

Report to the Chief Officer (Highways and Transportation)

Date: 28 August 2018

Subject: Hunslet Moor Primary School Expansion – Associated Highway Works

Capital Scheme Number : 32655 / HMP / 000

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Hunslet & Riverside	<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 2018-19 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority. According to the Best Council Plan, the success of the Best Council objective: ensuring high quality public services, will be partly measured through reduced numbers of people Killed or Seriously Injured on the city's roads. This scheme meets these objectives by providing a safer and more user friendly road environment, which will actively encourage children into more active modes of travel on journeys to school, contributing to the Leeds Education Challenge, which forms part of the objective to build a child friendly city.
- 2 The City Council is responsible for designing and implementing highway works associated with the school expansion programme in accordance with a number of planning conditions. This particular report looks at the associated highway works to the school extension of Hunslet Moor Primary School in Hunslet.
- 3 The purpose of this report is to seek approval for the detailed design and implementation of a package of off-site highway works associated with the planning approval granted for the Hunslet Moor Primary School expansion, consisting of informal dropped crossings and associated tactile paving at various side street junctions around the periphery of the school site, No Waiting at Any Time restrictions along Burton Avenue and around the Burton Avenue/Fairford Avenue junction and the introduction of a No Stopping Monday to Friday 8am till 5pm restriction on School Keep Clear entrance markings, as shown on Drawing No. 1072603-WSP-HWT-HMS-DR-CH-0001

Recommendations

- 4 The Chief Officer (Highways and Transportation) is requested to:
- i) note the contents of the report;
 - ii) approve the detailed design and implementation of a package of highway works associated with the expansion of Hunslet Moor Primary school, as shown on the attached Drawing No 1072603-WSP-HWT-HMS-DR-CH-0001, at a total cost of £10,000;
 - iii) note the required expenditure of £10,000, comprising £5,500 works costs, £3,500 staff fees and £1,000 legal fees, all being funded from the Children's Services Learning Places Capital Programme (previously approved);
 - iv) give authority to advertise and introduce a Traffic Regulation Order to introduce waiting restrictions as shown on Drawing No 1072603-WSP-HWT-HMS-DR-CH-0001; and
 - v) authorise the City Solicitor to advertise a draft Traffic Regulation Order and if no valid objections are 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 package of off-site highway works associated with the planning approval granted for the Hunslet Moor Primary School expansion, as shown on Drawing No. 1072603-WSP-HWT-HMS-DR-CH-0001
- 1.2 To seek approval to advertise a draft Traffic Regulation Order (TRO) and if no valid objections are received, to make and seal the Order as advertised.

2 Background information

- 2.1 Leeds has an extremely dynamic and growing economy, which makes the city a very attractive proposition for families and businesses to move to. As a result, the city's population is growing rapidly, at a faster rate than many of our neighbouring cities and this is reflected in the increasing demand for school places.
- 2.2. The scale of the response cannot be met through the existing estate, therefore the expansion of existing schools or the creation of new schools has been required, with the Council's response to the demographic growth pressures on school provision in the city are managed via Children's Services Learning Places Programme. Since 2000/2001 the programme has created over 1,500 reception places in order that the Council fulfils its statutory duty to ensure sufficiency of school places. The schemes in the programme are working with a range of partners, including schools of varying governance models, to ensure enough places are created to meet demand.

- 2.3 As part of the Learning Places Programme, it is proposed that Hunslet Moor Primary School increases its roll starting at reception level from 45 to 60 places (1.5 to 2 FE) on a permanent basis with effect from September 2018. The project is then required to deliver the 15 place increase per year in intake in order for the school to accommodate an additional 105 pupils in total.
- 2.4 The Hunslet Moor Primary school site lies within the Hunslet & Riverside Ward in a dense residential area, with pupils, parents/guardians and members of staff able to access the school on foot from both Burton Road, Burton Avenue and Fairford Avenue.

3 Main Issues

3.1 Design Proposals and Full Scheme Description.

- 3.1.1 As part of the school expansion it was identified that a package of off-site highway works should be introduced to improve the overall road safety in the vicinity of Hunslet Moor Primary School and the wider residential area, as shown on Drawing No. 1072603-WSP-HWT-HMS-DR-CH-0001
- 3.1.2 In order to improve road safety in the vicinity of Hunslet Moor Primary school, it is proposed to undertake the following off-site highway works;
- i) Introduction of No Waiting at Any Time waiting restrictions at the Burton Avenue/Fairford Avenue junction and on Burton Avenue to remove obstructive parking and improve visibility for both pedestrians and drivers alike;
 - ii) Amendment of existing School Keep Clear markings and the introduction of a No Stopping at Any Time, Monday to Friday 8am till 5pm on entrance markings restriction; and
 - iii) The introduction of dropped crossing points and associated tactile paving at the Burton Road/Fairford Avenue/Back Fairford Place and Burton Avenue/Fairford Avenue junctions.

3.2 Programme

- 3.2.1 It is anticipated that the proposal will be designed and implemented within the 2018/2019 financial year.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Hunslet & Riverside Ward Members, Emergency Services and the West Yorkshire Combined Authority were all consulted by email on the 29th August 2018. Ward Members were supportive of the proposed highway works. No adverse comments were received from the Emergency Service and there are no bus routes within the scope of the works for the West Yorkshire Combined Authority to have any adverse comment.

4.1.2 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 and also on Leeds City Council's webpage. Those local residents directly affected by proposed waiting restrictions will be consulted by letter drop and any comments, suggestions or objections addressed accordingly and if necessary reported back to the Chief Highways Officer, before progressing the detailed design.

4.1.3 Road Safety Audit; A combined Stage 1-2 Road Safety Audit on the proposed off-site highway works has been requested as part of the design process and any recommendations will be addressed via the designers response before progressing the detailed design.

4.2 Equality and Diversity / Cohesion and Integration

4.2.1 A full Equality, Diversity / Cohesion and Integration impact assessment has been carried out for the off-site highway works.

4.2.2 Positive Impact: The introduction of traffic calming features and waiting restrictions would:

- Provide safer passage whilst crossing the road to all pedestrians, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people
- Greater independence and choice for children travelling to school
- Make it more pleasant to walk or cycle, encouraging a more healthy lifestyle
- Improve quality of life for the local community
- Remove undesirable parking in the vicinity of the school and crossing points, visibility for pedestrians wishing to cross and drivers approaching the waiting pedestrians is enhanced, thus improving crossing safety

4.2.3 Negative Impact:

- Displacement of existing on street parking, potentially to areas where it may create a problem.

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 By providing a safer road environment where needed and justified in the vicinity of the school, the proposed off-site highway works help to achieve Leeds' ambition to become the Best City by reducing the number of pedestrians killed or seriously injured on the city's roads, by fostering links between the communities and local facilities, especially where the highway forms a considerable barrier, and by enabling more sustainable travel choices for local journeys, including for new developments within the city.

4.3.3 Environmental Policy: The proposals contained in this report have no implications on the Policy.

- 4.3.4 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.

4.4 Resources and Value for Money

- 4.4.1 The estimated total cost to implement this scheme is £10,000, comprising £5,500 works costs, £3,500 staff fee costs and £1,000 legal fee costs, all being funded from the Children's Services Learning Places Capital Programme.

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 to the advertised draft Traffic Regulation Order, it is anticipated to be completed within the 2018/2019 financial year.

4.6 Risk Management

- 4.6.1 If no action was taken then access to the school for pedestrians will not improve and the potential of injury to pedestrians will not be addressed. Objections received to the permanent Traffic Regulation Order may be raised during the formal advertisement and could result in the delay implementing the orders.

5 Conclusions

- 5.1 The provision of a package of measures noted in this report will provide a safer environment around the school and residential area thus encouraging more sustainable travel behaviours for all users.

6 Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
- i) note the contents of the report;
 - ii) approve the detailed design and implementation of a package of highway works associated with the expansion of Hunslet Moor Primary school, as shown on the attached Drawing No 1072603-WSP-HWT-HMS-DR-CH-0001, at a total cost of £10,000;
 - iii) note the required expenditure of £10,000, comprising £5,500 works costs, £3,500 staff fees and £1,000 legal fees, all being funded from the Children's Services Learning Places Capital Programme (previously approved);
 - iv) give authority to advertise and introduce a Traffic Regulation Order to introduce waiting restrictions as shown on Drawing No 1072603-WSP-HWT-HMS-DR-CH-0001; and

- v) authorise the City Solicitor to advertise a draft Traffic Regulation Order and if no valid objections are received, to make, seal and implement the Order as advertised.

Background documents

7.1 None.

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: Highways Services	Service area: Traffic Management
Lead person: Nick Borrás	Contact number: 0113 3787497

1. Title: Hunslet Moor Primary School Expansion Scheme – Associated Highway Works		
Is this a:		
<input type="checkbox"/> Strategy / Policy	<input type="checkbox"/> Service / Function	<input checked="" type="checkbox"/> Other

2. Please provide a brief description of what you are screening
The screening focuses on a report to the Highways and Transportation Board, requesting the authority to implement a series of highway improvement measures associated with the Hunslet Moor Primary School expansion scheme. These include the implementation of dropped crossings and associated tactile paving and the implementation of waiting restrictions.

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
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).
<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 will take place with Ward Members, the Emergency Services and West Yorkshire Combined Authority.</p> <p>Consultation will take place either directly with affected parties or via a series of public advertisement notices, advertisement in the Yorkshire Post newspaper and a Section 90c Notice.</p> <p>All comments received from the consultation will be duly considered prior to scheme implementation.</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>

- Provide safer passage whilst crossing the road to all pedestrians, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people;
- By providing a series of traffic calming features, drivers will be encouraged to adhere to the lowered speed limit;
- Greater independence and choice for children travelling to school
- Make it more pleasant to walk or cycle, encouraging a more healthy lifestyle
- Improve quality of life for the local community
- By providing an informal crossing place on a traffic calming feature (flat topped road hump), the crossing itself is therefore at the height of the footway. This better enables those parents/ carers with pushchairs to cross, as well as those pedestrians using wheelchairs and those with limited mobility; and
- By removing undesirable parking in the vicinity of the school and crossing points, visibility for pedestrians wishing to cross and drivers approaching the waiting pedestrians is enhanced, thus improving crossing safety.

Negative impacts:

- Displacement of existing on street parking, potentially to areas where it may create a problem.

• **Actions**

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

Comments received from members of the public towards the proposals will be duly considered in the design process. Should there be a comment raised that we feel requires accommodation within the scheme and is safe and reasonable to do so, then it shall be done.

Post-scheme implementation monitoring of the site will be carried out. Should there be a need for further works to alleviate post-implementation issues then this will be duly considered at the time.

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 Engineer	01/08/2018
Date screening completed		01/08/2018

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: