

**Report to the Chief Officer (Highways and Transportation) & Chief Officer (Asset Management & Regeneration)**

**Date: 12 March 2019**

**Subject: Design & Cost Report for Local Centres Programme - Rodley Town Street Scheme**

**Capital Scheme Number : 32786/RTS/000**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Calverley and Farsley	<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 Town and local centres across Leeds play a crucial role in supporting places and communities to respond to economic change. The council's Inclusive Growth Strategy recognises their importance as economic, social and service hubs and the need to continue to deliver improvements that promote enterprise and connect people to jobs and opportunities within them. Targeting improvements to local centres would assist in delivering the Best Council Plan ambition of promoting sustainable and inclusive economic growth.
- 2 In November 2017 the Executive Board agreed to introduce a Council funded programme of support and interventions to increase the vitality and viability of local and neighbourhood centres through the development of a ward based bidding process supported by Council services and local agencies. The Local Centres Programme (LCP) was launched in December 2017 and sought bids for the first tranche of schemes.
- 3 Rodley Town Street was identified and submitted for a highway infrastructure based project through the LCP. The delivery of the LCP project is subject to the approval of the Chief Officer Asset Management and Regeneration.
- 4 This report seeks authority for the detailed design and implementation of a scheme as set out in drawing TM-08-207-HB.

## **1.0 Recommendations**

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

- i) Approve the detailed design as outlined in drawing TM-08-207-HB and give authority to implement the works;
- ii) Request the City Solicitor to advertise a draft Traffic Regulation Order to introduce various restrictions as shown on drawing number TM-08-207-HB and if no valid objections are received, to make, seal and implement the Order as advertised;
- iii) Display a notice on site under the provisions of Section 23 of the Road Traffic Regulation Act 1984 for the implementation of a pedestrian crossing facility (zebra crossing).

The Chief Officer (Asset Management & Regeneration) is requested to:

- i) Note the contents of this report
- ii) Approve the release of £150,000 from LCP capital scheme number 32786/RTS/000 into the Highways and Transportation Capital Programme to deliver the Rodley Town Street project.

## **2.0 Purpose of this report**

- 2.1 The purpose of the report is to seek approval and for the delivery of a package of measures to improve Rodley Town Centre as part of the Local Centres Programme 2019/20 estimated at £150,000 and to authorise the detailed design, consultation, preparation and delivery of this scheme subject to the satisfactory completion of any necessary Orders and other statutory processes.

## **3 Background information**

- 3.1 In 2017 the Executive Board agreed to establish a £5m capital fund to improve town and district centres across the city, known as the Local Centres Programme (LCP), for support and intervention to increase the vitality and viability of local and neighbourhood centres.
- 3.2 Rodley Town Street is a prominent classified road (A657) serving as a well-used distributor route that connects to the outer ring road, and hence carries large volumes of through traffic despite the presence of the local amenities. The built environment is prioritised towards the traffic distribution function, with tarmacked footways of varying quality and heavy use of road markings to guide traffic.
- 3.3 There are a number of businesses including two restaurants, two pubs and several general and specialist shops including a tailor and carpet store. It is also a short distance from the Leeds – Liverpool canal towpath which is an extremely well-used by cyclists and walkers as a popular local leisure facility, and also for travel to and from Leeds City centre.
- 3.4 The existing road layout has inadequate pedestrian facilities and poor quality footways which creates a somewhat unwelcoming road environment for pedestrians and visitors. There are limited on-street parking opportunities for the businesses which results in under-utilisation of the local amenities and general lack of local identity.

- 3.5 In 2018, following local concerns, a 'No Entry' movement restriction, except for cyclist, was introduced at the junction of Town Street and Canal Road. This was to prevent the number of drivers that were utilising the residential roads of Canal Road and Bridge Road, in an effort to 'queue jump' on the approach to the A6120 Ring Road roundabout.
- 3.6 Rodley Town Street was identified and submitted for a project through the LCP which has subsequently been successful in the bid for investment. Full business case approval was granted in March 2019.
- 3.7 The aims of the LCP project in Rodley are to improve the road environment, particularly for pedestrians and cyclist, improve the materials and landscape to encourage more active use of the public domain, support economic growth and access to businesses. This will increase the presence of this local centre and thereby encourage visitors to the area and assist the vitality of existing and new businesses.

## **4 Main issues**

- 4.1 The proposed works are shown in outline on the attached drawing TM-08-207-HB and will consist of introducing;
- A formal crossing facility in the form of a zebra crossing which replaces a pedestrian refuge. This will improve pedestrian movement in the area and reduce severance, tying the two parts of this area together,
  - Widened footways on Town Street and Canal Road to improve pedestrian movements and encourage use of the locality,
  - Formalisation of the 'No Entry' the junction of Town Street and Canal Road with a cycle bypass and parking layby outside The Rodley Barge Public House,
  - Introduction of additional on-street parking bays near local businesses. Commercial premises will benefit from a maximised parking offer outside of the commercial properties. Residents will benefit by reducing the demand for the limited kerbspace outside residences, which is currently in demand for business use,
  - Upgraded bus stop shelters to improve the passenger transport experience and local streetscape,
  - Introduction of high quality materials throughout the area to provide a significant uplift in appearance and improve the streetscape and to encourage activity and usage of the locality,
  - Declutter of redundant street furniture to improve the streetscape and improve pedestrian access.

## **5 Programme**

- 5.1 The construction of the works will be carried out within the financial year 2019/20.

## **6 Corporate Considerations**

### **6.1 Consultation and Engagement**

#### 6.1.1 Ward Members:

Members have been consulted by email on the 8 November 2018 and meetings have been held subsequently on the progress of the scheme. All members are strongly in support of the project.

#### 6.1.2 Emergency Services and the West Yorkshire Combined Authority (WYCA):

The Emergency Services and WYCA were consulted by email on the 8 November 2018. No adverse comments have been received.

#### 6.1.3 Local Residents and businesses:

Local residents and businesses were consulted via letter on the 11 December 2018. 8 written responses were received and 3 site meetings with various businesses have been held.

### **6.2 Equality and Diversity / Cohesion and Integration**

6.2.1 An Equality, Diversity, Cohesion and Integration Screening has been completed as attached in Appendix 1. The positive and negative impacts of the scheme have been identified as follows:

#### 6.2.2 Positive Impact:

- i) The scheme provides a new formal crossing facility which gives precedent to pedestrians over vehicular traffic. This benefits all pedestrians but particularly those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs who can now cross with confidence for their safety.
- ii) The scheme provides widened footways. This benefits all pedestrians but particularly those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs.
- iii) Narrowing a section of Canal Road which reduces the crossing width of all pedestrians particularly those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs.

#### 6.2.3 Negative Impacts:

- i) There will be some loss of kerbside parking on Canal Road however this is offset by the provision of a parking bay in close proximity on Rodley Lane.

### **6.3 Council policies and City Priorities**

The proposed highway works are in line with;

- 6.3.1 The West Yorkshire Local Transport Plan in that they provide a safe means of access for all users of the highway, to and around the development.
- 6.3.2 The Best Council Plan 2015-20 that 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: will be partly measured through reduced numbers of people killed or seriously injured on the city's roads. By enhancing and improving transport connections, safety & the local residential environments which will provide a safer and friendly road environment for all.
- 6.3.3 Local Transport Plan 3: **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.

### **6.4 Resources and value for money**

- 6.4.1 The total estimated cost of the scheme is of £150,000 being £120,000 works costs, £27,000 staff costs and £3,000 legal costs, to be funded by the Local Centres Capital Programme

### **7 Legal Implications, Access to Information and Call In**

- 7.1 The scheme is not eligible for Call-In.

### **8 Risk Management**

- 8.1 New shopping patterns are changing the way local and neighbourhood centres function. Without support there is a risk that some will fail, removing services from vulnerable communities and undermining local businesses.
- 8.2 Construction risks are limited to those normally encountered when working on the public highway, and no significant specific risks have been identified which relate to the project.

### **9 Conclusions**

- 9.1 The Executive Board agreed to introduce a Council funded programme (Local Centres Programme) of support and interventions to increase the vitality and viability of local and neighbourhood centres.
- 9.2 Rodley local centre was identified as a location that could benefit from intervention with a view to improving the local environment, particularly for pedestrians and cyclists which would encourage the more active use of the public domain.
- 9.1 The scheme seeks to improve road safety, promote physical activity, support economic growth and access to economic opportunities and enhance the quality of our public realm.

9.2 This report seeks authority for the detailed design and implementation of a scheme as set out in drawing TM-08-207-HB.

## **10 Recommendations**

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

- i) Approve the detailed design as outlined in drawing TM-08-207-HB and give authority to implement the works;
- ii) Request the City Solicitor to advertise a draft Traffic Regulation Order to introduce various restrictions as shown on drawing number TM-08-207-HB and if no valid objections are received, to make, seal and implement the Order as advertised;
- iii) Display a notice on site under the provisions of Section 23 of the Road Traffic Regulation Act 1984 for the implementation of a pedestrian crossing facility (zebra crossing).

The Chief Officer (Asset Management & Regeneration) is requested to:

- iii) Note the contents of this report
- iv) Approve the release of £150,000 from LCP capital scheme number 32786/RTS/000 into the Highways and Transportation Capital Programme to deliver the Rodley Town Street project.

## **11 Background documents<sup>1</sup>**

- a. Appendix 1 - Equality Impact Assessment Screening.

---

<sup>1</sup> 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.

<b>Directorate: Development</b>	<b>Service area: Traffic Management</b>
<b>Lead person: Craig Williams</b>	<b>Contact number: 0113 37 87494</b>

<b>1. Title: Rodley Local Centres Scheme</b>	
Is this a:	
<input type="checkbox"/> <b>Strategy / Policy</b>	<input type="checkbox"/> <b>Service / Function</b> <input checked="" type="checkbox"/> <b>Other</b>
<b>If other, please specify</b>	

<b>2. Please provide a brief description of what you are screening</b>
<p>The screening focuses on a report to the Highways and Transportation Board requesting authority to introduce various measures on and around Rodley Town Street.</p> <p>The scheme proposes to introduce a package of works to increase the vitality and viability of Rodley local centre which include:</p> <ul style="list-style-type: none"> <li>• New pedestrian crossing</li> <li>• Widened footways</li> <li>• New on-street parking bay</li> <li>• Formalisation of 'No Entry' restriction with cycle bypass and parking layby</li> <li>• Improved materials / reduction of street clutter and improved streetscape</li> </ul>

### 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"><li>• Eliminating unlawful discrimination, victimisation and harassment</li><li>• Advancing equality of opportunity</li><li>• Fostering good relations</li></ul>		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)

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

- Local Councillors
- Emergency Services (Police, West Yorkshire Fire and Ambulances Services)

- West Yorkshire Combined Authority
- Local Residents and businesses
- Various Leeds City Council internal sections

The Local Ward Members support the proposals

- **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)

Scheme features:

- The scheme provides a new formal crossing facility which gives precedent to pedestrians over vehicular traffic. This benefits all pedestrians but particularly those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs who can now cross with confidence for their safety.
- The scheme provides widened footways. This benefits all pedestrians but particularly those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs.
- Narrowing a section of Canal Road which reduces the crossing width of all pedestrians particularly those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs.

- **Actions**

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

**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)	

**6. Governance, ownership and approval**

Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
------	-----------	------

Nick Hunt	Traffic Engineering Manager	01/03/2019
-----------	-----------------------------	------------

<p><b>7. Publishing</b></p> <p>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.</p> <p>Please send a copy to the Equality Team for publishing</p>	
<b>Date screening completed</b>	
<b>Date sent to Equality Team</b>	
<b>Date published</b> (To be completed by the Equality Team)	