

Harehills Road Casualty Prevention Scheme – Completion Report

Date: 26th July 2023

Report of: Traffic Engineering Manager

Report to: Chief Officer (Highways & Transportation)

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

Recent works on Harehills Road have successfully reduced recorded injury collisions, reducing the road from its established position as the number 1 Length for Concern to number 3, with a further drop expected as five full years of post-completion data are considered. Currently the road is experiencing around 1 collision per year, compared to an average of 11 per year prior to the scheme starting on site.

The scheme was paused partway through completion and discussions have been ongoing regarding an appropriate way to complete the project. A final element of works is now proposed following a review of ward member and general public feedback, which introduces a signalisation of Conway Road to ensure movements in and out are done safely and do not contribute to an increase in collisions.

The project is estimated at £150,000 and the funding has been secured as part of the City Region Sustainable Transport Settlement Casualty Reduction; works will be delivered during the 2023/24 financial year.

Recommendations

Chief Officer (Highways & Transportation)

The Chief Officer is requested to

- a) Approve the detailed design and delivery of a package of highway works on Harehills Road detailed on attached drawing 1207/LCC/13/XX/DR/TM/01-01b and comprising:
 - a. Provision of traffic signals at the Harehills Road/Conway Road junction including re-opening Conway Road to through traffic; and
 - b. Providing a final surface course to the central reservation and all related road markings on Harehills Road

- b) Instruct the City Solicitor to advertise a Traffic Regulation Order as detailed on attached drawing 1207/LCC/13/XX/M2/TM/TRO/01 and subject to no objections being received to make and seal the Order as advertised
- c) Approve expenditure of £150,000 noting that this has been included in and will be fully funded from the recently approved City Region Sustainable Transport Settlement – Casualty Prevention Programme

What is this report about?

- 1 The Harehills Road Casualty Prevention scheme has been a major project to improve road safety on the then no.1 ranked Length for Concern in Leeds. Previous efforts to improve road safety have proved ineffective, and in September 2016 the Chief Officer (Highways & Transportation) approved a report to undertake a major project of engineering measures to address the matter more conclusively.
- 2 The project comprised junction alterations, a central reservation, new pedestrian crossings and traffic signals. It was commenced in February 2017 and was around 80% complete in March 2018 when construction was halted following representations.
- 3 In July 2020 a further report was approved by the Chief Officer (Highways & Transportation) detailing a package of measures designed to allow the project to reach a state of completion. This included the omission of part of the central reservation. Part of this package has been delivered however there are still elements which are remaining.
- 4 Since this time further representations have been made and a number of meetings have been held with ward members and others to determine a method of satisfactorily completing these works. A principal local concern relates to the operation of the Conway Road junction which was closed as part of the original project in order to reduce collisions and to provide a formal Zebra crossing linking to Banstead Park.
- 5 In order to complete this project, and finalise the to date successful reduction in injury collisions, a final package of highway works are proposed comprising:
 - a) Signalisation of the Harehills Road/Conway Road junction, re-opening the junction and incorporating formal pedestrian facilities
 - b) Completion of the surface course on the central reservation
- 6 This package is detailed on attached drawing 1207/LCC/13/XX/DR/TM/01-01b.
- 7 In addition a Traffic Regulation Order providing waiting restrictions around the Conway Road junction is required, to facilitate safe operation of the new signals.
- 8 In addition to the request for the signalisation a review of the side road treatments has been requested. As funding is limited and this may result in a large scale project with a delay to the signalisation scheme and a corresponding increase in budget this work will be developed as a separate project subject to further approval and funding availability.

What impact will this proposal have?

- 9 Since the commencement of the Harehills Road project the number of recorded injury collisions has dropped sharply. These are detailed below, with a number of key categories of collisions reduced significantly. Following a period of 20 years ranked at no.1 or no.2 on the annual Lengths for Concern document (continuously ranked no.1 from 2009-2019) the current ranking has fallen to no.3 and is expected to fall further in coming years given the rate of decrease in collisions and casualties.

Table 1: Recorded injury collisions

Mode of collision	Prior to scheme start					Post start						
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Emerging vehicles	6	5	6	4	5	1	1				1	
Vehicle hits pedestrian	4	4	2	1	4	1		3	2			
Poor manoeuvre	2	2	1	1	1		3		1			
Shunt		1	2	1						1		
Motorcycle loss of control						1						
Stolen vehicle/used in crime	1						3					
Aggressive driving					1		1	1	1			1
Intoxicated pedestrian				1			1		1			
Totals	13	12	11	8	11	3	9	4	5	1	1	1

Source: West Yorkshire Police

- 10 In addition to the reduction in casualties along the length the design facilitates a number of formal and informal pedestrian crossings. These were introduced at key pedestrian desire lines to facilitate safe crossing movements. Site observations show that the crossings are well used, and the general pedestrian activity and connectivity across Harehills Road has improved through the new facilities.
- 11 Opening Conway Road will very likely result in increased levels of vehicular traffic on this link between Harehills Road and Harehills Lane. To retain the collision reduction detailed above it is important that this movement and its interaction at the Harehills Road junction is managed through a formal control. Enabling this movement under give way or other control is considered likely to result in an increase in conflicts and hence recorded injury collisions
- 12 Providing a signalised junction will enable the provision of a formal crossing on Harehills Road linking to Banstead Park. This crossing has not been completed since the works were paused and is considered to be an important local link for pedestrians particularly those who are more vulnerable.
- 13 The proposal fits with a previous approval for a package of tree planting along Harehills Road, and there is some opportunity for integrating the two projects to achieve further value.

How does this proposal impact the three pillars of the Best City Ambition?

- Health and Wellbeing Inclusive Growth Zero Carbon

- 14 The proposal creates a safer and more accessible environment for pedestrians and other active travel modes and encourages walking to, from and around this local centre. This assists with all three of the pillars.
- 15 The proposals complement and support the greening and tree planting, further helping in these areas.
- 16 Leeds City Council adopted Vision Zero, a key policy supporting the Health and Wellbeing pillar. Vision Zero aims to eliminate deaths and serious injuries on highways in Leeds, and this project

has demonstrated a major contribution towards this ambition. Completing the project will lock in this contribution and support the overall council ambition within this Best City pillar.

What consultation and engagement has taken place?

Wards affected: Gipton & Harehills

Have ward members been consulted? Yes No

- 17 Extensive consultation has taken place during the development of the project. This is detailed in the reports to the Chief Officer (Highways & Transportation) approved in September 2016 and July 2020.
- 18 A number of meetings have taken place with the Executive Member for Infrastructure and Climate and local ward members, most recently in June 2023. These have enabled this proposal to be focused on the key areas of concern.
- 19 Local residents were consulted by letter in early December 2022 and a drop-in event was held on 13th December 2022 at the Shine centre, with limited attendance. Residents indicated they would support a signalled junction provided current access to Banstead Terrace East was retained.
- 20 Subject to approval of this report further limited consultation will take place with adjacent properties to the additional works required to facilitate the opening of the Conway Road junction.

What are the resource implications?

- 21 The proposals are estimated at £150,000 and this budget has been allocated in the 2023/24 City Region Sustainable Transport Settlement report previously approved by the Chief Officer on 15th June 2023.
- 22 Traffic Engineering will complete the works as part of their 2023/24 works programme. No additional staff resources are required.

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

- 23 Approving the proposals in this report will enable the Harehills Road Casualty Prevention project to be completed as previously agreed, reducing the risk of further recorded injury collisions.

What are the legal implications?

- 24 Leeds City Council as Highway Authority has a statutory duty to prepare programmes of works for improving safety on the public highway. The Harehills Road project as previously approved forms part of these programmes.
- 25 In relation to the proposed introduction of a Road Traffic Order, the decision maker is required to consider any objections and other comments received during the statutory consultation period before considering whether the Order may be made. This will enable the Council to comply with the requirement of the Road Traffic Act 1984, as well as the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489. If objections are received, they will be reported back to Board for consideration.
- 26 All work proposed lies within the framework of highways legislation and national and local standards for design where applicable. All other relevant legislation has also been taken into

consideration, including duties under the Equalities Act.

27 This report is not eligible for call-in being in consequence of an in pursuance of a regulatory decision.

Options, timescales and measuring success

What other options were considered?

28 The option of retaining the closure of Harehills Road/Conway Road and completing the project to its modified design approved in July 2020 was considered but not supported by elected ward members.

How will success be measured?

29 Continued monitoring of collisions will take place as part of the established Lengths for Concern process. The current rate of reduction would be expected to drop Harehills Road further down the current list.

30 Observations will take place on site and feedback from local ward members will be obtained.

What is the timetable and who will be responsible for implementation?

31 The works will be delivered in the 2023/24 financial year; Traffic Engineering will be responsible for implementation.

Appendices

- Appendix 1 – Drawing 1207/LCC/13/XX/DR/TM/01-01b
- Appendix 2 – Drawing 1207/LCC/13/XX/M2/TRO/01

Background papers

- None