

Report to the Chief Officer (Highways and Transportation)

Date: 05 August 2014

Subject: A660 Otley Road, Adel – New Pedestrian Refuge

Capital Scheme Number : 32155

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Adel	<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 authority to undertake the detailed design and subsequent implementation of a new pedestrian refuge on A660 Otley Road, Adel and the authority to undertake the detailed design, advertisement and subsequent implementation of a Traffic Regulation Order to be associated with the pedestrian refuge.

Recommendations

- 2 The Chief Officer (Highways and Transportation) is requested to:
 - i) authorise the detailed design and subsequent implementation of a scheme in the Adel and Wharfedale Ward, as shown on drawing TMW-1-3-1971_02, to introduce a new pedestrian refuge and a series of waiting restrictions on A660 Otley Road, Adel.
 - ii) instruct the City Solicitor to advertise a draft Traffic Regulation Order to introduce a series of waiting restrictions as described in paragraph 2, and if no valid objections are received, make and seal the Traffic Regulation Order as advertised; and

- iii) give authority to incur expenditure of £22,000 being £13,000 works costs, £7,000 staff fee costs, and £2,000 legal / advertising costs, funded from the LTP transport policy capital programme.

1 Purpose of this report

- 2 This report seeks authority to undertake the detailed design and subsequent implementation of a new pedestrian refuge on A660 Otley Road, Adel and the authority to undertake the detailed design, advertisement and subsequent implementation of a Traffic Regulation Order to be associated with the pedestrian refuge.

2 Background information

- 2.1 Otley Road, Adel, is an A-classified route (A660) that serves as part of the strategic route within the city, linking Leeds to Otley and then to Burley-in-Wharfedale where it meets the A65.
- 2.2 Speed and volume surveys undertaken in 2011 showed the mean speed along the A660 between Farrar Lane and The Crescent to be 30.2mph, with 15% of the 15700 daily average vehicular traffic exceeding 35mph.
- 2.3 There are two existing pedestrian refuges in the vicinity of the proposed location that are considered to not provide suitable provision due to their location and their narrow 1.5 metre width.
- 2.4 There are existing keep clear bar markings across the access to 425 and 427.429 Otley Road and also across the dropped kerbs serving the existing refuge outside 435/437 Otley Road.
- 2.5 There have been a total of four accidents in the period 2009 to date, with zero of these being pedestrian related.
- 2.6 At the proposed location of the pedestrian refuge, there are a number of commercial properties, including a mini-supermarket, take-aways and cafés that would be accessed on foot.

3 Main issues

- 3.1.1 It is felt that, whilst the volume of pedestrians does not justify the implementation of a controlled facility, the two existing pedestrian refuges in the vicinity of the do not satisfy the existing pedestrian demand, nor are they in a suitable location for the pedestrian desire line.
- 3.1.2 Vehicular parking in the area would prevent traffic being able to negotiate the new refuge upon its implementation, particularly on an evening.

3.1.3 It is felt that the implementation of a further refuge will help to maintain lane discipline from vehicles, as well as compliance to the speed limit on A660 Otley Road at this point.

3.2 Design Proposals and Full Scheme Description.

3.2.2 It is proposed to implement a new pedestrian refuge on A660 Otley Road, Adel, south of its junction with The Crescent, as per drawing TMW-1-3-1971_02, with dropped kerbs, buff tactile paving and illuminated beacons. The refuge will be complemented by the implementation of dropped crossing points on the adjacent footway, with buff tactile paving.

3.2.3 It is proposed to implement lengths of 'No waiting at any time' (double yellow lines), that will extend a distance past the proposed refuge to allow road users to pass the refuge without having to manoeuvre past parked vehicles. Furthermore, the existing keep clear bar markings as described in paragraph 2.4 shall be replaced with 'No waiting at any time', formalising this existing arrangement.

4 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 Ward Members were consulted by letter and email 21 March 2014. One Ward Member replied 22 March 2014 offering his support to the scheme. One Ward Member responded 9 April, offering the views of residents whom had responded to his consultation. Eleven residents offered their support to the scheme, whilst four residents offered representations against the scheme. Three of the four residents concerns have been addressed at this point, where the fourth resident believed the facility was not necessary. No response was received from the third Ward Member.

4.1.2 The Emergency Services and METRO were consulted via letter and email 8 April 2014. Responses were received from West Yorkshire Police, West Yorkshire Fire and Rescue and METRO on 8 April 2014 stating no objection to the proposal. A response was received from Yorkshire Ambulance Service on 14 April 2014, stating no objection to the proposals.

4.1.3 As part of the formal public advertisement process, a notice will be placed in the Yorkshire Post newspaper and notices detailing the proposals will be installed on lighting columns in the affected area.

4.1.4 Residents whose frontages are adjacent to the new refuge will be informed of the proposals upon the detailed design being completed, as well as being informed prior to the works commencing on site.

4.3 Equality and Diversity / Cohesion and Integration

4.3.1 An Equality, Diversity, Cohesion and Integration screening form has been completed for this scheme (Appendix 1) with the details summarised in paragraphs 4.3.2 and 4.3.3 below.

4.3.2 Positive Impact: Implementing the new refuge and the lengths of waiting restriction will:

- The scheme will have a positive impact for pedestrians, particularly the elderly, disabled and carers with children, through the introduction of a new pedestrian crossing point and refuge on what is a particularly wide road with mean speeds above 30mph.
- The Traffic Regulation Order will ensure that road users can continue to navigate their way past the new refuge by removing the ability park either side.

4.3.3 Negative Impact: Implementing the lengths of waiting restriction will:

- Prevent residents parking in this location as they currently do during the evening and overnight periods.

4.4 **Council Policies and City Priorities**

4.4.1 The proposals contained in the report have no implications for the council constitution.

4.4.2 Local Transport Plan 3: **Strategic Approaches:**
Connectivity: P18. Improve safety and security
P22. Develop networks and facilities to encourage cycling and walking.

4.5 **Resources and Value for Money**

4.5.1 The estimated total cost of the scheme at present is £22,000, broken down as approximately £7,000 staff costs, £13,000 works costs and £2,000 legal advertisement costs, funded from the LTP Transport Policy Capital Programme.

4.5.2 **Capital Funding and Cash Flow :**

Funding Approval :	Capital Section Reference Number :-						
Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2013 £000's	FORECAST				
			2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 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 2013 £000's	FORECAST				
			2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	13.0			13.0			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	7.0			7.0			
OTHER COSTS (7)	2.0			2.0			
TOTALS	22.0	0.0	0.0	22.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2013 £000's	FORECAST				
			2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
Government Grant - LTP /TSG	22.0			22.0			
Total Funding	22.0	0.0	0.0	22.0	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

4.6 Legal Implications, Access to Information and Call In

4.6.1 There are no specific legal implications included within this report, nor is any information contained within the report to be deemed confidential. The scheme is expected to be complete within the 2014/2015 financial year.

4.7 Risk Management

4.7.1 There are no risk issues, over and above those expected when working in the public highway, generated by the proposals contained within this report. The implementation of the new pedestrian refuge will reduce risk for those pedestrians crossing at this point as they currently do.

5 Conclusions

5.1 It considered appropriate to introduce a new pedestrian refuge on A660 Otley Road, Adel and an accompanying Traffic Regulation Order, which will formalise

the existing keep clear bar markings and also prevent parking within the vicinity of the proposed pedestrian refuge, all as shown on drawing TMW-1-3-1971_02.

6 Recommendations

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

- i) authorise the detailed design and subsequent implementation of a scheme in the Adel and Wharfedale Ward, as shown on drawing TMW-1-3-1971_02, to introduce a new pedestrian refuge and a series of waiting restrictions on A660 Otley Road, Adel;
- ii) instruct the City Solicitor to advertise a draft Traffic Regulation Order to introduce a series of waiting restrictions as described in paragraph 2, and if no valid objections are received, make and seal the Traffic Regulation Order as advertised; and
- iii) give authority to incur expenditure of £22,000 being £13,000 works costs, £7,000 staff fee costs, and £2,000 legal / advertising costs, funded from the LTP transport policy capital programme.

7 Background Documents¹

7.1 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: Development	Service area: Traffic Management
Lead person: Jonathan Waters	Contact number: 39 50654

1. Title: A660 PEDESTRIAN REFUGE AND TRAFFIC REGULATION ORDER
Is this a:
<input type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input checked="" type="checkbox"/> Other
If other, please specify – PEDESTRIAN REFUGE AND TRAFFIC REGULATION ORDER

2. Please provide a brief description of what you are screening
The screening focuses on a report to the Highways and Transportation Board requesting authority to undertake the detailed design and subsequent implementation of a new pedestrian refuge and Traffic Regulation Order within the Adel area, specifically the introduction of lengths of ‘No waiting at any time’ on A660 Otley Road.

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> <ul style="list-style-type: none"> • 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) <p>Consultation has taken place with the following stakeholders:</p> <ul style="list-style-type: none"> • Local Councillors • Emergency Services (Police, Fire and Ambulance Services) • The Combined Authority (METRO) <p>Support for the scheme has been received from a Ward Member and no objection has been received from any party at this point.</p>

As part of the formal public advertisement process, the wider public will be informed of the proposals through notices on street lighting columns and an advertisement in the local newspaper.

- **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 of the Scheme Features:

- The scheme will have a positive impact for pedestrians, particularly the elderly, disabled and carers with children, through the introduction of a new pedestrian crossing point and refuge on what is a particularly wide road with mean speeds above 30mph.
- The Traffic Regulation Order will ensure that road users can continue to navigate their way past the new refuge by removing the ability park either side.

Negative Impacts of the Scheme Features:

- The Traffic Regulation Order will remove parking provision that is currently used on an evening for residents of the area.

- **Actions**

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

The extents of the Traffic Regulation Order have been kept to an amount that is deemed safe, but is to an extent that does not remove more parking availability than is necessary.

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	Xx/6/2014

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.

If this screening relates to a **Key Delegated Decision, Executive Board, full Council** or a **Significant Operational Decision** a copy should be emailed to Corporate Governance and will be published along with the relevant report.

A copy of **all other** screening's should be sent to equalityteam@leeds.gov.uk. For record keeping purposes it will be kept on file (but not published).

Date screening completed	17 June 2014
If relates to a Key Decision - date sent to Corporate Governance	
Any other decision – date sent to Equality Team (equalityteam@leeds.gov.uk)	