic Regulation Order and the relocations of bus stops to more appropriate locations where the footway width are wider.
- 1.2 To seek approval for the introduction of 2 humped zebra crossings along pedestrian desire lines, where there is a history of pedestrian/ vehicular collisions.

- 1.2 To obtain authority to advertise a draft Traffic Regulation Order (TRO) to introduce a variety of waiting restrictions, limited waiting, permit parking, restricted parking and point closures along Harehills Lane and various location within the Harehills Area.
- 1.3 To obtain authority to advertise a draft Speed Limit Order (SLO) to introduce a 20mph zone covering parts of Harehills Lane, Compton Road and Foundry Approach.
- 1.4 To seek approval to incur costs of £165,700 for the design, supervision, implementation and advertising costs of the schemes in drawings TME/14/3/1922/HL and TM-E-14-1_117.

2 Background information

- 2.1 Each year the authority reviews the injury accidents within its boundary and produces a 'lengths for concern' document, which highlights any length of road which has a higher than average injury accident record. Harehills Lane is currently ranked third on this list due to the high number of accidents between Roundhay Road and Compton Road.
- 2.2 In the 5 year period between 2008-2012 there were a total of 36 recorded injury accidents, with 32 being slight and 4 being serious. Of these accidents 10 was the result of vehicles emerging from minor roads to the main road, and 4 were nose to tail collisions. 15 of the accidents involved pedestrian injury, with 3 of these being serious. Of these 15 pedestrian related accidents, 6 which involved children and 6 relating to vehicles masking the pedestrians. 10 of the pedestrian accidents occurred at the southern section of Harehills Lane, which is where the main focus of these safety proposals concentrates.
- 2.3 Since the late 1990's, the Council have implemented many area wide 20mph zones, primarily around schools and the surrounding residential estates to address road safety concerns and to develop a safer road environment which in turn will encourage safer and more healthier modes of travel.
- 2.4 As part of the review of recorded injury collisions within the district, it has been highlighted that this location and some other district shopping centre have recorded a higher incidents of pedestrian related road collisions and it is therefore proposed as a pilot scheme to introduce a 20mph limit through this shopping area where there is a large number of pedestrians, to see if such an approach offers the casualty reduction offered.
- 2.5 This scheme will be delivered as part of a package of other measures in the area being funded external to this project by the City Councils Regeneration Team as part of their Town & District Centre improvement projects. This is being done so that a larger scale holistic improvement scheme to introduce in this locality which include:-
 - Resurfacing of the carriageway as part of the annual highway maintenance plan for 2014/15.

- The refurbishment and resurfacing of the Bellbrooke car park, which is being developed and funded separate to this scheme via the District Centre Improvement Project;
- The redesign and enhancement of the existing point closure at Bellbrooke Street / Harehills junction and associated highway enhancement which is again being developed and funded separate to this scheme via the District Centre Improvement Project;

3 Main issues

3.1 Design Proposals and Full Scheme Description

3.1.1 The proposals for this scheme include:

- Point closures on Strathmore View, Strathmore Avenue and Strathmore Terrace at their junction with Harehills Lane. In place of these entrances there will be a new footway constructed.
- A one way order on Cowper Road from Harehills Lane to Cowper Mount. This will include building out the footway and introducing a layby for additional parking in this shopping area.
- New zebra crossings, on speed tables, will be introduced outside 339 Harehills Lane and at the current junction of Harehills Lane and Strathmore Terrace to improve pedestrian safety. These will include a footway buildouts to improve visibility for both pedestrians and motorists.
- Two bus stops will be relocated along Harehills Lane. The first bus stop will be moved from outside 345 Harehills Lane, to a new layby constructed in place of the junction of Harehills Lane and Strathmore Avenue. The second bus stop will be relocated from outside 312 Harehills Lane to outside 288 Harehills Lane. This will enable new parking to be created directly outside the shopping units.
- The introduction of limited waiting bays along the frontages between Berkley Road and Foundry Approach. The restriction will allow 2 hours waiting, no return within 2 hours, except permit holders. There will also be a number of disabled parking spaces within this length.
- A bay is proposed to be reserved for Police vehicles only outside the Compton Centre to promote a higher Police presence in the area, due to ongoing crime concerns in the area.
- The introduction of No Waiting at Any Time restrictions along Harehills Lane in locations such as junctions, and entrances to properties in order to increase the sightlines of drivers exiting them.
- A district centre 20mph speed limit is to be introduced on short lengths of Harehills Lane (between Sandhurst Grove and Sutherland Terrace), Compton Road (between Sutherland Road and Harehills Lane) and Foundry Approach (between Harehills Lane and Seaforth Avenue).

3.2 Programme

3.2.1 It is envisaged that the works will be carried out in the 2014/15 financial years.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 The Ward Members were consulted via email on 28 March 2014. A meeting was subsequently arranged by ward members with council officers to discuss the proposals, the reasoning behind them, design options considered and why the final scheme was being proposed. After a very constructive meeting options which was only attended by two of the ward members they offered their supportive to the scheme. The third Ward Member was unable to attend but officer were told that their support was a collective support to the proposals from all three members.
- 4.1.2 Emergency Services and Metro were consulted via email dated 28 March 2014. No adverse comments were received.
- 4.1.3 Public: Public notices will be placed on site throughout the proposed areas, as well as a hand delivered letter being distributed to all affected properties, in order to gain comments or observations. Support has been received from all local business and residents to the scheme that made comment.
- 4.1.4 An evening business drop in session and an open public drop in/ engagement sessions have also been held at the Compton Centre for residents and local businesses, which received 56 attendees. This enabled all attendees to discuss with officer any concerns and/or to offer their support. The scheme received overwhelming support from all who attended. One objection was made to the proposals at this engagement session which is identified in item 4.1.5.
- 4.1.5 The objector also made representations to the local ward members and the MP and a formal meeting was held to discuss his concerns, in that the proposals would have a detrimental effect on his business. Initially the scheme proposed to close the junction of Strathmore Street and Harehills lane to assist pedestrian passage and vehicular conflict in the area. However on further analysis of the accident data it was felt that this option could be relaxed to maintain one way access to his business along Strathmore Street from Harehills Lane, which was a compromise supported by all.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 An Equality, Diversity, Cohesion and Integration Screening (Appendix 1) was carried out on which found the following positive and negative impacts;
- 4.2.2 Positive Impact::
The introduction of the scheme will:
- The scheme includes dropped kerbs and tactile paving at crossing points; these assist those with mobility issues by providing a level surface without steps, and assist those with sight issues by identifying a safe place to cross. These

measures also benefit carers supporting wheelchairs and pushchairs; people who are visually impaired, and disabled people.

- The scheme reduces the crossing width at a pedestrian desire line across a road/junction. This improves safety by reducing the amount of time taken to cross the road/junction and reducing the amount of time a pedestrian is exposed to traffic. This benefits people with mobility issues, young and older people, carers supporting wheelchairs and pushchairs.
- The scheme provides a new formal crossing facility which gives precedent to pedestrians over vehicular traffic. This benefits all pedestrians but particularly those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs who can now cross with confidence for their safety.
- The scheme introduces parking restrictions which eliminate parking at junctions. This ensures that crossing points are always available for pedestrians where the desire to cross exists and where suitable provision has been specifically provided. This provides a safer environment for all pedestrians, especially parents with young children, people with mobility issues and the infirm.
- The new 20mph speed limit will slow vehicles down in an area of high pedestrian activity, and will create a safer environment.
- Additional allocated disabled parking provision is proposed at key locations facilitate disability needs in the area.

4.2.3 Negative Impact::

- The introduction of No Waiting at Any Time restrictions will remove a level of parking for local residents and visitors; however this is mitigated by the increased sightlines creating a safer environment.
- The road closure will affect a direct route to the Strathmore's, however access is still available at the other end at a minor inconvenience and the potential junction conflict accidents here will be removed.

4.3 Council Policies and City Priorities

4.3.1 The proposals contained in the report have no implications for the council constitution.

5 Resources and Value for Money

5.1 The estimated total cost to implement this scheme is £165,700 made up of £107,700 works, £55,700 staff costs and £2,300 legal costs, to be funded from the LTP Transport Policy Capital Programme.

5.2 Capital Funding and Cash Flow.

Complete the embedded table below:

Funding Approval :	Capital Section Reference Number :-						
Previous total Authority to Spend on this scheme	TOTAL	TO MARCH	FORECAST				
		2013	2013/14	2014/15	2015/16	2016/17	2017 on
	£000's	£000's	£000's	£000's	£000's	£000's	£000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Authority to Spend required for this Approval	TOTAL	TO MARCH	FORECAST				
		2013	2013/14	2014/15	2015/16	2016/17	2017 on
	£000's	£000's	£000's	£000's	£000's	£000's	£000's
LAND (1)	0.0						
CONSTRUCTION (3)	107.7		0.0	107.7			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	55.7		25.7	30.0			
OTHER COSTS (7)	2.3			2.3			
TOTALS	165.7	0.0	25.7	140.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL	TO MARCH	FORECAST				
		2013	2013/14	2014/15	2015/16	2016/17	2017 on
	£000's	£000's	£000's	£000's	£000's	£000's	£000's
Government Grant - LTP / TSG	165.7		25.7	140.0			
Total Funding	165.7	0.0	25.7	140.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Parent Scheme Number : 99609

Title : LTP Transport Policy Capital Programme

5.3 Legal Implications, Access to Information and Call In

5.3.1 The scheme is in the Annual Programme and subject to resolving any objections received it is anticipated to be completed in 2014/15

5.4 Risk Management

5.4.1 This area is a very heavily populated area with high volumes of both pedestrians and vehicles. Careful consideration and planning will therefore be given to the traffic management arrangements throughout the works to minimise any disruption to either pedestrians, motorist or the retail establishments.

6 Conclusions

6.1 The provision of these works will provide a safer environment in a built up district centre where a significant number of accidents have been recorded in recent years. It will allow more pedestrians to safely cross this busy road and create parking for customers to the shops. The Traffic Regulation Order will remove parking from junctions and create clearer sight lines to aid drivers when exiting side roads onto Harehills Lane.

7 Recommendations

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

- i) authorise the detailed design and implementation a general improvement scheme for Harehills Lane at a cost of £165,700;
- ii) give authority to incur expenditure of £107,700 works, £55,700 staff costs and £2,300 legal costs to be funded from Local Transport Plan Capital Programme;
- iii) give authority to advertise and introduce a Speed Limit Order and Traffic Regulation Order to implement measures as shown on drawing number TME/14/3/1922/HL and TM-E-14-1_117;
- iv) request the City Solicitor to:
 - a. Advertise a draft Speed Limit Order to introduce the 20mph zone as shown on the drawing TME/14/3/1922/HL;
 - b. Advertise a Traffic Regulation Order to introduce restrictions along the whole length of Harehills Lane as well as various other locations outlined on the drawings TME/14/3/1922/HL and TM-E-14-1_117;
 - c. Advertise a section 23 notice for the introduction of two zebra crossings, and if no valid objections are received, to make, seal and implement the Orders and Notices as advertised; and
 - d. Advertise a notice for the road humps that conform with the Highway Act 1980 (90C Notice)

8 Background documents ¹

8.1 None.

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

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: Development	Service area: Traffic Management
Lead person: James Chadwick	Contact number: 0113 3952784

1. Title: Harehills Lane Road Safety Scheme			
Is this a:			
<input type="checkbox"/>	Strategy / Policy	<input type="checkbox"/>	Service / Function
<input type="checkbox"/>		<input checked="" type="checkbox"/>	Other
If other, please specify			

2. Please provide a brief description of what you are screening
The screening focuses on a report to the Highways and Transportation Board requesting authority to: <ul style="list-style-type: none">• Implement an improvement scheme on Harehills Lane which will include road closures, bus stop relocations, and the introduction of two pedestrian crossings.• Obtain authority to advertise a draft Traffic Regulation Order (TRO) to introduce waiting restrictions and parking places along Harehills Lane and various location within the Harehills Area.• Obtain authority to advertise a draft Speed Limit Order (SLO) to introduce a 20mph zone covering parts of Harehills

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 and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

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

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

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

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

<p>4. Considering the impact on equality, diversity, cohesion and integration</p>
<p>If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.</p> <p>Please provide specific details for all three areas below (use the prompts for guidance).</p>
<p> <ul style="list-style-type: none"> • How have you considered equality, diversity, cohesion and integration? (think about the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected) <p>Consultation on the proposals has taken place with the following stakeholders:</p> <ul style="list-style-type: none"> • Local Councillors – through email and a meeting. All were in agreement. • Emergency Services (Police, West Yorkshire Fire and Ambulances Services) - No adverse comments were received. • Metro – No adverse comments were received. <p>Public consultation will be undertaken with everyone affected by the proposed works, with their comments aiding the detailed design of the scheme.</p> </p>
<p> <ul style="list-style-type: none"> • 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) <p>Positive Impacts:</p> <ul style="list-style-type: none"> • The scheme includes dropped kerbs and tactile paving at crossing points; these assist those with mobility issues by providing a level surface without steps, and assist those with sight issues by identifying a safe place to cross. These measures also benefit carers supporting wheelchairs and pushchairs; people who are visually impaired, and disabled people. • The scheme reduces the crossing width at a pedestrian desire line across a road/junction. This improves safety by reducing the amount of time taken to cross the road/junction and reducing the amount of time a pedestrian is exposed to traffic. This benefits people with mobility issues, young and older people, carers supporting wheelchairs and pushchairs. • The scheme provides a new formal crossing facility which gives precedent to pedestrians over vehicular traffic. This benefits all pedestrians but particularly those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs who can now cross with confidence for their safety. • The scheme introduces parking restrictions which eliminate parking at junctions. This ensures that crossing points are always available for pedestrians where the desire to cross exists and where suitable provision has been specifically provided. This provides a safer environment for all pedestrians, especially parents with young children, people with mobility issues </p>

and the infirm.

- The new 20mph speed limit will slow vehicles down in an area of high pedestrian activity, and will create a safer environment.

Negative Impacts

- The introduction of No Waiting At Any Time restrictions will remove a level of parking for local residents and visitors, however this is mitigated by the increased sightlines creating a safer environment.
- The road closure will affect a direct route to the Strathmores, however access is still available at the other end at a minor inconvenience and the potential junction conflict accidents here will be removed.

The scheme is in line with the findings of the Pedestrian Crossing Review EDCI Assessment and 20mph Speed Reduction Schemes EDCI Assessment.

- **Actions**

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

The scheme will be monitored once it has been completed as it is currently a length for concern. This monitoring will assess accident data as well as making sure the Traffic Regulation Order restrictions are providing a benefit.

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:	N/A
Date to complete your impact assessment	N/A
Lead person for your impact assessment (Include name and job title)	N/A

6. Governance, ownership and approval

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

Name	Job title	Date
Nick Hunt	Principal Traffic Engineer	14 / 07 / 2014

7. Publishing

This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the

screening document will need to be published.

If this screening relates to a **Key Delegated Decision, Executive Board, full Council** or a **Significant Operational Decision** a copy should be emailed to Corporate Governance and will be published along with the relevant report.

A copy of **all other** screening's should be sent to equalityteam@leeds.gov.uk. For record keeping purposes it will be kept on file (but not published).

Date screening completed	
If relates to a Key Decision - date sent to Corporate Governance	
Any other decision – date sent to Equality Team (equalityteam@leeds.gov.uk)	