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**Report of the Director of City Development**

**To: Executive Board**

**Date: 30 MARCH 2011**

**Subject: DEPUTATION TO COUNCIL,  
TRAFFIC MOVEMENT AND PEDESTRIAN SAFETY ON ALMA ROAD, GROVE  
ROAD AND WOOD LANE, HEADINGLEY**

**Electoral Wards Affected:**

Headingley

**Specific Implications For:**

Equality and Diversity

Community Cohesion

Narrowing the Gap

Eligible for Call In

Not Eligible for Call In  
(Details contained in the report)

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**Executive Summary**

A deputation was received at Council on 19 January 2011 from Wood Lane Neighbourhood Residents Association regarding safety issues for local residents in relation to traffic movement and parking in the Alma Road, Wood Lane and Shire Oak Road area of Headingley. Following discussion with the organisers a series of actions are recommended.

**1.0 Purpose of this Report**

1.1 This report provides information relating to the deputation received by Council at January 2011 meeting and sets out a series of actions and further investigations into the issues raised.

**2.0 Background Information**

2.1 A deputation from the Wood Lane Neighbourhood Residents Association was heard by the 19<sup>th</sup> January 2010 meeting of Council. The subject was safety issues for local residents in relation to traffic movement and parking in the Alma Road, Wood Lane and Shire Oak Road area of Headingley. A copy of the deputation is attached as a background document at Appendix 1.

2.2 The Deputation identified the following specific issues:

- Existing problems of illegal, dangerous and inconsiderate parking, obstruction and accidents.

- Additional problems from the new Healthcare Centre due to open soon at St Michaels's Court.
- Safety hazards for children, other pedestrians and cyclists.
- Difficulty of access for emergency and other services.
- Traffic problems on the Access Road to High Wood Court and other properties.

### 3.0 Main Issues

3.1 The following comments are, initially, made in response to the issues raised.

- *Existing problems of illegal, dangerous and inconsiderate parking, obstruction and accidents.*

The description of the area and the parking patterns is a fair reflection of the overall conditions. However, this is the first indication that excessive parking results from match days at Headingley Stadium. Parking is certainly associated with local businesses, shops, schools and hospice located in the area. Currently, along some of the narrowest sections of roads within the area, parking restrictions are in place but parking is permitted on streets where it is felt it can be accommodated safely.

- *Additional problems from the new Healthcare Centre due to open soon at St Michael's Court.*

The Planning Application for the Healthcare Centre was to relocate two doctors surgeries which are located within the Headingley area, to one central location within an existing building off Shire Oak Street. The two practices would be located on two floors of the building and the ground floor occupied by the area Primary Care Teams. However, for the foreseeable future the PCT will not be relocating to this location. A total of 55 parking spaces over two car parks is to be provided. They will operate using a mechanical barrier and a token will be issued to patients to allow them to exit. This will prevent any unauthorized parking. Separate motor cycle and cycle parking provision has been made and a drop off and collection area is proposed. The only access is from Otley Road via Shire Oak Street. The frontage car park exits onto Wood Lane, the rear car park exits back onto Otley Road. There is no access from Wood Lane - this is the same situation as existed for the offices. Highways Development Control considered the submission provided more parking than identified in current Planning policy guidance and was sufficient to meet the needs of the change of use. During the Planning process it was considered that there is no reason to suspect that this will lead to additional on street parking in the residential area.

- *Safety hazards for children, other pedestrians and cyclists.*

Within the last 3 year period there have been 6 recorded injury accidents within the area. 5 were at Grove Lane/Grove Road junction of which 4 were vehicles emerging from the side road into the path of oncoming vehicles. Traffic speeds were surveyed in September 2009 on Alma Road and Grove Road. On Grove Road, out of an average daily traffic flow of 2,277 vehicles, 156(7%) were exceeding 30mph. On Alma Road, out of an average daily traffic flow of 1,374 vehicles, 249 (18%) were exceeding 30mph. For both roads the level of vehicles exceeding 30mph is lower than expected. Inappropriate parking does occur very close to junctions and partly on footways creating difficulties for pedestrians.

- *Difficulty of access for emergency and other services.*

Since receipt of the deputation random visits have been made to the area by highway officers. No obstruction of the highway which would hinder an emergency vehicle has been observed on these visits but some parking would

make maneuvering difficult. No requests for action have been received from the emergency services or refuse cleansing services with regard to obstructive parking. The organisers do, however, have photographs of refuse vehicles experiencing difficulties.

- *Traffic problems on the Access Road to High Wood Court and other properties.*

As indicated in the deputation the cul-de-sac section of Wood Lane, which is the access road to High Wood Court, is unadopted. It is the responsibility of the frontagers to control access to this private road and manage the parking. The Council, may, with the agreement of and cost to the landowners introduce a traffic regulation order to restrict parking on the road which would be enforceable by the civil enforcement officers of Parking Services. This would be similar to the enforcement of restrictions on adopted roads.

3.2 Following receipt of the deputation, contact was made with the organisers to arrange a walk of the streets identified in the deputation. This walk around took place on 15<sup>th</sup> February 2011 and enabled clarification and discussion on the parking issues, traffic movements, safety hazards and access issues.

3.3 The organisers recognised that while there were no immediate solutions some actions could be put in place to investigate the concerns raised. These are listed below:

1. Renewal of existing parking restrictions and 'Keep clear' markings and maintenance of missing signs.
2. Comprehensive parking survey of all streets on one day of the week prior to the opening of the Healthcare Centre. The day chosen to include an evening rugby match or separate evening survey undertaken.
3. Repeat of parking survey approximately 6 – 8 weeks after opening of the Healthcare Centre.
4. Following the 2<sup>nd</sup> survey, investigate any changes to parking restrictions.
5. Detail to the organiser the process and costs of introducing parking restrictions on the private section of Wood Lane.

3.4 The recent Headingley Parking Strategy identified a number of issues in the area following a public consultation in October 2009. including:-

- Residents appeared to have the most difficulty in parking out of all respondent groups, and certain roads seemed to be particularly affected (Cottage Road, Alma Road, Wood Lane, Shire Oak Road, St Michael's Road, the Broomfields). A number of groups were cited as creating the parking problems. These were most commonly, Houses of Multiple Occupancy (HMO) with multiple vehicles; commuters who work in Headingley and commuters who park for free in their street and take the bus into Leeds City Centre.
- There are significant parking problems on Wood Lane and Grove Road. During work days all possible parking spaces are taken up by 8 am or soon after, and are not relinquished until after 5.30pm.

3.5 Ward Members have been advised of the report and its recommendations and have asked for clarification of the recommendations. This has been provided and any further comments will be provided verbally at the meeting.

## **4.0 Implications for Council Policy and Governance**

4.1 This report does not raise any specific implications for Council policy and Governance.

## **5.0 Legal and Resource Implications**

5.1 This report has no specific legal and resource implications. The action in 3.3.1 will be funded from existing budgets. There is currently however no Traffic Management Capital Budget for 2011/12, should the work in 3.3.4 recommend changes to parking restrictions in the area.

## **6.0 Risk Assessments**

6.1 No risks, other than those normally associated with the potential for funding and delivering of schemes on the public highway.

## **7.0 Equality Impact Assessment**

7.1 Within the Council's Equality, Diversity, Cohesion and Integration Impact Assessment Guidance, consideration of an assessment should be during the initial stages of developing new strategies, policies, functions or services, prior to starting a procurement exercise and before decisions are made. It is considered that the actions recommended within this report do not meet this criteria. Access issues will be incorporated into any future scheme design

## **8.0 Conclusions**

8.1 There is evidence of parked vehicles causing access difficulties and potential safety concerns for some road users, including pedestrians. The suggested actions will ensure existing restrictions are enforceable and the parking surveys will provide evidence for any changes in parking restrictions to be considered.

8.2 There is also the perception of potential parking and access issues related to the Healthcare Centre, which cannot be substantiated until the centre is operational. The timing of the parking surveys will enable this issue to be answered.

8.3 Provision of the information on introducing parking restrictions on the private road will enable the landowners to make an informed decision on whether or not to progress this action through the Council.

## **9.0 Recommendations**

9.1 Members of the Executive Board are requested to:

- i) note the contents of the report,
- ii) support the actions outlined in paragraph 3.3, including maintenance of the existing road markings, arranging appropriate traffic parking surveys, subsequent consideration of changes to parking restrictions and advising the organisers of the process and costs of introducing a parking restriction traffic order on the private section of Wood Lane.

## **10.0 Background Papers**

The following documents provide background information for this report:

i) Deputation to Leeds City Council from the Wood Lane Neighbourhood Residents Association regarding safety issues for local residents in relation to traffic movement and parking in the Alma Road, Wood Lane and Shire Oak Road area of Headingley.