

Report to the Chief Officer (Highways and Transportation)

Date: 05 August 2014

Subject: Oakwood Lane, Gipton – Proposed Pedestrian Crossing

Capital Scheme Number: 32106 / 000 / 000

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Gipton & Harehills	<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
Is the decision eligible 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 of main issues

- 1 This report seeks approval for the design and construction of a pedestrian crossing to be sited on Oakwood Lane, just to the north of its junction with Oak Tree Drive in Gipton, Leeds
- 2 Following a pedestrian crossing survey, the results were included in the Pedestrian Crossing Review 2014. The associated approved report recommended introducing a formal crossing facility at this location.
- 3 This report seeks approval to undertake the detailed design and implementation of a pedestrian crossing and give authority to publish a Section 23 Notice under the Road Traffic Regulation Act 1984.

Recommendations

- 4 The Chief Officer (Highways and Transportation) is requested to:
 - i) note the contents of this report;
 - ii) approve, subject to public consultation, the detailed design and implementation of a scheme to introduce a pedestrian crossing sited just to the north of Oakwood Lanes junction with Oak Tree Drive, as shown on the attached drawing number TM_E/14.3/4-02a

- iii) give authority to incur expenditure of £36,000 comprising £30,000 works costs and, £6,000 staff costs funded from the LTP Transport Policy Capital Programme;
- iv) give authority to publish a Section 23 Notice under the Road Traffic Regulation Act 1984 to inform the public of the proposals; and
- v) Instruct the City Solicitor to draft, advertise and arrange to display on site a Notice under the provisions of Section 90C of the Highways Act 1980 for the traffic calming proposal, as show on drawing number TM_E/14.3/4-02a and, if no valid iobjections are received, to implement the proposals 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 scheme to introduce a formal pedestrian crossing facility sited on Oakwood Lane, just north of its junction with Oak Tree Drive and to obtain authority to publish a Section 23 Notice under the Road Traffic Regulation Act 1984 to inform the public of the proposals.

2 Background information

- 2.1 The Council received a request for a pedestrian crossing survey to be carried out at the junction of Oakwood Lane and Oak Tree Drive.
- 2.2 This location facilitates the general movement of people crossing to and from the shops and the bus stop. Fearnville Leisure Centre is also located on just to south of this junction on the opposite side.
- 2.3 Vehicular movements are at times complex due to the geometry of Oakwood Lane's junction with Oak Tree Drive being at an angle, and the close proximity of Fearnville Leisure Centre. These factors coupled with relatively high vehicular flows, creates a barrier to easy pedestrian movements.
- 2.4 Following a request a pedestrian crossing survey was carried out December 2013. The PV2 count was recorded as 0.76.
- 2.5 The site and the results were included in the Pedestrian Crossing Review 2014. The associated approved report recommended introducing a formal crossing facility at this location.
- 2.6 There is currently a bus stop sited on the north side of the junction on Oakwood Lane. This creates site line difficulties at the most popular point where people currently cross this road, this being in between the bus shelter and the north side kerblines of Oak Tree Drive.

3 Main issues

3.1 Design Proposals and Full Scheme Description.

- 3.1.1 It is proposed to introduce a raised zebra crossing to be sited just to the north of Oakwood Lanes junction

- 3.1.2 It is proposed to realign the angled junction of Oakwood Lane and Oak Tree Drive, so that vehicles meet the junction at a right angle. To do this will mean a build out from the north side kerblines of Oakwood Drive and an extension of the existing carriageway and footway into the adopted area currently grassed to the south side.
- 3.1.3 It is proposed to implement a central island incorporating an informal crossing facility into Oak Tree Drive close to the junction.
- 3.1.4 Following discussions and agreement with WYPTE, it is proposed to relocate the bus stop onto Oak tree. A build out to accommodate a suitable landing area which will also accommodate the bus shelter is proposed.
- 3.1.5 The proposals are shown on drawing number TME-14.3/4-02a.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members: Gipton & Harehills Members were consulted by email on the 26th March 2014. Replies have been received by all of them who are all fully supportive of the proposal.
- 4.1.2 Emergency Services and Metro (WYPTE): The Emergency Services and Metro were consulted by email on the 26th March 2014. The Police had no objections. The other emergency services and metro had no objections. Metro were also met on site on 16th June and have no objection in principle for the shelter to be moved onto Oak Tree Drive.

4.2 Equality and Diversity / Cohesion and Integration

An Equality, Diversity, Cohesion and Integration Screening (Appendix 1) has been carried out on the proposals and has determined that an impact assessment is not required for the approvals requested. The Pedestrian Crossing Review was also referred to as part of the equality process.

The screening process identified the following positive impacts:

- The crossing will provide a safe crossing point enabling all pedestrians to safely cross a busy road which will be of particular benefit for people with mobility issues; the elderly; carers supporting wheelchairs or pushchairs and parents with young children.
- This crossing facilitates the movement of school children going to and from Fearnville Leisure Centre.
- The crossing will include tactile paving and dropped kerbs which will alert people who are visually impaired, that they are approaching a road crossing point.
- The negative aspect of the proposals is that there will be some loss of parking due to the zig zags markings which are integral to the zebra crossing, and the re-alignment of the junction.

4.3 Council policies and City Priorities

4.3.1 The proposal contributes to the policies in the West Yorkshire Local Transport Plan 2011-26 (Chapter 4, Strategy – p67), as follows:

Proposal 18. Improve safety and security, seeking to minimise transport casualties.

4.4 Resources and value for money

4.4.1 The cost of design and implementation will be £36,000, consisting of £30,000 works costs and £6,000 staff design fees, funded from the LTP Transport Policy Capital Programme.

Capital Funding and Cash Flow

	£000's	£000's	£000's	£000's	£000's	£000's	£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	TO MARCH	FORECAST				
	£000's	2013	2013/14	2014/15	2015/16	2016/17	2017 on
		£000's	£000's	£000's	£000's	£000's	£000's
LAND (1)	0.0						
CONSTRUCTION (3)	30.0			30.0			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	6.0			6.0			
OTHER COSTS (7)	0.0						
TOTALS	36.0	0.0	0.0	36.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL	TO MARCH	FORECAST				
	£000's	2013	2013/14	2014/15	2015/16	2016/17	2017 on
		£000's	£000's	£000's	£000's	£000's	£000's
Government Grant - LTP / TSG	36.0		0.0	36.0			
Total Funding	36.0	0.0	0.0	36.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Parent Scheme Number: 99609

Title : LTP Transport Policy Capital Programme

4.4.2 **Revenue cost implications:** There are no future revenue cost implications.

4.5 Legal Implications, Access to Information and Call In

4.5.1 The report is not eligible for call in as the proposal falls below the relevant threshold.

4.6 Risk Management

4.6.1 There are no risk issues, over and above those expected when working in the public highway, generated by the proposals contained within this report.

5 Recommendations

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

- i) note the contents of this report;
- ii) approve, subject to public consultation, the detailed design and implementation of a scheme to introduce a pedestrian crossing just to the north of Oakwood Lanes junction with Oak Tree Drive as shown on drawing number TM_E/14.3/4-02a;
- iii) give authority to incur expenditure of £36,000 comprising £30,000 works costs and £6,000 staff design fees, funded from the LTP Transport Policy Capital Programme;
- iv) give authority to publish a Section 23 Notice under the Road Traffic Regulation Act 1984 to inform the public of the proposals; and
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6 Background documents¹

6.1 None.

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

Appendix 1

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: Roger Cann	Contact number: 0113 3951434

1. Title: OAKWOOD LANE, GIPTON – PROPOSED PEDESTRIAN CROSSING

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify

2. Please provide a brief description of what you are screening

The focus for this screening is the report to the Highways and Transportation Board seeking approval to introduce formal crossing facilities on Oakwood Lane, just to the north of its junction with Oak Tree Drive in Gipton, Leeds.

This location facilitates the general movement of people crossing to and from the shops and the bus stop. Fearnville Leisure Centre is also located on just to south of this junction on the opposite side. Vehicular movements are at times complex due to the geometry of Oakwood Lane's junction with Oak Tree Drive being at an angle, and the close proximity of Fearnville Leisure Centre. These factors coupled with relatively high vehicular flows, creates a barrier to easy pedestrian movements. Following a request and a survey he site and the results were included in the Pedestrian Crossing Review 2014. The associated approved report recommended introducing a formal crossing facility at this location

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 and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?	√	
Have there been or likely to be any public concerns about the policy or proposal?	√	
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		√
Could the proposal affect our workforce or employment practices?		√
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 		√

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
<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.</p> <p>Please provide specific details for all three areas below (use the prompts for guidance).</p>
<p>6 How have you considered equality, diversity, cohesion and integration?</p> <p>(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> <p>Consultation has taken place with Ward Members, the emergency services and metro and no objections have been received.</p>
<p>7 Key findings</p> <p>(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>

Scheme features

- The scheme provides a new formal crossing facility which gives precedent to pedestrians over vehicular traffic. This benefits all pedestrians but particularly those with mobility issues, the visually impaired, carers supporting wheelchairs and pushchairs who can now cross with confidence for their safety.
- The negative aspect the proposals are that there will be some loss of on street parking due to the zig zags markings which are integral to the zebra crossing, and the re-alignment of the junction.

The scheme is in line with the findings of the Pedestrian Crossing Review EDCI Assessment

8 Actions

(think about how you will promote positive impact and remove/ reduce negative impact)

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	26/06/2014

7. Publishing

This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.

Please send a copy to the Equality Team for publishing

Date screening completed	
Date sent to Equality Team	
Date published (To be completed by the Equality Team)	