
Report to Chief Officer (Highways and Transportation)

Date: 10 October 2019

Subject: Outwood Lane, Horsforth – S106 Highway Improvement Scheme

Capital Scheme Number: 33199

Are specific electoral wards affected? If yes, name(s) of ward(s): Horsforth	<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

- Following the initial planning approval in December 2017 (reference 16/07784/FU) of a residential development on the Former St. Joseph's Convalescent Home on Outwood Lane, Horsforth, the developer subsequently entered into a Section 106 Agreement with Leeds City Council, providing the Council funding to undertake highway works where it deemed appropriate in the vicinity of the development.
- The Council has subsequently proposed to introduce a 20mph zone with four round-top speed humps on Outwood Lane, as well as lengths of 'no waiting at any time' (double yellow lines) primarily on Outwood Lane and Newlay Lane, as described within the 'Main Issues' section of this report.
- The measures will provide a safer highway environment in the area of the development through lower through vehicle speeds, improved sightlines at junctions and maintaining free flow of traffic in narrower sections of highway.

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

The Best Council Plan 2019-2020 outlines how Leeds City Council will achieve the vision to become the best city in the UK. The plan highlights the aim to improve the safety of transport connections. This scheme meets these objectives by delivering a traffic

management scheme to assist inter-visibility between drivers and pedestrians, assist driver and pedestrian movements and create a safer environment for all road users.

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.

Recommendations

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

- i) Note the contents of the report;
- ii) Authorise the detailed design, advertisement and subsequent implementation of a scheme to introduce a 20mph zone, vertical traffic calming features and parking restrictions in the Horsforth Ward, as described within paragraphs 3.1 to 3.4;
- iii) Request the City Solicitor to advertise a draft Traffic Regulation Order to introduce lengths of 'no waiting at any time on Cragg Wood Road, A65 New Road Side, Newlay Lane, Newlay Wood Road, Outwood Lane, Regent Court and Wood Lane, Horsforth as shown on drawing TM/17/306/CON/3B and if no valid objections are received, to make and seal the order as advertised;
- iv) Request the City Solicitor to advertise a draft Speed Limit Order to introduce a 20mph zone on Outwood Lane as shown on drawing TM/17/306/CON/3A, Horsforth and if no valid objections are received, to make and seal the order as advertised;
- v) Request the City Solicitor to advertise a notice under Section 90C of the Highways Act 1980 to provide four vertical traffic calming features, specifically round top (sinusoidal) speed humps in the locations indicated on drawing TM/17/306/CON/3A subject to no valid objections being received; and
- vi) Approve the expenditure of £40,000 towards the implementation of the proposals, funded by the developer via a Section 106 Agreement, broken down as £10,000 staff costs, £6,000 legal costs and £24,000 works costs.

1. Purpose of this report

- 1.1 This report seeks the approval of the Chief Officer (Highways and Transportation) to introduce a package of measures in the vicinity of the Former St. Joseph's Convalescent Home on Outwood Lane, Horsforth, including the advertisement of a Traffic Regulation Order, Speed Limit Order and a Section 90C Notice relating to vertical traffic calming features, as seen on the associated drawings TM/17/306/CON/3A and TM/17/306/CON/3B.

2. Background information

- 2.1 An initial planning consent was granted in December 2017 (reference 16/07784/FU) for the construction of 28 apartments and 13 houses on the Former St. Joseph's Convalescent Home on Outwood Lane, Horsforth. Subsequently, the developer entered into a Section 106 Agreement with Leeds City Council to provide £40,000 towards on-highway works in the vicinity of the development.

- 2.2 Outwood Lane is a generally residential road, acting as an occasional distributor route for local residents between A65 New Road Side and Low Lane, carrying an average of 1449 vehicles per day. The road width varies, being 5.2m at its minimum and 7.6m at its maximum. Where the width is higher and the road generally straighter, vehicle speeds are noted to be higher, with the 24 hour mean speeds recorded as being 25.6mph where wider and 22.9mph where narrower. Due to the higher speeds, it was determined that traffic calming measures would be required to engineer a lowering in through vehicle speeds.
- 2.3 This disparity in speeds resulted in Leeds City Council not including Outwood Lane in its recent 20mph programme, as this programme does not include provision for traffic calming measures.
- 2.4 During construction of the new residential units, on-street parking in the vicinity of the development has caused consistent issues with the safe free flow of traffic on this section of Outwood Lane due to the bends and narrow widths. It is determined therefore that it would be appropriate to prevent this parking in the future to maintain safe use of the public highway in this area, through the implementation of lengths of 'no waiting at any time'.
- 2.5 Leeds City Council intends to utilise this Traffic Regulation Order to remedy an ongoing concern near to the development on Newlay Lane with parking associated with a nearby school. The parking is noted to restrict accessibility from residential premises and affect sightlines from roads adjoining Newlay Lane. The Council proposes further lengths of 'no waiting at any time' to resolve the issues noted.
- 2.6 There has been one 'slight' injury collision on Outwood Lane in the last five year period.

3. Main issues

- 3.1 It is proposed to introduce a 20mph zone on the full length of Outwood Lane, as seen on drawing TM/17/306/CON/3A which will aim to maintain low driver speeds on the sections where speeds are satisfactory and to encourage lower driver speeds on other sections accordingly. This will effectively be assimilated into the existing 20mph zone on roads adjoining Outwood Lane.
- 3.2 It is proposed to support the 20mph zone through the introduction of four round-top (sinusoidal) speed humps at specific points on Outwood Lane, as seen on drawing TM/17/306/CON/3A. The humps are proposed at points where traffic speeds are currently noted above the required 24mph mean speed and on approach to narrower sections of Outwood Lane, to ensure vehicles enter these areas at an appropriately lower speed.
- 3.3 Lengths of 'no waiting at any time' are proposed on Outwood Lane, in the vicinity of the development site, to prevent parking overspill from the development. Current parking in this area is noted to significantly restrict free flow of traffic and be problematic for safe driving due to the lower through visibility on this section.
- 3.4 Further lengths of 'no waiting at any time' are proposed on Newlay Lane, Horsforth as a result of problematic parking associated with a nearby school. The parking is noted to restrict accessibility into private premises and also reduce visibility splays at the junctions of Newlay Lane with A65 New Road Side and Newlay Lane with Beech Drive.

3.5 Programme

The scheme proposals are included on the Annual Programme and it is expected that the proposals will be completed within the 2019/2020 financial year, subject to

the Chief Officer (Highways and Transportation) approving the contents of this report. The receipt of any objections to the proposals and the subsequent processes required may result in the scheme extending into the 2020/2021 financial year.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 Ward Members were consulted via email on 16 August 2018 with support being received regarding the proposals.
- 4.1.2 Emergency Services were consulted via email on 16 August 2019 with no adverse comments being received.
- 4.1.3 West Yorkshire Combined Authority were consulted via email 16 August 2019, with an indication of support being received.
- 4.1.4 Local residents and the local resident association will be consulted via letter upon approval of this report and the proposals within. The responses received to this consultation will be carefully considered and any amendments accommodated where appropriate to do so. Any amendments will be reported back to the Chief Officer where it deemed necessary to do so.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 A full Equality, Diversity/ Cohesion and Integration Screening (Appendix A) has been carried out on the proposals and has determined that an impact assessment is not required for the approvals requested. The screening process identified the following impacts:

Positive impacts:

- By removing obstructive parking on Newlay Lane, residents will find accessibility to their properties and their private driveways easier, which will be beneficial to elderly residents and those generally with reduced mobility;
- By removing obstructive parking on Outwood Lane, road users will find the route easier to use and there will be reduced footway parking as a result of the measures. This will benefit pedestrians by not having to step into the live carriageway to pass parked vehicles. In particular this would benefit vulnerable pedestrians such as children and the elderly, as well as those parents and guardians with pushchairs and wheelchair users also.
- The introduction of a 20mph zone will provide safer passage whilst crossing the road to all pedestrians, as well as greater independence and choice for children travelling to school. The introduction of a 20mph zone dramatically increases chances of survival if hit by a car to 97% and will make it more pleasant to walk or cycle, encouraging a more healthy lifestyle. This will be supported by the introduction of vertical traffic calming features.

Negative impacts:

- The introduction of parking restrictions will result in some displacement of parking to new locations and subsequent issues may arise as a result.

- The introduction of vertical traffic calming features may introduce additional noise pollution in the area due to vehicles impacting with the feature.

4.3 Council policies and the Best Council Plan

4.3.1 The Best City ambition is to improve life for the people of Leeds and make our city a better place. Measures to improve the highway network will contribute to making the road safer and easier to use, which contributes to the Best City for Communities.

4.3.2 The proposals contained in this report are in accordance with Plan Objective: Delivering Accessibility. The proposals also follow core strategy approaches A1 and A2 in that the scheme will improve physical accessibility and improve the highway for pedestrians.

4.3.3 Climate Emergency

The removal of indiscriminate parking will improve the free flow of two way traffic on most of the affected lengths, and therefore reduce or remove the need for vehicles to stand and wait for gaps in the traffic, reducing emissions in these areas from idling traffic.

The introduction of a lower speed limit, with specifically placed traffic calming features follows guidance from the National Institute of Care and Excellence which encourages smooth driving, lessening emissions on a route, over and above other types of features that result in stop start driving that increases localised emissions.

4.4 Resources, procurement and value for money

4.4.1 The estimated total cost to implement the scheme is £40,000, broken down as £10,000 staff costs, £6,000 legal costs and £24,000 works costs. The scheme is to be funded through a contribution from the developer in line with the Section 106 Agreement signed by them and Leeds City Council.

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2019 £000's	FORECAST				
			2019/20 £000's	2020/21 £000's	2021/22 £000's	2022/23 £000's	2023 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						
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2019 £000's	FORECAST				
			2019/20 £000's	2020/21 £000's	2021/22 £000's	2022/23 £000's	2023 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	24.0		24.0				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	10.0		10.0				
OTHER COSTS (7)	6.0		6.0				
TOTALS	40.0	0.0	40.0	0.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2019 £000's	FORECAST				
			2019/20 £000's	2020/21 £000's	2021/22 £000's	2022/23 £000's	2023 on £000's
S106 Agreement	40.0		40.0				
Total Funding	40.0	0.0	40.0	0.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

4.5 Legal implications, access to information, and call-in

4.5.1 The report is not eligible for call in as the proposals fall below the relevant threshold.

4.6 Risk management

4.6.1 There are no direct risk issues over and above those expected when working in the public highway, generated by the proposals contained within this report. The introduction of the scheme will mitigate existing risks caused by poor parking practices and higher vehicle speeds.

5. Conclusions

5.1 Provision of these measures will maintain and in locations, improve free flow of traffic, maintain accessibility to private premises and remove obstruction parking practices on lengths of public highway in the vicinity of the 'Former St. Joseph's Convalescent Home' development. The lower speed limit and associated traffic calming will introduce safety benefits for pedestrians and road users alike, encouraging walking and cycling and therefore a healthier lifestyle.

6. Recommendations

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

- i) Note the contents of the report;
- ii) Authorise the detailed design, advertisement and subsequent implementation of a scheme to introduce a 20mph zone, vertical traffic calming features and

parking restrictions in the Horsforth Ward, as described within paragraphs 3.1 to 3.4;

- iii) Request the City Solicitor to advertise a draft Traffic Regulation Order to introduce lengths of 'no waiting at any time on Cragg Wood Road, A65 New Road Side, Newlay Lane, Newlay Wood Road, Outwood Lane, Regent Court and Wood Lane, Horsforth as shown on drawing TM/17/306/CON/3B and if no objections are received, to make and seal the order as advertised;
- iv) Request the City Solicitor to advertise a draft Speed Limit Order to introduce a 20mph zone on Outwood Lane as shown on drawing TM/17/306/CON/3A, Horsforth and if no objections are received, to make and seal the order as advertised;
- v) Request the City Solicitor to advertise a notice under Section 90C of the Highways Act 1980 to provide four vertical traffic calming features, specifically round top (sinusoidal) speed humps in the locations indicated on drawing TM/17/306/CON/3A; and
- vi) Approve the expenditure of £40,000 towards the implementation of the proposals, funded by the developer via a Section 106 Agreement, broken down as £10,000 staff costs, £6,000 legal costs and £24,000 works costs.

7. Background documents

7.1 None.

APPENDIX A

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 Engineering
Lead person: Jonathan Waters	Contact number: 0113 3787492

1. Title: Outwood Lane, Horsforth – S106 Highway Improvement Scheme			
Is this a:			
<input type="checkbox"/>	Strategy / Policy	<input type="checkbox"/>	Service / Function
		<input checked="" type="checkbox"/>	Other
Provision of Traffic Regulation Order, Speed Limit Order, Traffic Calming			

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 the authority to introduce a Traffic Regulation Order on a number of streets in the Horsforth area, to maintain safe free flow of traffic on a number of roads in the vicinity of the St. Joseph's Former Convalescent Home. The report also requests authority to introduce a 20mph zone and associated traffic calming.</p>

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).

- **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 has taken place with Ward Members, the Emergency Services and West Yorkshire Combined Authority. Support was received from the Ward Members and WYCA with no objections being raised otherwise. Consultation will take place directly with affected parties and via a series of public advertisement notices, advertisement in the Yorkshire Post newspaper and a Section 90c Notice. All comments received from the consultation will be duly considered prior to scheme implementation.

- **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:

- By removing obstructive parking on Newlay Lane, residents will find accessibility to their properties and their private driveways easier, which will be beneficial to elderly residents and those generally with reduced mobility;
- By removing obstructive parking on Outwood Lane, road users will find the route easier to use and there will be reduced footway parking as a result of the measures. This will benefit pedestrians by not having to step into the live carriageway to pass parked vehicles. In particular this would benefit vulnerable pedestrians such as children and the elderly, as well as those parents and guardians with pushchairs and wheelchair users also.
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Negative impacts:

- The introduction of parking restrictions will result in some displacement of parking to new locations and subsequent issues may arise as a result.
- The introduction of vertical traffic calming features may introduce additional noise pollution in the area due to vehicles impacting with the feature.

- **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 Borrás	Principal Engineer	24/9/2019
Date screening completed		24/9/2019

7. Publishing	
<p>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.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> • 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. <p>Complete the appropriate section below with the date the report and attached screening was sent:</p>	
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: