

Report to the Chief Officer (Highways and Transportation)

Date: 24 May 2016

Subject: Roundhay Road– Road Safety Scheme

Capital Scheme Number: 32372

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Roundhay	<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 The Best Council Plan 2015-2020 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best authority. According to the Best Council Plan, the success of the Best Council objective: supporting communities will be measures by communities receiving accessible and integrated services that meet their needs. This scheme meets these objectives by delivering a scheme which will reduce the likelihood of accidents and introduce additional parking facilities along Roundhay Road.
- 2 A section of Roundhay Road features a shared cycle track running behind a bus stop layby and in front of a police bay. The cycle lane begins near to the junction with Gledhow Valley Road and re-joins the carriageway near to the junction with Copgrove Road.
- 3 Concerns have been raised that the cycle tracks current position is difficult for drivers exiting Copgrove Road to anticipate cyclist movements and some collisions have resulted.
- 4 To address these concerns a scheme has been developed which would interchange the current bus layby and police bay therefore allowing cyclists to re-join the carriageway earlier. This would provide cyclists with a greater presence to other

road users along this length and provide a better, more advanced appreciation of cyclist intentions.

- 5 To accommodate the on carriageway cycle provision will result in the current lane markings being removed and relocated, which will also enable provision for some short stay on street parking to be accommodated outside the local shops.

Recommendations

- 6 The Chief Officer (Highways and Transportation) is requested to:
 - i) Authorise, subject to public consultation, the detailed design and implementation of a scheme to introduce a road safety scheme on Roundhay Road, Roundhay as shown on drawing number TM-30-2484-HB;
 - ii) Instruct the City Solicitor to give authority to advertise a 90c Notice for the movement of the cycle lane under the Highways Act 1980;
 - iii) Request the City Solicitor to give authority to advertise a draft Traffic Regulation Order to provide time limited waiting on Roundhay Road and Gledhow Valley Road and a Police only bay on Roundhay Road as detailed in drawing number TM-30-2484-HB and if no valid objections are received to make, seal and implement the order as advertised; and
 - iv) Give authority to incur expenditure of £40,000, which comprises of £32,000 works costs, £7,000 Staff and £1,000 legal fees all to be funded from the LTP Transport Policy Capital Programme.

1 Purpose of this report

- 1.1 To seek approval for the implementation of a road safety scheme which interchanges the current bus layby & police bay while relocating the nearby cycle track. Additional cycling facilities will be constructed on the north-western side of the road which will create some formal parking facilities, as shown in drawing number TM/30/2484/HB.
- 1.2 To seek approval to advertise a 90c Notice for the movement of the cycle lane as required under the Highways Act 1980.
- 1.3 To seek approval to incur costs of £40,000 for the design, supervision and implementation for a road safety scheme on Roundhay Road.

2 Background information

- 2.1 Roundhay Road is located within the Roundhay Ward and is a three lane single-carriageway road subject to a speed limit of 30mph.
- 2.2 Roundhay Road features a bus layby and police bay along the relevant length. There is a cycle track that runs behind the current bus layby and re-joins the carriageway near to the junction with Copgrove Road.

- 2.3 The junction of Roundhay Road and Copgrove Road has had 15 recorded injury accidents reported within the last 5 year period. 3 of these were rated as serious and the remaining rated as slight.
- 2.4 11 of the recorded accidents (3 serious & 8 slight) involved a pedal cycle travelling south-west down the existing cycle track towards Leeds City Centre. Of the remaining 4 accidents (slight), 3 were right turn conflicts out of the junction with Copgrove Road & the remaining was a shunt type collision.

3 Main issues

- 3.1 Concerns have been raised that the existing cycle track location is posing a risk to cyclists.
- 3.2 As the track re-joins the carriageway near to the junction with Copgrove Road, vehicles are failing to see cyclists using the facility and subsequently pulling out of the junction when it is not safe to do so.
- 3.3 To address these issues a road safety scheme has been developed that proposes interchanging the existing bus bay and police bay subsequently allowing the cycle track to re-join the carriageway earlier and giving cyclists using the facility an increased road presence.
- 3.4 Additionally, it is proposed that we install a similar off-carriageway cycle track on the opposite side of the road to improve road safety throughout this length. This would have the additional benefit of creating formal parking bays for nearby businesses.
- 3.5 **Design Proposals and Full Scheme Description.**
- 3.5.1 The scheme will interchange the existing bus layby and police bay therefore allowing the cycle track to re-join the carriageway at an earlier point giving cyclists an increased road presence. This will also require the relocation of the bus shelter.
- 3.5.2 Additionally, it is proposed that we install similar facilities on the opposite side of the carriageway thus creating a safer environment for cyclists and creating some formal parking facilities.
- 3.5.3 Both cycle tracks will be constructed to current specifications together with ancillary works such as drainage, tactile paving and footway works.
- 3.5.4 In order to effectively introduce these proposals they will be accompanied by a formal Traffic Regulation Order as detailed on drawing number TM-30-2484-HB which will:-
- Introduce time limited waiting outside the shops on Roundhay Road (1hr no return within 1hr)

- Introduce time limited waiting on Gledhow Valley Road at the position of the redundant loading bay (2hr no return within 2hr)
- Introduce a Police only parking bay on Roundhay Road
- Introduce a bus only bay on Roundhay Road.

3.5.5 The proposals are shown on drawing number TM-30-2484-HB

3.6 Programme

3.6.1 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: Ward Members have contributed to finding a resolution to the ongoing concerns at this location and these proposals were formulated at a meeting on the 2nd February 2016. All ward members were in support of the proposals.

4.1.2 WYCA were consulted by email on the 14th January 2016. No objections were raised to the scheme.

4.1.3 The Emergency Services were consulted by email on the 8th February 2016. No objections were raised to the scheme.

4.1.4 The general public will be consulted on the proposals via notices on street lighting columns.

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.

4.2.2 The adaptation and introduction of the cycle facilities will provide a safer environment for all road users.

4.2.3 The formal parking facilities will have the additional benefit of assisting those with mobility issues by providing easier access to nearby amenities.

4.3 Council Policies and City Priorities

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

4.3.2 The proposal contributes to the policies in the West Yorkshire Local Transport Plan 2011-26 as follows:

Proposal 18 – Improve safety and security, seeking to minimise transport casualties

Proposal 22 – Define, develop and manage networks and facilities to encourage cycling and walking

4.3.3 Local Transport Plan 3: **Strategic Approaches:**
Travel Choices: P10. Promote the benefits of active travel.
Connectivity: P18. Improve safety and security
P22. Develop networks and facilities to encourage cycling and walking.

4.3.4 Transport Policy Approval: The proposed scheme is approved in principle by Transport Policy.

4.4 Resources and Value for Money

4.4.1 The estimated total cost to implement this scheme is £40,000 which comprises of £32,000 works costs, £7,000 staff and £1,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme.

4.5 Capital Funding and Cash Flow

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2016 £000's	FORECAST				
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £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 £000's	TO MARCH 2016 £000's	FORECAST				
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	32.0		32.0				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	7.0		7.0				
OTHER COSTS (7)	1.0		1.0				
TOTALS	40.0	0.0	40.0	0.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2016 £000's	FORECAST				
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £000's
Government Grant - LTP/TSG	40.0		40.0				
Total Funding	40.0	0.0	40.0	0.0	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

4.6 Legal Implications, Access to Information and Call In

4.6.1 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.

4.7 Risk Management

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

5 Conclusions

5.1 It is considered that the adaptation and installation of the cycle tracks will have a positive impact along Roundhay Road in that they will improve the local environment for all road users by reducing the number of injury accidents at the junction with Copgrove Road and providing formal parking measures.

6 Recommendations

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

- i) Authorise, subject to public consultation, the detailed design and implementation of a scheme to introduce a road safety scheme on Roundhay Road, Roundhay as shown on drawing number TM-30-2484-HB;
- ii) Instruct the City Solicitor to give authority to advertise a 90c Notice for the movement of the cycle lane under the Highways Act 1980;
- iii) Request the City Solicitor to give authority to advertise a draft Traffic Regulation Order to provide time limited waiting on Roundhay Road and Gledhow Valley Road and a Police only bay on Roundhay Road as detailed in drawing number TM-30-2484-HB and if no valid objections are received to make, seal and implement the order as advertised; and
- iv) Give authority to incur expenditure of £40,000, which comprises of £32,000 works costs, £7,000 Staff fee costs and £1,000 legal fees all to be funded from the LTP Transport Policy Capital Programme.

7 Background documents ¹

7.1 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: City Development	Service area: Highways & Transportation
Lead person: Andrew Richardson	Contact number: 0113 2478974

1. Title:
Is this a: <input checked="" type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input 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 undertake the detailed design, advertisement and implementation of a road safety scheme on Roundhay Road, Roundhay. The scheme will interchange the existing bus & police lay-by's and adapt the cycle track to re-join the carriageway at an early point. The scheme will also create a new cycle track on the opposite side of the carriageway and introduce some formal parking facilities.

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**.

4. Considering the impact on equality, diversity, cohesion and integration
<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>Consultation on the proposals has taken place with the following stakeholders:</p> <ul style="list-style-type: none"> • Ward Members: Ward Members have contributed to finding a resolution to the ongoing concerns at this location and these proposals were formulated at a meeting on the 2nd February 2016. All ward members were in support of the proposals.

- WYCA were consulted by email on the 14th January 2016. No objections were raised to the scheme
- The Emergency Services were consulted by email on the 8th February 2016. No objections were raised to the proposed scheme.
- A 90c Notice will be posted on site which advertises the intention to introduce a road hump and provides an opportunity for members of the public to make comment.

- **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:

- The cycle track realignment will provide a safer environment for cyclists
- The new cycle facilities on the north-western side of the road will provide additional safety measures for cyclists and provide parking facilities that can be utilised by the nearby businesses.

Negative Impacts:

- Some may see it as a negative to relocate an existing bus stop, but this is mitigated by reducing the high number of accidents at this location.

- **Actions**

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

N/A

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	

Date screening completed	
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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: