

Report to the Chief Officer (Highways and Transportation)

Date: 19 July 2016

Subject: South Parade / Derwentwater Grove, Headingley, Road Closures

Capital Scheme Numbers : 14236 / HDN / OO4 and 14236 / HDN / OO5

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Headingley	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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 A scheme to introduce traffic management measures to the Headingley Mount / Ash Road area of Headingley was introduced in 2012 to improve pedestrian and cycling accessibility within the area, to reduce traffic on certain routes through the estate and to control parking in specific locations. As part of the scheme, four point-closures were introduced experimentally with the result that all closures were made legally permanent in May 2013.
- 2 One closure point, on South Parade adjacent to the junction with Derwentwater Grove, continued to attract complaints from local residents. Extra traffic on Derwentwater Grove and an alleged increase in the abuse of the pre-existing one-way order on South Parade were the main issues reported. A scheme was taken forward, using funds provided by the Ward Members, to relocate the closure on South Parade. When the draft order was advertised, this proposal attracted a number of objections as well as support. Further discussion with the Ward Members resulted in a proposal to abandon that process and seek resolution of the issues through an alternative design, which is the subject of this report.
3. This report seeks approval to the abandonment of the existing draft Traffic Regulation Order process, the detailed design and implementation of a scheme to introduce an additional point closure on Derwentwater Grove and adjust parking restrictions on Derwentwater Grove, South Parade, Headingley View and Headingley Mount, Headingley and to obtain authority to advertise a draft Traffic Regulation Orders. The estimated costs are £19200, which comprises of £13000

works costs, and £6200 staff fees and legal fees, all to be funded from the Ward Based Initiative fund.

Recommendations

- 4 The Chief Officer (Highways and Transportation) is requested to:
- i) Approve, subject to public consultation, the detailed design and implementation of a scheme to introduce a new point closure on Derwentwater Grove, Headingley, and to adjust parking restrictions in the vicinity, as shown on drawing TM17-1994-DG1 at an estimated cost of £19,200, fully funded from the Ward Based Initiative scheme:
 - ii) Request the City Solicitor to:
 - a) Abandon the current draft Traffic Regulation Orders to relocate the point closure on South Parade and inform respondents accordingly; and
 - b) Advertise a draft Traffic Regulation Orders to introduce a new point closure and adjust parking restrictions as shown on drawing TM17-1994-DG1, and, subject to no valid objections being received, to make, seal and implement the Orders as advertised.

1 Purpose of this report

- 1.1 The purpose of this report is to seek approval to the abandonment of the existing draft Traffic Regulation Orders, the detailed design and implementation of a scheme to introduce an additional point closure on Derwentwater Grove and adjust parking restrictions on Derwentwater Grove, South Parade, Headingley View and Headingley Mount, Headingley and to obtain authority to advertise a draft Traffic Regulation Orders.

2 Background information

- 2.1 A scheme to introduce traffic management measures to the Headingley Mount / Ash Road area of Headingley was introduced in 2012 to improve pedestrian and cycling accessibility within the area, to reduce traffic on certain routes through the estate and to control parking in specific locations. As part of the scheme, four point-closures were introduced experimentally with the result that all closures were made legally permanent in May 2013.
- 2.2 One closure point, on South Parade adjacent to the junction with Derwentwater Grove, continued to attract complaints from local residents. Extra traffic on Derwentwater Grove and an alleged increase in the abuse of the pre-existing one-way Orders on South Parade were the main issues reported.
- 2.3 Following further talks with Ward Members, a third report was presented in July 2014 regarding a proposal to move the point closure on South Parade. This work was funded from the Ward Based Initiatives Scheme. The draft Orders was advertised and attracted a number of objections and letters of support.

- 2.4 Further discussions with the Ward Members regarding the differing views held by the local population led to an alternative design being considered which, following initial consultation, is the subject of this, the fourth report related to this scheme.

3 Main issues

3.1 Design Proposals and Full Scheme Description.

- 3.1.1 It is proposed to abandon the current legal procedure to move the existing point closure on South Parade. Respondents to that process will be advised of the outcome of that work.
- 3.1.2 It is proposed to introduce a new additional point closure on the junction of Derwentwater Grove with Headingley Mount, as shown on the attached drawing TM17-1994-DG1. Like the other point closures on the estate, this point closure will be constructed to allow passage by cyclists. The point closure will remove motorised through traffic from this part of the estate and will, accordingly, reduce the potential for drivers to ignore the one-way length of South Parade.
- 3.1.3 Minor adjustments to the parking restrictions will be required to maintain turning space for larger vehicles, but also to create additional parking on Headingley Mount where restrictions will be no longer required for driver visibility. Parking restrictions on Headingley View at its junction with Kirkstall Lane will be extended to ensure that drivers entering Headingley View can do so whenever there is a vehicle waiting to enter Kirkstall Lane.
- 3.1.4 The objective of this proposal is to improve the local environment for all road users by the exclusion of through traffic.

3.2 Programme

- 3.2.1 It is anticipated that the proposal will be implemented within the 2016/ 2017 financial year.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members: The work in this area has been led by the Ward members from the beginning. They have secured much of the funding and have been responsible for decisions based on feedback to them from their constituents. The proposals detailed in this report have the full support of the Ward Members. One Councillor was new to the Ward in May 2016 and has been informed of the scheme and this proposal.
- 4.1.2 Emergency Services, WYCA and the council's refuse collection team were consulted by email on the 23rd September 2015. No objections were received to the proposals. The Neighbourhood Policing Team commented that point closures

could make pursuits difficult, but if the local community wanted the scheme then they supported it.

- 4.1.3 All affected properties were consulted by letter dated 13th January 2016. Five letters supporting the proposals have been received, with some comments relating to detail. One letter of opposition has been received from a resident who also wants the whole 2012 scheme removed.
- 4.1.4 The general public will be consulted via notices on street lighting columns during the public advertisement phase, along with an advert in the Yorkshire Post newspaper.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 A screening document has been prepared and an independent impact assessment is not required for the approvals requested. A copy of the screening document is attached as Appendix 1.
- 4.2.2 The scheme will provide a safer environment for local residents.
- 4.2.3 The permanent works will incorporate improved pedestrian facilities and cycle by-passes thus encouraging movements within the estate and promoting healthy modes of transport.
- 4.2.4 The point closure will eliminate motorised vehicle movements at this location thus improving the environment and pedestrian safety particularly for those with mobility issues, the visually impaired and carers supporting wheelchairs and pushchairs.

4.3 Council policies and the Best Council Plan

- 4.3.1 The proposal contributes to the policies in the West Yorkshire Local Transport Plan 2011-26 as follows:
- 4.3.2 Proposal 18 – Improve safety and security, seeking to minimise transport casualties.
- 4.3.3 Proposal 22 – Define, develop and manage networks and facilities to encourage cycling and walking.
- 4.3.4 Safety Audit: A Stage 1/2 safety audit has been carried out on this new proposal. The extents of the proposed waiting restrictions have been amended to ensure parking does not prevent drivers from entering Headingley View from Kirkstall Lane. Consideration will also be given, as part of the detailed design, to a map type sign on Headingley Mount to guide drivers to Derwentwater Grove.

4.4 Resources and Value for Money

- 4.4.1 The estimated costs are £19200, which comprises of £13000 works costs, and £6200 staff fees and legal fees, all to be funded from the Ward Based Initiative fund.

4.5 Legal Implications, Access to Information and Call In

4.5.1 The scheme is in the Annual Programme and subject to resolving any objections received it is anticipated to be completed within the 2016/2017 financial year.

4.6 Risk Management

4.6.1 There are no issues, over and above those expected when working in the public highway, generated by the proposals contained within this report.

5.0 Conclusions

5.1 This scheme has the strong support of Ward Members and local residents. It is considered that the introduction of a new point closure will effectively remove through traffic from Derwentwater Grove and will significantly reduce the level of abuse of the one-way system on South Parade.

6.0 Recommendations

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

- i) Approve, subject to public consultation, the detailed design and implementation of a scheme to introduce a new point closure on Derwentwater Grove, Headingley, and to adjust parking restrictions in the vicinity, as shown on drawing TM17-1994-DG,1 at an estimated cost of £19,200, fully funded from the Ward Based Initiative scheme; and
- ii) Request the City Solicitor to:
 - a) Abandon the draft Traffic Regulation Orders to relocate the point closure on South Parade and inform respondents accordingly; and
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7 Background documents ¹

7.1 None.

¹ The background documents listed in this section are available for inspection on request for a period of four years following the date of the relevant meeting. Accordingly this list does not include documents containing exempt or confidential information, or any published works. Requests to inspect any background documents should be submitted to the report author.

Appendix 1

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: Andy Merckel	Contact number: 0113 2477555

1. Title: Derwentwater Grove, Headingley – Point closure

Is this a:

Strategy / Policy

 Service / Function

 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 introduce an additional point closure.

As part of a package of measures around the Headingley Mount estate in Headingley, a traffic management and accessibility scheme was introduced and this included a point closure at the junction of South Parade and Derwentwater Grove.

Main issues

- It is proposed to create an additional point closure to the junction of Derwentwater Grove with Headingley Mount. Cycle movements will be accommodated within the point closure.

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**.

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)

Following requests made by local Ward Members and Ash Road Area Residents

Association (ARARA), Leeds City Council introduced a traffic Management and accessibility improvement scheme in 2012 which included several point closures, traffic calming and waiting restrictions around the Headingley Mount / Ash Road / South Parade area of Headingley as part of an Experimental Traffic Regulation Order. Further discussions have taken place regarding the effect of the scheme on the residents of Derwentwater Grove and a further point closure is proposed.

Consultation on the proposals has taken place with the following stakeholders:

- The initial scheme was promoted and supported by the Ward Members on the Council at that time. This current proposal is also promoted and supported by Ward Members who are fully funding the proposal through the WBI scheme.
- The Emergency Services were consulted on the 23rd September 2015. No objections have been received.
- Residents and businesses were consulted by letter on the 13th January 2016. Six responses have been received, five supporting the proposal and one against.
- A legal Notice will be placed in the local press and posted on the streets affected to formally advertise the proposal and enable further representations.

- **Key findings**

(think about any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

Positive Impacts of the scheme

- The scheme will provide a safer environment for local residents with the introduction of the scheme.
- The permanent works will incorporate improved pedestrian facilities and cycle by-passes, thus encouraging movements within the estate and promoting healthy modes of transport.
- The point closure will reduce the amount of vehicle movements thus improving the environment and pedestrian safety particularly for those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs.
- Accident records were monitored during the experimental period and subsequently since the Order was made permanent. In the current five year period, there have been two recorded injury accidents at the junction of Derwentwater Grove with Headingley Mount, one involving a cyclist. The point closure will prevent of recurrence of this type of accident.

- **Actions**

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

Continue to monitor the accident record.

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
Nick Hunt	Principal Engineer	20/06/2016

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)	