

Report to the Chief Officer (Highways and Transportation)

Date: 05 August 2014

Subject: Design & Cost Report South Parade, Headingley – Point Closure

CAPITAL Scheme number: 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 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. The Experimental Order was subsequently made permanent in 2013.
- 2 A point closure at the junction of South Parade and Derwentwater Grove has been contentious with some residents in the area having opposing views on this. Following meetings between Ward Members and residents, Ward Members have requested that the existing closure point is relocated north of its currently location.
- 3 This report seeks approval to undertake the detailed design and implementation of a point closure scheme on South Parade in Headingley. The total cost of this scheme is estimated to be £23900; made up of £15400 works costs, £2500 legal costs and £6000 staff costs and will be fully funded from the Ward Based Initiative Scheme.

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 relocate a point closure on South Parade in Headingley, as shown on the attached drawing number TMW/17/1994/1 at an estimated cost of £23,900; and
- ii) instruct the City Solicitor to advertise a draft Traffic Regulation Order to remove and relocate a point closure as shown as shown on drawing number TMW/17/1994/1, and, subject to no valid objections being received, to make, seal and implement the Order as advertised.

1 Purpose of this report

- 1.1 The purpose of this report is to seek approval for the detailed design and implementation of a scheme to relocate a point closure on South Parade in Headingley and to obtain authority to advertise a draft Traffic Regulation Order.

2 Background information

- 2.1 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. The Experimental Order was subsequently made permanent in 2013. Ward Members have taken the lead in the decision making process for this scheme and contributed to the funding of its implementation.
- 2.2 A point closure at the junction of South Parade and Derwentwater Grove has been contentious with some residents having opposing views on this. Residents on Derwentwater Grove were and still are dissatisfied with the point closure location due to all vehicle movements from South Parade having to travel along Derwentwater Grove whereas previously drivers dispersed along several routes.
- 2.3 There is an existing 'No Entry' movement restriction on South Parade which prohibits entry from Derwentwater Grove. Comments received suggested that as a consequence of the point closure drivers were reaching the end of Derwentwater Grove and having the situation of facing either the point closure or the 'No Entry' restriction and driving against the 'No Entry', despite signs indicating a no through route. Surveys were undertaken to ascertain whether the 'No Entry' restriction was being disregarded and the results showed that some drivers were indeed undertaking this manoeuvre. The Police were informed and carried out monitoring of the location.
- 2.4 Following further discussions, meetings between Ward Members and residents have taken place and Ward Members have requested that the existing point closure is relocated north of its current location. It is considered that the relocation of this closure will more evenly disperse traffic through the estate roads and reduce the instances of drivers travelling against the 'No Entry' prohibition.
- 2.5 Accident records were monitored during the experimental period and subsequently since the Order was made permanent. Prior to the scheme going in there was an average of three injury accidents per year within the estate. During 2012 there were three injury accidents recorded within the estate. During 2013 there were also three

injury accidents within the estate. The pattern of accidents within the estate was, and remains, disparate.

3 Main issues

3.1 Design Proposals and Full Scheme Description.

- 3.1.1 It is proposed to remove the existing point closure at the junction of South Parade and Derwentwater Grove and relocate it to the junction of South Parade / Ash Gardens / Derwentwater Terrace.
- 3.1.2 The point closure will be constructed to allow passage by cyclists.
- 3.1.3 Subject to detailed design, it is also proposed to introduce a build out at the junction of South Parade and Derwentwater Grove to reinforce the 'No Entry' restriction.
- 3.1.4 The proposals are shown on drawing number TMW/17/1994/1

3.2 Programme

- 3.2.1 It is anticipated that the proposal will be implemented in the financial year 2014/2015.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members: 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.
- 4.1.2 Emergency Services and Metro (WYPTE): The Emergency Services were consulted on the 1st May 2014. No objections have been received.
- 4.1.3 Residents and businesses: Residents and businesses on Derwentwater Grove, Derwentwater Terrace Ash Gardens, Ash Crescent, South Parade and North Lane (nos. 50 – 62) were consulted by letter on the 25th April 2014. 13 responses have been received, 12 supporting the proposal and 1 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.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 A screening document, attached as appendix 1, has been prepared and an independent impact assessment is not required for the approvals requested.
- 4.2.2 The scheme will provide a safer environment for local residents with the introduction of the scheme.
- 4.2.3 The build out will reinforce the 'No Entry' prohibition thereby improving crossing movements for all especially for those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs.

- 4.2.4 The permanent works will incorporate improved pedestrian facilities and cycle by-passes, thus encouraging movements within the estate and promoting healthy modes of transport.
- 4.2.5 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.
- 4.2.6 Accident records were monitored during the experimental period and subsequently since the Order was made permanent. Prior to the scheme going in there was an average of three injury accidents per year within the estate. During 2012 there were three injury accidents recorded within the estate. During 2013 there were also three injury accidents within the estate. The pattern of accidents within the estate was, and remains, disparate.

4.3 Council policies and City Priorities

- 4.3.1 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.

- 4.3.1 Safety Audit: Full Safety Audits will be carried out on this proposal and any recommendations received will be given full consideration and responded to.

4.4 Resources and value for money

- 4.4.1 The cost of the scheme implementation is £23,900 and will be made up of £15,400 works costs, £2500 legal costs and £6,000 staff costs to be funded from Ward Based Initiatives scheme funding under scheme number 14236 HDN OO5.

4.5 Legal Implications, Access to Information and Call In

- 4.5.1 The report is not eligible for call in as the proposal falls below the relevant threshold.

4.6 Risk Management

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

5 Conclusions

- 5.1 The scheme has strong support from Ward Members and the vast majority of the respondents to the initial consultation. It is considered that the relocation of the point closure will have several benefits. It will allow traffic to disperse more evenly along several routes through the estate roads which removes the concentration of all

traffic on one road. It will also reduce the amount of instances of drivers travelling against the existing 'No Entry' on South Parade.

6 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 relocate a point closure on South Parade, Headingley, as shown on drawing number TMW/ at an estimated cost of £23,900;
- ii) instruct the City Solicitor to advertise a draft Traffic Regulation Order, to remove and relocate a point closure as shown as shown on drawing number TMW/17/1994/1, and, subject to no valid objections being received, to make, seal and implement the Order as advertised.

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.

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: Craig Williams	Contact number: 0113 3951469

1. Title: South Parade, Headingley – Point closure
Is this a:
<input type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input checked="" type="checkbox"/> Other
If other, please specify

2. Please provide a brief description of what you are screening
<p>The screening focuses on a report to the Highways and Transportation Board requesting authority to relocate an existing point closure.</p> <p>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.</p> <p>Main issues</p> <ul style="list-style-type: none"> • It is proposed to relocate the existing point closure to the junction of South Parade / Ash Crescent / Derwentwater Terrace. Cycle movements will be accommodated within the point closure. • As part of this scheme it is also proposed to construct a build out at the junction of South Parade / Derwentwater Grove, where an existing 'No Entry

restriction is located. This is proposed to assist in the compliance with the movement restriction.

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 point closure on South Parade and a proposal to relocate this closure is being taken forward.

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 1st May 2014. No objections have been received.
- Residents and businesses on Derwentwater Grove, Derwentwater Terrace Ash Gardens, Ash Crescent, South Parade and North Lane (nos. 50 – 62) were consulted by letter on the 25th April 2014. 13 responses have been received, 12 supporting the proposal and 1 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 build out will reinforce the 'No Entry' prohibition thereby improving crossing movements for all especially for those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs
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- 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. Prior to the scheme going in there was an average of three injury accidents per year within the estate. During 2012 there were three injury accidents recorded within the estate. During 2013 there were also three injury accidents within the estate. The pattern of accidents within the estate was, and remains, disparate.

- **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	26/06/2014

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)	

