

Report to the Chief Officer (Highways and Transportation)

Date: 30 September 2014

Subject: A65 Otley Road/ Oxford Road/ Victoria Road, Guiseley – Pedestrian Infrastructure Improvement Scheme

Capital Scheme Number : 32187 (LTP) and 16978 (S.106)

Are specific electoral Wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, name(s) of Ward(s): Guiseley and Rawdon		
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?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, Access to Information Procedure Rule number:		
Appendix number:		

Summary of main issues

- 1 This report seeks authority to undertake the detailed design and subsequent implementation of a series of pedestrian infrastructure improvements around the junction of A65 Otley Road/ Oxford Road/ Victoria Road, Guiseley.

Recommendations

- 2 The Chief Officer (Highways and Transportation) is requested to:
 - i) authorise public consultation and discussion with commercial properties;
 - ii) authorise the detailed design and subsequent implementation of a scheme in the Guiseley and Rawdon Ward, as shown on drawing TMW15-3-1987_01d, to introduce a series of pedestrian infrastructure improvements around the A65 Otley Road/ Oxford Road/ Victoria Road junction, including new formal signalised facilities on Oxford Road and a new zebra crossing facility on Victoria Road; and
 - iii) give authority to incur expenditure of £144,700 being £116,000 works costs and £28,700 staff fee costs, with £100,000 funded from the LTP transport policy capital programme and £44,700 funded from Section 106 monies.

- iv) give authority to display a Notice on site under the provisions of Section 23 of the Road Traffic Regulation Act 1984 to inform the public of the proposed zebra crossing

Purpose of this report

- 2 This report seeks authority to undertake the detailed design and subsequent implementation of a series of pedestrian infrastructure improvements around the junction of A65 Otley Road/ Oxford Road/ Victoria Road, Guiseley.

2 Background information

- 2.1 Otley Road, Guiseley, is an A-classified route (A65) that serves as part of the strategic route within the city, linking Leeds to Ilkley and then further to Kendal in Cumbria. The most recent vehicular volume surveys showed that the A65 caters for approximately 17,000 vehicles per day through Guiseley. It has been noted that queuing traffic along A65 Otley Road is a common problem.
- 2.2 As a result of recent housing developments on nearby Netherfield Road, monies to the sum of £45,000 have been provided through Section 106 Agreements (Town and Country Planning Act 1990) to undertake a feasibility and design process towards the possibility of a scheme on the junction of A65 Otley Road/ Oxford Road/ Victoria Road.
- 2.3 Comments received by officers from Ward Members and members of the public indicated a desire to introduce measures that would not increase the level of congestion along A65 Otley Road, due to the already high level of perceived waiting times for road users.
- 2.4 Oxford Road, Guiseley, is a local distributor route, serving a local primary school and as a route for vehicles to reach Yeadon without using the main A65 route. The most recent vehicular volume surveys showed that Oxford Road caters for approximately 7500 vehicles per day.
- 2.5 Victoria Road, Guiseley, is an urban local road that serves as a cut through route for vehicles between B6152 Park Road and A65 Otley Road. It also serves a number of small businesses and is a well-used route for students at the nearby Guiseley High School to access Guiseley Rail Station, via Back Lane, Cavendish Road and then Victoria Road onto Oxford Road and Station Road.
- 2.6 At the main junction of A65 Otley Road/ Oxford Road/ Victoria Road, there is one formalised crossing point, which straddles the southern footway of A65 Otley Road and a splitter island on Oxford Road, on the eastern extent of the junction. The crossing operates upon the green light for Oxford Road vehicular traffic, as vehicles turning left from Oxford Road to A65 Otley Road are split by the splitter island from vehicles proceeding straight on and turning right.
- 2.7 Due to the proximity of Guiseley Rail Station and the location of the junction in the centre of Guiseley, around a number of commercial properties, the number of pedestrians traversing the junction is high, including a high number of child pedestrians at certain times in the AM and PM peaks due to the nearby Guiseley

High School.

- 2.8 At the junction in question, there have been two injury accidents in the previous five years. One serious accident was recorded in 2012 on A65 Otley Road, which involved a pedestrian. A slight accident was recorded in 2011 on Victoria Road, which involved vehicles only.

3 Main issues

- 3.1.1 Observations on site show that the pedestrian movements across the junction are high at all times of day, but are particularly high during the AM and PM peaks, when an increased proportion of child pedestrians use the junction. The desire line for these pedestrians is to cross A65 Otley Road using the western extent of the junction, outside The Station Public House.
- 3.1.2 The lack of formal crossing provision across the junctions results in pedestrians trying to gauge when vehicles are and are not going to undertake turning movements and rushing between the points of the junction they are crossing between whilst live traffic progresses alongside.
- 3.1.3 There is an increasing ageing population who have also expressed great difficulty when wishing to cross this junction at the arms which at the present time, do not have formalised pedestrian facilities.

3.2 Design Proposals and Full Scheme Description.

- 3.2.1 It is proposed to undertake a series of amendments to the existing layout on Oxford Road and Victoria Road, as per drawing TMW15-3-1987-01d. The footway along the frontages of 47-50 Oxford Road and 68 Otley Road will be narrowed slightly to allow for the existing pedestrian splitter island to be amended. This amendment will see the eastern extent of the island move further east and the island narrowed. This overall amendment will allow a second splitter island to be provided within the junction. This will allow Urban Traffic Management Control to control pedestrian movements around the existing traffic signal sequencing.
- 3.2.2 As a result of the observation made in paragraph 3.1.1 and the desire mentioned in paragraph 2.2, an initial proposal was to include a pedestrian refuge island on A65 Otley Road, outside The Station Public House. However, following the undertaking of the swept path exercise for larger vehicles, it became clear that it would not be feasible to include this island. Larger vehicles, including coaches (relevant due to the coach company based on Victoria Road) and articulated vehicles would not be able to make a turn from either Oxford Road or Victoria Road onto A65 Otley Road, in the direction of Menston.
- 3.2.3 Subsequently, it is proposed to include a zebra crossing facility on Victoria Road, with the intention being that pedestrians use this facility to safely and quickly access the formal pedestrian facilities that will be provided across the eastern section of the junction at A65 Otley Road and then the new proposed facilities across Oxford Road.

- 3.2.4 As a result of the proposals contained within paragraph 3.2.1, larger rigid and articulated vehicles will not be able to make a left hand turn from A65 Otley Road into Oxford Road, although fire appliances are still able to make this manoeuvre. On site observations have shown that a very low number of larger vehicles make this turn, so an informal HGV ban is proposed, where signs will direct HGVs to the Guiseley gyratory, where they will be able to come back around and to the A65 Otley Road/ Oxford Road junction from the opposite direction, where the turn is permissible. A HGV count has been undertaken and shows that this is an acceptable course of action.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 The proposals were presented to Ward Members in a meeting date 4 August 2014, where unanimous support was given. Ward Members stated a desire that consultation should be undertaken with the commercial properties around the junction, so they are aware of the proposals and can offer input where they feel necessary.
- 4.1.2 The Emergency Services and METRO were consulted via letter and email 20 August 2014.

As part of the public consultation process, a notice under the provisions of Section 23 of the Road Traffic Regulation Act 1984 will be placed on lighting columns in the area, detailing and informing members of the public of the proposal. The commercial properties will be directly consulted via letter with the intention of making them aware of the potential works at an early stage and thus giving them the opportunity to offer their views and opinions on the proposals.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 An Equality, Diversity, Cohesion and Integration screening form has been completed for this scheme and is attached as Appendix 1 with the details summarised in paragraphs 4.3.2 and 4.3.3 below.
- 4.2.2 Positive Impact: Implementing the new refuge and the lengths of waiting restriction will:
- The scheme will have a positive impact for pedestrians of all descriptions who have the need to traverse the wider junction, including the large number of child pedestrians that use the junction during the AM and PM peaks prior to and after school times.
 - The scheme will incorporate measures such as tactile paving, dropped kerbs, pedestrian crossing studs, red and green men and rotating tactile knobs to aid the more vulnerable pedestrians, for example, those who are blind, visually impaired or have mobility issues by providing a safer and more suitable location(s) to cross the junction.

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

- Due to the proposed location of the zebra crossing facility on Victoria Road, a small amount of existing parking provision will be removed by the zig-zag controlled zone. This parking is currently located on the eastern side of Victoria Road.
- The scheme will see a slight narrowing of the footway on the eastern side of Oxford Road/ northern side of A65 Otley Road, to allow for the amendments to take place.

4.3 Council Policies and City Priorities

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

4.3.2 Local Transport Plan
3:

Strategic Approaches:

Connectivity: P18. Improve safety and security
P22. Develop networks and facilities to encourage cycling and walking.

4.4 Resources and Value for Money

4.4.1 The estimated total cost of the scheme at present is £144,700, broken down as approximately £28,700 staff costs and £116,000 works costs, with £100,000 funded from the LTP Transport Policy Capital Programme and £44,700 funded by Section 106 monies.

4.4.2 **Capital Funding and Cash Flow :**

Funding Approval :	Capital Section Reference Number :-						
Previous total Authority to Spend on this scheme	TOTAL	TO MARCH 2014	FORECAST				
	£000's	£000's	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						
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 2014	FORECAST				
	£000's	£000's	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)	116.0		116.0				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	28.7	2.8	25.9				
OTHER COSTS (7)	0.0						
TOTALS	144.7	2.8	141.9	0.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL	TO MARCH 2014	FORECAST				
	£000's	£000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 on £000's
Government Grant - LTP /TSG	100.0		100.0				
Section 106 Receipt	44.7	2.8	41.9				
Total Funding	144.7	2.8	141.9	0.0	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

4.5 Legal Implications, Access to Information and Call In

4.5.1 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.

4.6 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. The implementation of the new pedestrian facilities will reduce risk for those pedestrians crossing at this point as they currently do.

5 Conclusions

5.1 It considered appropriate to introduce a series of new pedestrian infrastructure improvements at the junction of A65 Otley Road/ Oxford Road/ Victoria Road, Guiseley, as per drawing TMW15-3-1987_01d. The improvements will provide more substantial formal controlled crossing points, allowing pedestrians to traverse the junction more safely.

6 Recommendations

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

- i) authorise public consultation and discussion with commercial properties;
- i) authorise the detailed design and subsequent implementation of a scheme in the Guiseley and Rawdon Ward, as shown on drawing TMW15-3-1987_01d, to introduce a series of pedestrian infrastructure improvements around the A65 Otley Road/ Oxford Road/ Victoria Road junction, including new formal signalised facilities on Oxford Road and a new zebra crossing facility on Victoria Road; and
- ii) give authority to incur expenditure of £144,700 being £116,000 works costs and £28,700 staff fee costs, with £100,000 funded from the LTP transport policy capital programme and £44,700 funded from Section 106 monies.
- iii) give authority to display a Notice on site under the provisions of Section 23 of the Road Traffic Regulation Act 1984 to inform the public of the proposed zebra crossing

7 Background Documents ¹

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: A65 OTLEY ROAD/ OXFORD ROAD/ VICTORIA ROAD, GUISELEY – PEDESTRIAN CROSSING INFRASTRUCTURE IMPROVEMENTS SCHEME

Is this a:

☐

Strategy / Policy

☐

Service / Function

☒

Other

If other, please specify – PEDESTRIAN CROSSING INFRASTRUCTURE IMPROVEMENTS

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 series of pedestrian crossing infrastructure improvements across the junction of A65 Otley Road/ Oxford Road/ Victoria Road in the Guiseley area of Leeds.

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.

<p>The following questions will help you to identify how relevant your proposals are.</p> <p>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).</p>		
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**.

<p>4. Considering the impact on equality, diversity, cohesion and integration</p>
<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 all Ward Members 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. Commercial properties that front onto the area of the proposed works shall be directly consulted and their views considered as appropriate.

- **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 of all descriptions who have the need to traverse the wider junction, including the large number of child pedestrians that use the junction during the AM and PM peaks prior to and after school times.
- The scheme will incorporate measures such as tactile paving, dropped kerbs, pedestrian crossing studs, red and green men and rotating tactile knobs to aid the more vulnerable pedestrians, for example, those who are blind, visually impaired or have mobility issues by providing a safer and more suitable location(s) to cross the junction.

Negative Impacts of the Scheme Features:

- Due to the proposed location of the zebra crossing facility on Victoria Road, a small amount of existing parking provision will be removed by the zig-zag controlled zone. This parking is currently located on the eastern side of Victoria Road.
- The scheme will see a slight narrowing of the footway on the eastern side of Oxford Road/ northern side of A65 Otley Road, to allow for the amendments to take place.

- **Actions**

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

- The extent of the zig-zag controlled zone has been reduced to its lowest acceptable level to ensure that the maximum amount of parking provision remains following the introduction of the zebra crossing on Victoria Road.
- The footway at the point of Oxford Road in question is particularly wide, with a maximum width of 5m noted. The footway narrowing shall be at most 1m at this widest point, leaving the footway at a width of 4m, which is still considerable and acceptable.

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	20/8/2014

7. Publishing	
<p>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.</p> <p>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.</p> <p>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).</p>	
Date screening completed	20 August 2014
If relates to a Key Decision - date sent to Corporate Governance	
Any other decision – date sent to Equality Team (equalityteam@leeds.gov.uk)	