

Design & Cost Report for Section 278 highway works associated with development of up to 130 dwellings, including the demolition of 632 and 634 Whitehall Road – Land at Whitehall Road, New Farnley, Leeds

Date: 31 May 2022

Report of: Transport Development Services

Report to: The Chief Officer (Highways and Transportation)

Capital Scheme Number: 33516

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

### What is this report about?

- Planning permission was granted on 21<sup>st</sup> February 2018 for the development of up to 130 dwellings, including the demolition of 632 and 634 Whitehall Road in New Farnley. The planning application reference is application ref **16/05912/OT**. The developers are Redrow Homes and Park Lane Homes. The site location plan is included in **Appendix 2**.
- Condition 20 of the planning decision notice requires the approved off-site highway works to be fully implemented prior to occupation. The highway works are detailed in paragraphs 1-6 below. Briefly, the works comprise re-marking the existing hatched area on the A58 Whitehall Road to provide a right turn lane and provision of two pedestrian refuge islands. The Section 278 works and extents are shown on the plan included at **Appendix 3**.
- To meet the requirements of the planning permission and deliver the highway improvements outlined above, the developers have requested Leeds City Council to enter a minor Section 278 Agreement.
- This report seeks authority to negotiate the terms and enter a minor Section 278 Agreement of the Highways Act 1980 for the highway works to allow the developers to complete the detailed design and construction of the works under the supervision of the Council, and give authority to incur expenditure.
- The planned highway works will contribute to the 'Best Council Plan' by maintaining and improving the safety of Leeds residents and enabling safe pedestrian and vehicular access in the local community.

### Recommendations

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

- a) Note the details of the highway works provided in paragraphs 1-6 of this report and as shown on the plan included at **Appendix 3** of this report;
- b) Give authority to negotiate the terms of and enter into an agreement with the developers under the provisions of Section 278 of the Highways Act 1980; whereby the works

associated with the development are carried out by the developers under Leeds City Council's supervision; and

- c) Give authority to incur capital expenditure of £131,000 consisting of £115,000 works costs and £16,000 staff checking and inspection costs, including legal fees and TDS engineer's fees. These costs will be fully funded by the developers through a Section 278 Agreement.

### Why is the proposal being put forward?

- 1 The existing access to the site via the A58 Whitehall Road includes a hatched central ghost island, which is approximately 1.8m wide along the site frontage. The main running lanes on the A58 Whitehall Road are at least 3.7m wide eastbound and 3.87m westbound.
- 2 The access will therefore be improved to serve the proposed development. The improvements will require the existing hatched central area to be amended to include a right turn lane.
- 3 Two pedestrian refuge islands will also be provided on the A58 Whitehall Road, on the central hatched area. The refuge islands will include dropped kerb crossing with tactile paving to support pedestrians, wheelchair users and the visually impaired.
- 4 Most of the works are associated with resurfacing of the A58 Whitehall Road surface course with Hot Rolled Asphalt (30% with surface applied coated chippings) and binder course with Dense Bitumen Macadam. The resurfacing is to increase the skid resistance on the approaches to the proposed pedestrian crossings as the carriageway is currently categorised as a 'Non-event carriageway with two-way traffic'. As the A58 Whitehall Road on the approaches to the pedestrian crossings is subject to 40mph speed limit, the resurfacing extents would be 50m on both approaches to the crossing points. The Design Manual for Roads and Bridges (DMRB) CD 236 details appropriate choice of surface course material to ensure roads are safe in wet conditions whereby skidding resistance is reduced.
- 5 The proposed development access is 6.5m wide with 12.0m kerb radii and 2.0m wide footways on both sides of the access. The access, including the 20mph signage, 'No Waiting at Any Time' Traffic Regulation Orders (TRO) and associated infrastructure will be delivered as part of the Section 38 agreement for the internal layout.
- 6 The scheme, as shown in **Appendix 3**, has been slightly amended compared to the approved scheme as part of the planning permission (ref **16/05912/OT**, plan **12047/GA/01 Rev E**). The pedestrian refuge islands have been relocated slightly to avoid affecting the driveway accesses for the properties fronting the A58 Whitehall Road.
- 7 This scheme is an addition to the scheme approved in May 2021 (capital scheme number **33052**) for the service road fronting properties 590 to 658 Whitehall Road. At the time of writing, highway works are ongoing under the Council's inspection and supervision.

#### Wards Affected: Farnley & Wortley

Have ward members been consulted?

Yes

No

### What impact will this proposal have?

- 8 The proposals will contribute to improved access to the site for pedestrians and vehicles, respectively through the provision of two pedestrian refuge islands and right turn lane. Such improvements will be made to accommodate the needs of pedestrians, including wheelchair users and the visually impaired.
- 9 An Equality, Diversity, Cohesion and Integration (EDCI) impact assessment has been carried out on the Section 278 process and is included in **Appendix 1**. The assessment confirmed that individual designs put forward as part of this process will take into account the needs of each of the equality characteristics and will aim to meet Section 278 (4)



## What are the legal implications?

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

## What are the key risks and how are they being managed?

- 18 The total cost of the highway works and staff fees are fully developer funded.

## Does this proposal support the council's 3 Key Pillars?

Inclusive Growth       Health and Wellbeing       Climate Emergency

- 19 The proposals achieve a wide range of objectives across the three pillars. The highway works will provide safe and suitable access for the proposed development, comprising:
- An improved access, with re-marking of the central ghost island to include a right turn lane.
  - Two new pedestrian refuge islands with dropped kerb crossings and tactile paving, suitable for wheelchair users and the visually impaired.
  - Carriageway resurfacing works to increase the skid resistance on the approaches to the pedestrian refuge islands.
- 20 The proposed highway works also accord with the core strategy policies, West Yorkshire Local Transport Plan and other policies in that they provide safe and sustainable means of access for all users.
- 21 The proposed pedestrian refuge islands will aid pedestrians to cross the busy A58 Whitehall Road, thereby improving and encouraging journeys made on-foot and public transport. This therefore provides safer crossing opportunities to/from the site and along the A58 Whitehall Road.
- 22 Within the site, electric vehicle charging Points and secured cycle parking/storage will be provided for each dwelling. Therefore, the proposed development will have the required infrastructure to encourage sustainable travel and offset its carbon footprint.
- 23 The proposals contained in this report therefore contribute to Leeds target of net zero carbon emissions by 2030 by enabling and improving facilities for walking, public transport and use of electric vehicles.

## Options, timescales and measuring success

### a) What other options were considered?

- 24 During the planning application determination stage, a scheme was put forward to widen the central ghost island to provide a 3.0m wide right turn lane, whilst reducing the running lanes of the A58 Whitehall Road to 3.0m. However, this was not accepted following discussion at the time with traffic management, road safety and cycling officers on the following grounds:
- The resulting running lane widths (just over 3m) and pedestrian refuges would potentially be detrimental to the safety of cyclists when being passed by vehicles.
  - The road layout should remain consistent with the other junctions and right turn lanes (e.g. Whitehall Road / Walsh Lane and Whitehall Road / Wolley Avenue) on this length of Whitehall Road, rather than introducing different layout in isolation to the existing hatched central lane. Therefore, it should be adapted to accommodate a right turn lane that is reduced in width and that the running lanes should remain as they are.
- 25 As such, the scheme approved at planning includes a hatched central ghost island, retained at approximately 1.8m wide along the site frontage. The main running lanes on the A58 Whitehall Road will be retained at 3.7m wide eastbound and 3.87m westbound.

**b) How will success be measured?**

26 It is considered that success will ultimately be measured by the delivery of the highway works to standards prior to occupation of the proposed development, thereby achieving the social, environmental and economic benefits to the city from the onset.

**c) What is the timetable for implementation?**

27 Works for the proposed development commenced in Summer 2021. The works on the service road fronting properties 590 to 658 Whitehall Road (capital scheme number **33052**) commenced in Winter 2021. The proposed highway works will be implemented prior to occupation of the proposed development.

**Appendices**

28 Appendix 1 – Equality, Diversion, Inclusion and Cohesion screening form

29 Appendix 2 – Site Location Plan

30 Appendix 3 – Proposed Section 278 Works

**Background papers**

31 None.