

Red Hall Masterplan
Car Parking and School Bypass Road
Indicative Costs and Options Appraisal

1. Introduction

The Red Hall masterplan has identified an area adjacent to the school, Community Centre and close to the existing shop for car parking to serve these uses both now and into the future. The potential for a local centre providing an improved shopping offer is also included in the masterplan and the car parking has been sized to accommodate this future use, complementary to the daytime and evening social functions of the area.

In addition to this there is a proposal in the masterplan to bypass the school site to improve connectivity for vehicular traffic, pedestrians and cyclists joining Coombe Drive to Headingley Crescent.

The Joint Scrutiny Committee of the 26th November 2015 requested that officers explored the costs of providing initially 20 car parking spaces adjacent to the Community Centre in advance of the marketing of the central area for commercial uses and to be considered in tandem with the proposed access road, with a view to phasing and delivery.

2. Outline Costs

Based on a figure of £2500 per space for car parking and £2500 per linear metre for the road the estimated costs of the proposed works are in the table below.

Component	Cost
20 stand-alone car parking spaces accessed from Headingley Crescent @ £2500 per space	£50,000
50 linear meters of access road between Headingley Crescent Coombe Drive @ £2500 / m	£125,000
Total Cost	£175,000

The proposed road layout would allow for either a significant increase in the parking numbers possible in the long-term, up to around 100 spaces in total. Alternatively an increased area could be given over to the school grounds in the future, making use of this additional space and what is currently a poorly overlooked and untidy landscape strip. This aligned to improvements to the school boundary treatment and the pedestrian access will provide an attractive setting for the school and Community Centre, subject to further funding being identified.

3. Phasing

The proposed 20 space car park could be delivered immediately, with access taken from Headingley Crescent as illustrated below, allow form internal access within the car park that could be extended at a later phase. The bypass road for the school ideally would be delivered in the short to medium term and is feasible subject to funding being secured. The final car parking numbers and provision will be best ascertained based on the marketing of the local centre site (s) and as such the construction of this is recommended to be phased as a part of the disposal and delivery of this scheme.



4. Funding

The funding of the works will ultimately be secured via the future land sales for the local centre and additional housing land identified as surplus once this is procured and complete or secured as part of S106 against the Great Burdon development for the adoption of the school. The initial costs of the road and car parking could not be forward funded from the HRA account due to the pressures on that account, subject to agreement. The final phases including the extension to the school site, improved boundary treatments, additional parking and public realm would be delivered through the development of the local centre and as such would become a contractual obligation on the developer. It is likely that this would also extend to the improvement and maintenance of the residual greenspace, forming the heart of Red Hall.

The decision to be taken is whether to fund the initial 20 spaces or the initial 20 spaces and road at risk, prior to the disposal of the local centre site.