

Report to the Chief Officer (Highways and Transportation)

Date: 16th December 2015

Subject: Holbeck Urban Village (HUV) Connectivity Scheme

Capital Scheme numbers: 32226 WAA 000 and 32226 NRR 000

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): City & Hunslet, Beeston & Holbeck	<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
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. Holbeck Urban Village (HUV) is a designated regeneration area. Contributions have been collected under Section 106 Agreements from developments in this area. The Agreements have ring-fenced the monies to be spent on delivery of public realm, environmental and connectivity improvements which will help to address the disconnection from the city centre suffered by businesses in the area and local residents in Holbeck. This also meets the Best Council Plan objectives of promoting sustainable and inclusive economic growth.
2. In September 2015, two reports to the Chief Planning Officer were approved. The reports sought authority to spend the HUV S106 funds on 3 highways improvement initiatives that will meet the S106 Agreements requirements.
3. The 3 no. proposed highway works are:
 - i) Water Lane Entrance Pedestrian Route - shown on drawing no. 32226/LCC/HWT/01/DR/EP/01_01_IC
 - ii) Water Lane Pedestrian Crossing - shown on drawing no. 32226/LCC/HWT/02/DR/EP/01_01a_IC

iii) Nineveh Road Pedestrian Crossings - shown on drawing no. 32226/LCC/HWT/03/DR/EP/01_01a_IC

4. Approval is now being sought to progress to detailed design phase including advertising the necessary legal orders/notices following standard procedures.

Recommendations

5. The Chief Officer (Highways and Transportation) is requested to:
- i) note the contents of this report,
 - ii) give authority to progress the detailed design and implement the 3 highway improvement elements of the HUV Connectivity Scheme,
 - iii) give authority to the City Solicitor to advertise a draft Traffic Regulation Order and subject to no valid objections being received, to make seal and implement the Order as advertised and;
 - iv) give authority to advertise a Notice under the provisions of Section 23 of The Road Traffic Regulation Act 1984 required for each pedestrian crossing.

1 Purpose of this report

- 1.1 The purpose of this report is to seek approval to implement the HUV Connectivity Scheme as shown on the attached drawings (Appendix 1)
- 1.2 To obtain authority to advertise, make and seal the Traffic Regulation Order and advertise Section 23 Notices.

2 Background information

- 2.1 HUV is a designated regeneration area. Contributions have been collected under Section 106 Agreements from developments in this area. The Agreements have ring-fenced the monies to be spent on delivery of public realm, environmental and connectivity improvements which will help to address the disconnection from the city centre suffered by businesses in the area and local residents in Holbeck.
- 2.2 In December 2014 a report to the Chief Planning Officer was approved for a feasibility study to be carried out to identify connectivity improvements through HUV and to address the severance from the city centre suffered by businesses and local residents in Holbeck. The study looked at a number of connectivity projects but concluded that the proposed highways works requested in this report should be prioritised as they will best address and improve the severance issues. Plan no. 17887/B in Appendix 2 shows the connectivity projects that were subject to the feasibility study.

2.3 The proposed highway works will provide connectivity for existing pedestrian use and will facilitate the projected increase from forthcoming developments such as the Holbeck Housing PFI project adjacent to Nineveh Road which will create 108 new homes by March 2016 and the opening of the Leeds Station South Entrance in January 2016.

3 Main issues

3.1 The proposals include:

- i) Introduction of a new pedestrian route to link Water Lane with Wharf Approach. The route crosses over an unregistered bridge over Hol Beck which is to be refurbished as part of the works, and privately owned land. The council has entered into a licence to have control over the relevant landholdings. The route will provide a short-cut from Water Lane to the new Leeds Station Southern Entrance. Planning approval for this route over privately owned land was obtained on 8th December 2015.
- ii) Upgrade of the existing zebra crossing on Water Lane. The footway on both sides is to be widened to 2.8m (reducing the carriageway width to 7.0m) in the vicinity of the zebra crossing which will be repositioned to align with the new pedestrian route.
- iii) Introduction of a zebra crossing on Nineveh Road (western end). The northern footway will be built out in line with the existing parking bay to improve visibility and reduce crossing distance. 4 no. on-street pay and display car parking spaces will be removed.
- iv) Introduction of an uncontrolled pedestrian crossing with a central refuge island on Jack Lane. The redundant bus stop at this location will be removed and 7 no. on-street pay and display parking bays will also be removed.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 The proposals have been subjected to consultation on 25th August 2015 with the Executive Member for Regeneration, Transport and Planning. The Executive Member is supportive of improvements to the connectivity between Holbeck and the city centre.
- 4.1.2 City and Hunslet, and Beeston and Holbeck Ward members were consulted in October 2015 and no response has been received.
- 4.1.3 Internal consultation has been carried out at feasibility stage and again at detail design stage in December 2015. Environmental Studies have commented that the proposals are unlikely to receive any claims that will be valid under Part 1 of the Land Compensation Act.
- 4.1.4 The proposals have been developed in liaison with the Leeds Flood Alleviation Scheme (LFAS) and Structures teams to ensure a coordinated approach. In

addition the proposals have been developed in conjunction with colleagues in Planning and Regeneration to ensure the proposals do not prejudice the delivery of any committed works in relation to adjacent sites.

- 4.1.5 A Stage 1 Road Safety Audit was carried out in May 2015 and the proposals were amended to take into account the recommendations given. A Stage 2 Road Safety Audit was carried out in December 2015 and some concerns regarding moving the zebra crossing were raised. As mitigation measures the proposals now provide additional advance warning signs, enhanced lighting method (Zebra Bright) and resurfacing of the carriageway to improve skid resistance.
- 4.1.6 External consultation with emergency services and WYCA will be carried out in December 2015. Any comments received will be taken into account.
- 4.1.7 Community Groups (Holbeck in Bloom and Holbeck Neighbourhood Forum) within the area have been consulted and support has been received from the Holbeck in Bloom Group. The uncontrolled crossing proposed at Jack Lane follows a key pedestrian route identified by the Holbeck Neighbourhood Forum in their draft Neighbourhood Plan.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 An equality, diversity, cohesion and integration screening has been carried out on the proposals and confirmed that an impact assessment was not required. Report attached as appendix 3.
- 4.2.2 Positive Impacts –
 - i) The controlled crossings on Nineveh Road and on Water Lane will provide safer crossings for all users but in particular parents with children, the elderly, people with mobility or visibility issues and people walking between Holbeck and Leeds City Centre/Rail Station.
 - ii) Push button facilities, dropped crossings, dropped kerbs and tactile paving improve conditions for all pedestrians, specifically those with mobility issues, the visually impaired, carers (supporting pushchairs/wheelchairs), children and older people.
 - iii) The footway buildouts at the two controlled crossings will reduce crossing distances and improve sightlines for all pedestrians.
 - iv) The new footpath and refurbished Hol Beck bridge connecting Water Lane with Wharf Approach will provide a quality, even surface, low gradient and shorter route to Leeds Station South Entrance (LSSE) for all pedestrians. However this will be of particular benefit to carers supporting wheelchairs/pushchairs, the disabled, young and older people, who are the most vulnerable.

4.2.3 Negative Impacts -

- i) The controlled pedestrian crossings on Nineveh Road and Water Lane may result in a slight increase in traffic congestion during peak periods if demand on the crossings are significant but this is mitigated by the pedestrian safety aspects of the scheme.

4.3 Council policies and City Priorities

- 4.3.1 Facilitating the delivery of improvement works will support Best Council Plan objectives of promoting sustainable and inclusive economic growth, due to the potential for this to enhance links between the LSSE and the HUV businesses and residential community in Holbeck.

4.4 Resources and value for money

- 4.4.1 The total estimated cost of the scheme is £221,392.00.
- 4.4.2 The scheme will be fully funded by HUV S106 funds.
- 4.4.3 The design and supervision of the works can be carried out within the existing staff resources.

4.5 Legal Implications, Access to Information and Call In

- 4.5.1 The proposed works meets the terms of the S106 agreements.
- 4.5.2 Under both Financial Regulations and Corporate Governance Rules, the report is not subject to call in.

4.6 Risk Management

- 4.6.1 Non-delivery would result in a poor physical environment in HUV and the triggering of S106 clawback provisions if funds are not committed by December 2016.

5 Conclusions

- 5.1 The reports seek authority to implement the Holbeck Urban Village (HUV) Connectivity Scheme. The works include 3 pedestrian crossings, Hol Beck bridge refurbishment and a new footpath that will improve connectivity between Holbeck and the city centre.

6 Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
 - i) note the contents of this report,
 - ii) give authority to progress the detailed design and implement all the 3 highway improvement elements of the HUV Connectivity Scheme,

- iii) give authority to the City Solicitor to advertise a draft Traffic Regulation Order and subject to no valid objections being received, to make seal and implement the Order as advertised; and
- iv) give authority to advertise a Notice under the provisions of Section 23 of The Road Traffic Regulation Act 1984 required for each pedestrian crossing.

7 Background documents¹

- 7.1 Appendix 1 – Drawing nos. 32226/LCC/HWT/01/DR/EP/01_01_IC, 32226/LCC/HWT/02/DR/EP/01_01a_IC & 32226/LCC/HWT/03/DR/EP/01_01a_IC
- 7.2 Appendix 2 – HUV Connectivity Feasibility Study Projects – Context Plan.
- 7.3 Appendix 3 – Equality, Diversity, Cohesion and Integration Screening.

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: City Development	Service area: Engineering Projects
Lead person: Kate Lee	Contact number: x76167

1. Title: Holbeck Urban Village (HUV) Connectivity Scheme
Is this a: <input type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input checked="" type="checkbox"/> Other
If other, please specify: Highway Works

2. Please provide a brief description of what you are screening
<p>With the Leeds Station Southern Entrance due to open in November 2015 there is a pressing need to deliver highway improvements which aim to address the severance and disconnect from the city centre suffered by residents and businesses in the Holbeck and Holbeck Urban Village Area.</p> <p>The highway improvements include:</p> <ul style="list-style-type: none">▪ a controlled pedestrian crossing on Nineveh Road▪ an uncontrolled crossing with a central refuge on Jack Lane▪ a controlled zebra crossing on Water Lane▪ a new footpath connecting Water Lane and Wharf Approach

3. Relevance to equality, diversity, cohesion and integration

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

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

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

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

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

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

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

<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>
<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>This priority connectivity project identified in the report for delivery has been scoped to ensure that the routes are inclusive to allow use by pedestrians and other mobility modes which includes wheelchair users, pushchairs, mobility scooters and cyclists.</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> <p>i) The controlled crossing on Nineveh Road and on Water Lane will provide safer crossings for all users but in particular parents with children, the elderly, people with mobility or visibility issues and people walking between Holbeck and Leeds City Centre/Leeds Rail Station.</p> <p>ii) Push button facilities, dropped crossings, dropped kerbs and tactile paving improve conditions for all pedestrians, specifically those with mobility issues, the visually impaired, carers (supporting pushchairs/wheelchairs), children and older people.</p> <p>iii) The footway buildouts at the two controlled crossings will reduce crossing distances and improve sightlines for all pedestrians.</p> <p>iv) The new footpath connecting Water Lane with Wharf Approach will provide a quality, even surface, low gradient and shorter route to Leeds Station south entrance for all pedestrians. However this will be of particular benefit to carers supporting wheelchairs/pushchairs, the disabled, young and older people, who are the most vulnerable.</p> <p>Negative Impacts –</p> <p>i) The controlled pedestrian crossings on Nineveh Road and Water Lane may result in a slight increase in traffic congestion during peak periods if demand on the crossings are significant but this is mitigated by the pedestrian safety aspects of the scheme.</p>
<ul style="list-style-type: none"> • Actions (think about how you will promote positive impact and remove/ reduce negative impact)

Further consultation with members and key community groups to promote these key routes.

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
Sabby Khaira	Principal Engineer	08/12/2015

7. Publishing

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

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

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

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

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