



Report to the Chief Officer (Highways & Transportation)

Date: 13 August 2019

Subject: Moor Allerton Hall Primary School Expansion - Associated Highway Works

Capital Scheme Number: 32450 / MAP / 000

Are specific electoral wards affected? If yes, name(s) of ward(s): Roundhay	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Has consultation been carried out?	<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
Will the decision be open 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

1. Main issues

- The City Council is responsible for designing and implementing off-site 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 Moor Allerton Hall Primary School in Roundhay
- 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 Moor Allerton Hall Primary School Expansion, as outlined in paragraph 3.1.2 and shown on the attached drawing no. TM/30/422/GA/01.

2. Best Council Plan Implications (click [here](#) for the latest version of the Best Council Plan)

- The Best Council Plan 2019-21 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 highway 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.

3. Resource Implications

- The scheme proposals have no implications in terms of resources. All design and works resources have been identified within the 2019/20 works programme.

4. Recommendations

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 Moor Allerton Hall Primary School, as shown on the attached drawing no. TM/30/422/GA/01, at a total cost of £100,000;
- III. Note the required expenditure of £100,000, comprising £82,500 works costs, £16,500 staff fees and £1,000 legal fees, all being funded from the Children's Services Learning Places Capital Programme (previously approved); and
- IV. Give authority to advertise and introduce a Traffic Regulation Order to introduce waiting restrictions as shown on the attached drawing no. TM/21/085/01 and to advertise a notice under the provision of Section 90c of the Highways Act 1980 associated with traffic calming and if no valid objections are received, to make, seal and implement the Traffic Regulation Order and implement the traffic calming 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 Moor Allerton Hall Primary School expansion, mainly consisting of the upgrade of the existing zebra crossing on Lidgett Lane to a traffic signal controlled crossing, the removal of existing speed cushions and the introduction of a speed table feature that will facilitate a new traffic signal controlled pedestrian crossing and the introduction of new waiting restrictions on Brackenwood Drive, as shown on the attached drawing no. TM/30/422/GA/01.
- 1.2 To seek approval to advertise notices under the provisions of Section 23 and 90c of the Highways Act 1980 associated with the pedestrian crossing facilities and traffic calming respectively; and 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 This proposal has been brought forward to meet the projected demand for primary school places within North Leeds, current demographic data suggests that there is a need for additional secondary places within the vicinity of Moor Allerton Hall Primary School. The proposed expansion works are a response to the demand and will ensure there are sufficient school places available for local children and the expansion of the school builds upon the previous instances where temporary 'bulge' cohorts have been placed at Moor Allerton Hall Primary School over a number of years.
- 2.4 The formal expansion of Moor Allerton Hall Primary School has been preceded by two consecutive years of 'bulge' cohorts, effective from the commencement of the 2017/18 academic year and 2018/19 academic year respectively and as part of the Children's Services Learning Places Programme, Moor Allerton Hall Primary School will see an overall increase in capacity from 420 pupils to 630 pupils with an increase in the admission number from 60 to 90 with effect from September 2019.

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 Moor Allerton Hall Primary School and the wider residential area, as shown on the attached drawing no. TM/30/422/GA/01.
- 3.1.2 In order to improve road safety in the vicinity of Moor Allerton Hall Primary School, it is proposed to undertake the following off-site highway works;
- i. The introduction of a raised formal traffic signal controlled crossing facility on Lidgett Lane adjacent to its junction with Allerton Grange Avenue, with associated footway and carriageway works;
 - ii. The removal of the existing speed cushions and the introduction of a raised speed table to facilitate the aforementioned traffic signal controlled crossing;
 - iii. The conversion of the existing zebra crossing facility on Lidgett Lane, adjacent to the Brackenwood Drive junction, to a traffic signal controlled pedestrian crossing facility, with associated footway and carriageway works;
 - iv. The introduction of No Waiting at Any Time waiting restrictions to remove obstructive and indiscriminate parking and improve visibility for both pedestrians and drivers alike in the following locations;
 - a) Brackenwood Drive;
 - b) Lidgett Lane;
 - c) Lidgett Lane/Moor Allerton Avenue/School Access junction; and
 - d) Brackenwood Drive/Lidgett Lane junction.

- v. The amendment of the existing No Stopping, Monday to Friday, 8am till 4pm restriction on School Keep Clear marking located on Lidgett Lane; and
- vi. All ancillary works associated with the implementation of the off-site highway works, including drainage, signing, road markings and the cutting back of any overhanging vegetation along Lidgett Lane.

3.2 Programme

- 3.2.1 The scheme proposals are included on the Annual Programme and it is expected that the proposal will be designed, the Traffic Regulation Order advertised and the package of works implemented all within the 2019/2020 financial year.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 Roundhay Ward Members, Emergency Services and the West Yorkshire Combined Authority were all consulted by email on the 26th July 2019. Ward Members were supportive of the proposed highway works. No adverse comments were received from the Emergency Service or the West Yorkshire Combined Authority.
- 4.1.2 Moor Allerton Hall Primary School were consulted by email dated 26th July 2019. Representatives of the school responded in support of the proposals and the fact that we are looking to improve road safety for their pupils.
- 4.1.3 Those residents and businesses of Lidgett Lane affected by the works were consulted by letter dated 26th July 2019. Comments have been received from local residents asking for various amendments to the parking restrictions on Brackenwood Drive, which have been considered and included in the design.

Further public engagement will also take place via notices on street lighting columns during the public advertisement phase for both the Section 23 & 90c notices and the Traffic Regulation Order. Any comments, suggestions or objections received from the advertisement process will be addressed accordingly and if necessary reported back to the Chief Highways Officer, before progressing the detailed design.

- 4.1.4 Road Safety Audit; A Stage 1 Road Safety Audit on the proposed highway works has been requested, but not carried out at this present time. Any recommendations or issues raised will be addressed, included where appropriate and a formal designer's response provided to the audit team.

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.

- 4.2.1 **Positive Impact:** The introduction of the formal zebra crossing facility 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; and
- The amendment of traffic calming features will further assist in slowing driver speeds thus improving the road environment for all road users.

4.2.2 **Negative Impact:**

- Slight reduction in air quality due to lower speeds.
- Displacement of existing on street parking, potentially to areas where it may create a problem

4.3 **Council policies and the Best Council Plan**

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 pedestrian crossing facility will 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 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; and P22. Develop networks and facilities to encourage cycling and walking.

Climate Emergency

4.3.5 By delivering the various elements of the Moor Allerton Hall Primary School scheme, providing a new formal pedestrian crossing facility and upgrading the existing pedestrian facility as well as removing obstructive and indiscriminate parking in the vicinity of the school and around pedestrian crossing points, this will provide a safer road environment in the vicinity of Moor Allerton Hall Primary School, which we will encourage and enable more sustainable and independent travel choices and make it more pleasant to walk or cycle, thus encouraging a more healthy lifestyle. The encouragement of such activities will in turn result in a reduction in greenhouse gas emissions as journeys to and from school by private cars are reduced and a modal shift to more sustainable travel is fashioned

4.4 **Resources, procurement and value for money**

4.4.1 The estimated total cost to implement this scheme is £100,000, comprising £82,500 works costs, £16,500 staff fees and £1,000 legal fees, 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 There are no implications relating to these works and the scheme is not eligible for call in.

4.6 Risk management

4.6.1 If no action was taken then road safety in the vicinity of Moor Allerton Hall Primary School will not be improved and the potential of injury to pedestrians will not be addressed. Also, the potential to reduce the number of car journeys to and from school and the reduction of greenhouse gas emissions would not be addressed.

5. Conclusions

5.1 The provision of a package of measures noted in this report will provide a safer environment around Moor Allerton Hall Primary School and the local residential area, thus encouraging more sustainable travel behaviours for all users which in turn will result in a reduction in greenhouse gas emissions as journeys to and from school by private cars are reduced and a modal shift to more sustainable travel is fashioned.

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 Moor Allerton Hall Primary School, as shown on the attached drawing no. TM/30/422/GA/01, at a total cost of £100,000;
- III. Note the required expenditure of £100,000, comprising £82,500 works costs, £16,500 staff fees and £1,000 legal fees, all being funded from the Children's Services Learning Places Capital Programme (previously approved);
- V. Give authority to advertise and introduce a Traffic Regulation Order to introduce waiting restrictions as shown on the attached drawing no. TM/21/085/01 and to advertise a notice under the provision of Section 90c of the Highways Act 1980 associated with traffic calming and if no valid objections are received, to make, seal and implement the Traffic Regulation Order and implement the traffic calming as advertised.

7. 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: Moor Allerton Hall Primary School Expansion Scheme – Associated Highway Works.

Is this a:

Strategy / Policy

 Service / Function

 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 Moor Allerton Hall Primary School Expansion scheme.

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**.

<p>4. Considering the impact on equality, diversity, cohesion and integration</p> <p>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).</p> <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 has taken place with Ward Members, the Emergency Services, Moor Allerton Hall Primary School, local residents and West Yorkshire Combined Authority. Consultation will take place with affected parties or via a series of Section 23, 90c and Traffic Regulation Order advertisement notices. 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> <ul style="list-style-type: none"> • 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 waiting pedestrians is also enhanced, thus improving crossing safety; • The amendment of the existing traffic calming features will assist in further slowing driver speeds thus adding to the improvement of the road environment for all road users;
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Negative impacts:

- Slight reduction in air quality due to lower speeds; and
- 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. Also, 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	26/07/2019
Date screening completed		26/07/2019

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 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: