

**Report to the Chief Officer (Highways and Transportation)**

**Date: 08 July 2014**

**Subject: Design & Cost Report Brownberrie Lane – Proposed Zebra Crossing**

**Capital Scheme number: 32114**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Horsforth	<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     A local resident made a request, via a Member of Parliament, for consideration to be given for a crossing facility on Brownberrie Lane, near to the roundabout at Station Road / St Margaret’s Road, primarily to assist those pedestrians on a school route.
  
- 2     A pedestrian and vehicle volume survey was undertaken to ascertain the need for a crossing and the results were put forward for consideration during the pedestrian crossing review. The site was subsequently approved for the implementation of a zebra crossing.
  
- 3     This report seeks approval to incur expenditure and undertake the detailed design and implementation of a humped zebra crossing facility on Brownberrie Lane, Horsforth. The total cost of this scheme is estimated to be £22000; made up of £15000 works costs and £7000 staff costs and will be funded from the LTP Transport Policy Capital Programme.

**Recommendations**

- 4     The Chief Officer (Highways and Transportation) is requested to:
  - i)     approve, subject to public consultation, the detailed design and implementation of a scheme to introduce a humped zebra crossing facility on

Brownberrie Lane, Horsforth, as shown on the attached drawing number TMW/18/1965/2 at an estimated cost of £22,000;

- ii) give authority to publish a Section 23 Notice under the Road Traffic Regulation Act 1984, to inform members of the public of the proposed crossing;
- iii) give authority to advertise a Notice for the road hump that conforms with the Highways Act 1980 (90c Notice); and
- iv) give authority to incur expenditure of £ 15,000 works costs and £ 7,000 staff design fee costs to be funded from the LTP Transport Policy Capital Programme.

## **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 humped zebra crossing facility on Brownberrie Lane, Horsforth; to obtain authority to advertise a 90c Notice for the road hump and to obtain authority to advertise the proposed crossing on site in the form of a Section 23 Notice.

## **2 Background information**

- 2.1 Brownberrie Lane is located within the Horsforth Ward and is a single carriageway road currently subject to a speed limit of 30mph at the point where a humped zebra crossing is proposed to be located.
- 2.2 A local resident made a request, via a Member of Parliament, for consideration to be given for a crossing facility on Brownberrie Lane, near to the roundabout at Station Road / St Margaret's Road, primarily to assist those pedestrians on a school route.
- 2.3 A pedestrian and vehicle volume survey was undertaken to ascertain the need for a crossing and the results were put forward for consideration during the pedestrian crossing review. The site was subsequently approved and a design brief was received for the implementation of a humped zebra crossing.
- 2.4 Within the latest five year period, there have been no injury collisions within 100 metres of the proposed crossing site.

## **3 Main issues**

### **3.1 Design Proposals and Full Scheme Description.**

- 3.1.1 It is proposed to introduce a humped zebra crossing on Brownberrie Lane close to the roundabout at Station Road and St Margaret's Road.
- 3.1.2 As part of a separate road safety scheme along Brownberrie Lane, the speed limit along the 40mph section is proposed to be reduced to 30mph and traffic calming features are proposed along its whole length. To complement this it is proposed to introduce the crossing facility as a humped zebra crossing.

- 3.1.3 To assist with the visibility sightlines at this location, it is proposed to build out one side of the zebra crossing.
- 3.1.4 The location of the proposed zebra crossing has been given consideration with regards to the pedestrian desire lane, visibility and queuing space.
- 3.1.5 The proposals are shown on drawing number TMW/18/1965/2.
- 3.1.6 The objective of this proposal is to improve the local environment by providing a safe crossing point.

## 3.2 Programme

- 3.2.1 It is anticipated that the proposal will be implemented in the financial year 2014/2015.

## 4 Corporate Considerations

### 4.1 Consultation and Engagement

- 4.1.1 Ward Members: Ward Members were consulted on the 21 March 2014 and they support the proposal.
- 4.1.2 Emergency Services and Metro (WYPTE): The Emergency Services and Metro were consulted on the 21 March 2014. No objections have been received however the Police requested further clarification with regard to the background to the proposal and this was subsequently given. The police confirmed that this answered their questions.

### 4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 A screening document has been prepared and an independent impact assessment is not required for the approvals requested.
- 4.2.2 The crossing will be located on a flatted topped road hump which will assist those with mobility issues by providing a level surface from the footway without steps. Tactile paving will also be provided at the crossing points and these assist those with sight issues by identifying a safe place to cross. These measures also benefit carers supporting wheelchairs and pushchairs; people who are visually impaired and disabled.
- 4.2.3 The scheme provides a new formal crossing facility that 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.
- 4.2.4 The crossing will be built out on one side which reduces the crossing width at a pedestrian desire line across a road. This improves safety by reducing the amount of time taken to cross the road and reducing the amount of time a pedestrian is exposed to traffic. This benefits people with mobility issues, young and older people, carers supporting wheelchairs and pushchairs.

### 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 as follows:

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

Proposal 22 - Define, develop and manage networks and facilities to encourage cycling and walking.

4.3.1 Safety Audit: Full Safety Audits will be carried out on this proposal and any recommendations received will be given full consideration and responded to.

### 4.4 Resources and value for money

4.4.1 The cost of the scheme implementation is £22,000 and will be made up of £15,000 works costs and £7,000 staff design fee costs to be funded from the LTP Transport Policy Capital Programme.

#### 4.4.2 Capital Funding and Cash Flow

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2014 £000's	FORECAST					
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 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							
<b>TOTALS</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2014 £000's	FORECAST					
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 on £000's	
LAND (1)	0.0							
CONSTRUCTION (3)	15.0		15.0					
FURN & EQPT (5)	0.0							
DESIGN FEES (6)	7.0		7.0					
OTHER COSTS (7)	0.0							
<b>TOTALS</b>	<b>22.0</b>	<b>0.0</b>	<b>22.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2014 £000's	FORECAST					
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 on £000's	
Government Grant - LTP/TSG	22.0		22.0					
Total Funding	22.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0
<b>Balance / Shortfall =</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Parent Scheme Number : 99609

Title : LTP Transport Policy Capital Programme

## **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 Conclusions**

5.1 It is considered that a crossing facility in this location will have a positive impact on pedestrian movements especially those utilising this as a school route. The provision of a zebra crossing in this location is as per the recommendation of the Pedestrian Crossing Review.

## **6 Recommendations**

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

- i) approve, subject to public consultation, the detailed design and implementation of a scheme to introduce a zebra crossing facility on Brownberrie Lane, Horsforth, as shown on drawing number TMW/18/1965/2 at an estimated cost of £22,000;
- ii) give authority to publish a Section 23 Notice under the Road Traffic Regulation Act 1984, to inform members of the public of the proposed crossing;
- iii) give authority to advertise a Notice for the road humps that conforms with the Highways Act 1980 (90c Notice); and
- iv) give authority to incur expenditure of £15,000 works costs and £7,000 staff design fee costs to be funded from the LTP Transport Policy Capital Programme.

## **7. Background documents <sup>1</sup>**

7.1 None.

---

<sup>1</sup> 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.

<b>Directorate: Development</b>	<b>Service area: Traffic Management</b>
<b>Lead person: Craig Williams</b>	<b>Contact number: 0113 3951469</b>

<b>1. Title: Brownberrie Lane – Proposed zebra crossing</b>
Is this a:
<input type="checkbox"/> <b>Strategy / Policy</b> <input type="checkbox"/> <b>Service / Function</b> <input checked="" type="checkbox"/> <b>Other</b>
<b>If other, please specify</b>

<b>2. Please provide a brief description of what you are screening</b>
<p>The screening focuses on a report to the Highways and Transportation Board requesting authority to construct a humped zebra crossing.</p> <p>Brownberrie Lane is located within the Horsforth Ward and is a single carriageway</p>

road currently subject to a speed limit of 30mph at the point where a humped zebra crossing is proposed to be located.

### Main issues

- It is proposed to implement a humped zebra crossing on Brownberrie Lane with tactile paving and associated lining in order to improve pedestrian movements.
- As part of a separate road safety scheme along Brownberrie Lane, the speed limit along the 40mph section is proposed to be reduced to 30mph and traffic calming features are proposed along its whole length. To complement this it is proposed to introduce the crossing facility as a humped zebra crossing. This will assist in slowing driver speeds in the location where pedestrians are crossing.
- Associated lining with the Zebra crossing will be implemented to ensure the correct behaviour of motorists will be adopted.

### 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?	X	
Have there been or likely to be any public concerns about the policy or proposal?		X
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> <li>• Eliminating unlawful discrimination, victimisation and harassment</li> <li>• Advancing equality of opportunity</li> <li>• Fostering good relations</li> </ul>		X

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**

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **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)

A local resident made a request, via a Member of Parliament, for consideration to be given for a crossing facility on Brownberrie Lane, near to the roundabout at Station Road / St Margaret's Road, primarily to assist those pedestrians on a school route.

A pedestrian and vehicle volume survey was undertaken to ascertain the need for a crossing and the results were put forward for consideration during the pedestrian crossing review. The site was subsequently approved and a design brief was received for the implementation of a humped zebra crossing.

Consultation on the proposals has taken place with the following stakeholders:

- Ward Members were consulted on the 21<sup>st</sup> March 2014 with no objections being received.
- Emergency Services and Metro were consulted on the 21<sup>st</sup> March 2014. No objections were received.
- A Section 23 Notice will be posted on site which advises of the intention to introduce a crossing facility and provides the opportunity for members of the public to make comments.
- A 90c Notice will be posted on site which advertises the intention to introduce a road hump and provides an opportunity for members of the public to make comment.

- **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

- The crossing will be located on a flatted topped road hump which will assist those with mobility issues by providing a level surface from the footway without steps
- Tactile paving will also be provided at the crossing points and these assist those with sight issues by identifying a safe place to cross. These measures also benefit carers supporting wheelchairs and pushchairs; people who are visually impaired and disabled.
- The scheme provides a new formal crossing facility that 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 crossing will be built out on one side which reduces the crossing width at a pedestrian desire line across a road. This improves safety by reducing the amount of time taken to cross the road and reducing the amount of time a pedestrian is exposed to traffic. This benefits people with mobility issues, young and older people, carers supporting wheelchairs and pushchairs.

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

### • **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:

Date to complete your impact assessment

Lead person for your impact assessment  
(Include name and job title)

## **6. Governance, ownership and approval**

Please state here who has approved the actions and outcomes of the screening

<b>Name</b>	<b>Job title</b>	<b>Date</b>
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.

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](mailto:equalityteam@leeds.gov.uk). For record keeping purposes it will be kept on file (but not published).

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