

**Report to the Chief Officer (Highways and Transportation)**

**Date: 07 May 2019**

**Subject: S106 Highways works associated with residential Development resulting from the redevelopment of the former DWP site and Bodington Hall site Otley Road, Adel, Leeds – Adel Lane Phase 2 Traffic Calming & A6120 Cycle Route Improvement**

**Capital Scheme Number: 32852**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Adel & Wharfedale	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input 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. Through contributions from three development sites it is intended to provide traffic calming on Adel Lane and Church Lane, Adel in order to discourage its use and moderate the speed of traffic that does use it from the development sites as well as traffic from further afield avoiding the A660 Otley Road.
2. The traffic calming works have been split into three phases. Phase 1 was completed in August 2014 and addressed Adel Lane between its junction with Long Causeway and St Helens Lane.
3. Approvals are now being sought to implement Phase 2 which will extend the traffic calming on Adel Lane up to its junction with Church Lane.
4. Additionally, the Bodington Hall redevelopment site has made a S106 contribution of £10,000 index linked to be spent towards cycle and pedestrian improvements in the vicinity. The existing length of shared cycle footway on the A6120 Ring Road between the Meanwood Valley Trail and Weetwood Lane has been identified to receive the funding for improvements.
5. The Best Council Plan 2019-2021 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, through improved accessibility and visibility for all persons using the roads in question.

## **Recommendations**

6. The Chief Officer (Highways and Transportation) is requested to:
- i) note the contents of this report,
  - ii) give authority to progress the detailed design and implement the highway works as shown on drawing no. 732852/LCC/HWT/XX/DR/EP/MI\_06\_;
  - iii) give authority to advertise a Notice under the provisions of Section 90C of the Highways Act 1980 required for each proposed vertical deflection traffic calming feature;
  - iv) give authority to incur expenditure of £73,716 being £40,716 works costs, £27,000 staff fees, and £6,000 legal fees, fully funded by Section 106 receipts; and
  - v) approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant length of footway on Ring Road Adel shown on drawing 732852/LCC/HWT/XX/DR/EP/MI\_06\_ as existing shared cycle footway are removed and that following the removal of the footways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 for shared joint use by pedal cyclists and pedestrians.

## **1 Purpose of this report**

- 1.1 The purpose of the report is to note the principle of the highway proposals on Adel Lane and the shared cycle footway on the A6120 Ring Road.
- 1.2 To obtain authority to implement the proposed works.
- 1.3 To obtain authority to advertise a Notice under the provisions of the Section 90C of the Highways Act 1980 required for each proposed vertical deflection traffic calming feature.
- 1.4 To obtain authority to incur expenditure of £73,716 being £40,716 works costs, £27,000 staff fees, and £6,000 legal fees, fully funded by Section 106 receipts.

## **2 Background information**

- 2.1 Outline planning consent (reference 13/04008/OT) for a residential development on land at the DWP site, Otley Road, Adel was granted approval. A S106 Agreement attached to the consent provides for a highway contribution of £150,000 index linked for the traffic calming on Adel Lane.
- 2.2 Outline planning consents (reference 12/04051/OT and 12/04071/OT) for a residential development on land at the Bodington Hall, Otley Road, Adel were granted approval. S106 Agreements attached to the consents provides for a highway contribution of £10,000 index linked for cycle improvements in vicinity of the land.
- 2.3 Phase 1 of the traffic calming on Adel Lane was completed in August 2014. A series of traffic calming features were installed along Adel Lane between Long Causeway and St Helens Lane. Before and after traffic surveys showed a successful reduction in both speeds and the volume of daily traffic. Another post survey was taken again in October 2017 and the 85<sup>th</sup> percentile speed was 27.8mph, which is below the 30mph speed limit and the average daily volume of traffic remains less than that before the installation of Phase 1.

## **3 Main issues**

- 3.1 The proposed Phase 2 highway works on Adel Lane will consist of 3 no. sinusoidal road humps (to match existing) equally spaced between St Helens Lane and Church Lane. Associated road signage works will also be required.
- 3.2 The proposed highway work (shared cycle/footway A6120 ring road) shall include localised footway widening enhancements and associated resurfacing improvements. Works to reduce levels of overhanging vegetation will also be undertaken in the area.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 Adel ward members were consulted on Phase 2 traffic calming on Adel Lane in February 2018 and all comments were addressed.
- 4.1.2 Public consultation with approximately 60 local residents was carried out by letter drop and four responses were received. Statistics showing the success of Phase 1 was provided to the four residents in response to show the benefit of extending the traffic calming along Adel Lane. No further correspondence were received from the residents.
- 4.1.3 The Emergency Services and WYCA were consulted in February 2018. No comments or objections were received.
- 4.1.4 Internal consultation in Highways & Transportation was carried out in February 2018. No adverse comments or objections were received.

4.1.5 A Stage 1/2 Road Safety Audit was carried out in January 2018. The recommendations were considered and a Designer's response was provided.

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

4.2.1 An equality, diversity, cohesion and integration screening has been carried out on the proposals. Report attached as appendix 2.

4.2.2 Positive Impacts –

- Dramatically increases chances of survival if hit by a car to 97%
- Make it more pleasant to walk or cycle, encouraging a more healthy lifestyle
- Reduce pollution and noise.
- Improve quality of life for the local community
- 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

4.2.3 Negative Impacts –

- There is a slight reduction in air quality when speed limits are reduced, however, this is offset by the potential reduction in accidents as a consequence of reduced speeds and safety features introduced
- Perceived displaced traffic may increase congestion on other roads, although the level of displacement would differ for every traffic calming scheme and assessing this would be costly without necessarily bringing commensurate benefits.
- Potential noise increase, due to the reduction in vehicle speeds, although this is compensated by improving road safety for pedestrians
- Journey times may be increased very slightly within the relatively small area of the scheme, however this is compensated by improving road safety for pedestrians
- Speed calming features may have a slight impact on emergency services, though this is mitigated by ensuring that the appropriate features are used as part of the scheme design process
- Increases future maintenance costs, particularly for raised features e.g. speed cushions, road markings

## **4.3 Council Policies and City Priorities**

4.3.1 The proposed scheme accords with the Local Transport Plan and other Council policies as it supports and provides a safe means of access for all users of the Highway.

#### 4.4 Resources and value for money

4.4.1 The total funding available for this scheme is £160,000 index linked, whereas the total proposed spend is £73,716.

4.4.2 This scheme will be funded by £160,000 of Section 106 receipts already received.

Funding Approval :	Capital Section Reference Number :-		32852				
Previous total Authority to Spend on this scheme	TOTAL	TO MARCH	FORECAST				
	£000's	2016 £000's	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						
<b>TOTALS</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Authority to Spend required for this Approval	TOTAL	TO MARCH	FORECAST				
	£000's	2016 £000's	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)	40.7					40.7	
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	27.0					27.0	
OTHER COSTS (7)	6.0					6.0	
<b>TOTALS</b>	<b>73.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>73.7</b>	<b>0.0</b>
Total overall Funding (As per latest Capital Programme)	TOTAL	TO MARCH	FORECAST				
	£000's	2016 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £000's
LCC Supported Borrowing	0.0						
Revenue Contribution	0.0						
Capital Receipt	0.0						
Insurance Receipt	0.0						
Lottery	0.0						
Gifts / Bequests / Trusts	0.0						
European Grant	0.0						
Health Authority	0.0						
School Fundraising	0.0						
Private Sector	0.0						
Section 106 / 278	73.7					73.7	
Government Grant	0.0						
SCE ( C )	0.0						
SCE ( R )	0.0						
Departmental USB	0.0						
Corporate USB	0.0						
Any Other Income ( Specify)	0.0						
<b>Total Funding</b>	<b>73.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>73.7</b>	<b>0.0</b>
<b>Balance / Shortfall =</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

#### 4.5 Legal Implications, Access to Information and Call In

4.5.1 The works are exempt from call in being a consequence of and in pursuance of a regulatory decision.

## **4.6 Risk Management**

4.6.1 Non-delivery would result in the LCC not meeting the S106 Agreements entered into and clawback of the S106 monies if not spent.

## **5 Conclusions**

5.1 The scheme will provide traffic calming on Adel Lane and Church Lane, Adel in order to discourage its use and moderate the speed of traffic that does use it from the development sites as well as traffic from further afield avoiding the A660 Otley Road. The works on the shared cycle footway on the A6120 will improve the condition of the route for cyclist and pedestrians.

## **6 Recommendations**

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

- i) note the contents of this report,
- ii) give authority to progress the detailed design and implement the highway works as shown on drawing no. 732852/LCC/HWT/XX/DR/EP/MI\_06\_
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## **7 Background documents<sup>1</sup>**

7.1 Appendix 1 – Drawing no. 732852/LCC/HWT/XX/DR/EP/MI\_06\_

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<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.

## 7.2 Appendix 2 - Equality, Diversity, Cohesion and Integration Screening.

# 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: City Development</b>	<b>Service area: Civil Engineering</b>
<b>Lead person: Kate Lee</b>	<b>Contact number: 0113 378 7376</b>

**1. Title:** S106 Highways works associated with residential Development resulting from the redevelopment of the former DWP site and Bodington Hall site Otley Road, Adel, Leeds – Adel Lane Phase 2 Traffic Calming & A6120 Cycle Route Improvement.

Is this a:

**Strategy / Policy**

**Service / Function**

**Other**

**If other, please specify: Highway Works**

## 2. Please provide a brief description of what you are screening

As part of Phase 2, three additional speed humps are to be installed on Adel Lane, between its junction with Long Causeway and St Helens Lane.

## 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"> <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)

This priority connectivity project identified in the report for delivery has been scoped to ensure that the routes are inclusive to allow use by pedestrians and other mobility modes which includes wheelchair users, pushchairs, mobility scooters and cyclists.

- **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 –**

- Dramatically increases chances of survival if hit by a car to 97%
- Make it more pleasant to walk or cycle, encouraging a more healthy lifestyle
- Reduce pollution and noise.
- Improve quality of life for the local community
- 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

**Negative Impacts –**

- There is a slight reduction in air quality when speed limits are reduced, however, this is offset by the potential reduction in accidents as a consequence of reduced speeds and safety features introduced
- Perceived displaced traffic may increase congestion on other roads, although the level of displacement would differ for every traffic calming scheme and assessing this would be costly without necessarily bringing commensurate benefits.
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- Increases future maintenance costs, particularly for raised features e.g. speed cushions, road markings

**• Actions**

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

Further consultation with members and key community groups to promote these key routes.

**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**

Josie Monaghan

Group Engineer

18/04/2019

**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](mailto: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](mailto:equalityteam@leeds.gov.uk)

Date sent: