

Report to the Chief Officer (Highways and Transportation)

Date: 28 October 2014

Subject: Potternewton Lane/Harehills Lane Junction Improvement Scheme

Capital Scheme Number: 32154

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Chapel Allerton	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input 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 scheme meets the Best Council objectives of improving roads. The scheme contributes to building a child friendly city by providing streets that are safe for children to use. The scheme also tackles some of the barriers to getting people active, allowing them to walk to use local businesses, community facilities, and healthcare.
2. There is a demand for a controlled pedestrian crossing where Potternewton Lane meets Harrogate Road. This crossing is on the school route for Chapel Allerton Primary School and is located close to Tech North which accommodates many community facilities. Currently there is a small traffic island in the centre of Potternewton Lane that is used by over 450 pedestrians a day. The existing facility does not meet current standards and this scheme will address the concerns of the local community by providing a safe controlled pedestrian crossing.
3. Authority is now being sought to implement improvements to the junction and pedestrian crossing facilities.

The proposed include:-

- A new signalised staggered pedestrian crossing and island (see EP-732154-01-01) to improve the crossing facilities on Potternewton Lane and the addition of an advanced stop line and advisory cycle lane to allow cyclists easier movements through the junction.

- The introduction of waiting restrictions on Potternewton Lane and Harrogate Road (see EP-732154-01-01) – to allow large vehicles to manoeuvre around the new layout.
- At the request of the local residents on Potternewton Lane the scheme includes a residents permit parking area (see EP-732154-01-01).

Recommendations

4. The Chief Officer (Highways and Transportation) is requested to:
- i) note and approve (subject to TRO's) the proposed highway works as outlined in Section 3.1 and indicated on drawing referenced: EP-732154-01-01, at an estimated cost of £78,000;
 - ii) give authority to incur expenditure of £58,000 works costs, £15,000 staff costs and £5,000 TRO cost to be funded from the LTP Transport Policy Capital Programme to implement the scheme;
 - iii) give authority to place a notice on site in respect of the new pedestrian crossing, under Section 23 of the Road Traffic Regulation Act 1984;
 - iv) instruct the City Solicitor to advertise a draft TRO to provide No Waiting At Any Time restrictions through Potternewton Lane/Harrogate Road Junction as shown on Drawing No. EP-732154- 01-01 and to introduce Resident Permit Parking scheme as shown on the drawing, and; if no valid objections are received to make, seal and implement the Order as advertised.

1 Purpose of this report

- 1.1 This report seeks the authority for preparing the detailed design and construction of the works. Also introducing No Waiting At Any Time Restrictions, and a resident permit parking. The total cost of the proposed scheme is £78,000

2 Background information

- 2.1 In 2011/12, as part of Local Transport Plan 3 - Implementation Plan 1 Programme there was a proposal for an inbound bus lane on Harrogate Road adjacent to this junction. Unfortunately due to the width of Harrogate Road and other constraints, it was not possible to implement the bus scheme. However one of the facilitation measures for the bus lane was the proposal for this crossing, which as the Report outlines has been a long standing local aspiration (particularly from Ward Members) and pedestrian surveys have also validated that demand.

2.2 Potternewton Lane is a local distributor B road, linking Scott Hall Road with Harrogate Road near a complex junction with Harehills Lane and Chapeltown Road. Although it is part of a signalised junction, it currently lacks adequate pedestrian crossing facilities. Initially improvements to this junction were part of the Harrogate Road improvement scheme, and as such have attracted considerable ward member support

2.3 The Potternewton Lane Junction with Harrogate Road currently has a signalised crossing point on Harrogate Road and only an uncontrolled crossing on Potternewton lane arm of the junction. On Harrogate Road there are two traffic lanes marked in each direction and Potternewton Lane has one lane in each direction.

2.4 There are around 450 pedestrians crossing at this location daily and there is potential suppressed demand due to the constraints of the site which make crossing there difficult: a difficulty of judging complex traffic movements coupled with limited visibility due to a high heritage stone wall. The existing traffic island is too narrow to act as an effective refuge and is not accessible to wheelchair and mobility scooter users.

2.5 During peak hours delays occur on Harrogate Road and Potternewton Lane which creates difficulty for pedestrians when trying to cross the Potternewton Lane arm.

2.6 The location is close to the start of the Chapel Allerton high street, with services including the Tech North centre, local surgery, a primary school, Chapel Allerton Hospital, local supermarkets and local shops and eateries. There is every potential for an increase in active travel modes for access to these facilities if the infrastructure to facilitate these was improved. The signalised pedestrian crossing will make crossing much easier for blind and partially sighted pedestrians, who are particularly unable to judge complex traffic movements, but also to children, older people and mobility impaired pedestrians.

2.7 To ensure the Junction remains free flowing, with particular emphasis on minimising delays or congestion issues through this junction it is necessary for the introduction of a new TRO that proposes to introduce no waiting at any time on the Harrogate Road and Potternewton Lane.

2.8 Local residents have requested that a residents permit parking order is created on Potternewton Lane due to the amount of parking currently taking place on this section of the carriageway the residents are finding it hard to park near to their property.

3 Main issues

3.1 Design Proposals and Full Scheme Description.

3.1.1 The highways works will consist of the following:

- i) Potternewton Lane – introduce a larger pedestrian island with tactile facilities and dropped kerbs to create a stagger signalised puffin crossing on the Potternewton Lane arm of this junction to improve road safety and assist crossing the junction
- ii) Potternewton Lane/Harrogate Road – introduce advanced cycle stop lines and an advisory cycle lane to allow safer use of the junction by cyclists;

- iii) Potternewton Lane/Harrogate Road– introduce a no waiting at any time restriction through the junction to ensure traffic can safely manoeuvre past at all time;
- iv) Harrogate Road/Chapelton Road – upgrade the existing crossing points to puffin crossings (reconfiguring the equipment to suit) so the whole junction operates with the same type of crossing equipment;
- iv) Potternewton Lane – introduce Resident Permit Parking to help with resident parking problems on this section of carriageway;
- v) Removal of any unnecessary pedestrian guard rail from the junction.
- vi) All associated Civil's works including (inter alia) signs, lighting, road markings and drainage;
- viii) Any works reasonably required following safety audits of the design and construction of the highway works; and
- ix) Any associated statutory undertaker's work resulting from the Works.

3.1.2 **Programme** – The design and construction of the works will be delivered in the 2014/2015 financial year.

4 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 Ward Members: Ward Members and the Local MP were consulted by email dated 02 September 2014; receipt was acknowledged by one Ward Councillor who is supportive of the proposals and requested that the two local schools are consulted too. No further comments received from other ward members.

4.1.2 All the teams listed on the Internal Highways and Transportation Scheme Development Consultation List were consulted on 06 August 2014. The feedback received was included in the design altering the original design to include an advanced stop line for cyclists and the removal of pedestrian guardrail from the pedestrian island.

4.1.3 Emergency Services: The Emergency Services were consulted by email dated 02 September 2014; no comments added.

4.1.4 A public engagement exercise was undertaken between 10 Sept 2014 and 01 Oct 2014. Where a letters and plans were distributed to the businesses and residences of Potternewton Lane and both Chapel Allerton Primary School and St Mathews Primary School explaining the proposed works and asking for comment. 6 responses were received all supporting the scheme and requesting that resident permit parking should be included on this length of Potternewton Lane.

4.1.5 The proposed TRO's will be subject to legal advertising which will provide an opportunity for any views to be expressed.

4.2 **Equality and Diversity / Cohesion and Integration**

4.2.1 An Equality and Diversity / Cohesion and Integration screening document, attached as appendix 1, has been prepared and an independent impact assessment is not required for the approvals requested. The Pedestrian Crossing Review (2011) and the Cycle Infrastructure Equality, Diversity, Cohesion and Integration Impact Assessment (2011) documents have been consulted and utilised during the development of this scheme.

4.2.2 The proposed highway improvement scheme will positively impact all users of the highway network. In particular, vulnerable road users such as those with mobility issues/disabilities, the elderly, young and carers (prams and wheelchairs) will be aided by the introduction of new and upgraded crossing facilities, with associated dropped kerbs and tactile paving. The new advanced stop line and cycle lane will encourage confidence in cycle users and promote sustainable travel as well as the provision of resident permit parking facilities supporting local need.

4.2.3 Finally, the introduction of traffic signals crossing facilities on Potternewton Lane will improve road safety for all highway users.

4.3 **Council policies and City Priorities**

4.3.1 The proposals contained in this report are in accordance with all the 3 Objectives of Local Transport Plan 3 :-

- To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.
- To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans.
- To enhance the quality of life of people living in, working in and visiting West Yorkshire.

4.4 **Resources and value for money**

4.4.1 **Full scheme estimate** The total estimated cost of the scheme is £78,000, comprising £58,000 works costs, £15,000 staff costs and £5,000 TRO costs.

4.5 **Capital Funding and Cash Flow.**

4.5.1 **Funding:** The scheme is to be funded entirely from the LTP Transport Policy Capital Programme.

4.5.2 **Staffing:** The design and supervision of the works can be carried out within the existing staff resources.

Funding Approval :	Capital Section Reference Number :-		32154				
Previous total Authority to Spend on this scheme	TOTAL	TO MARCH	FORECAST				
	£000's	2013 £000's	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	TO MARCH	FORECAST				
	£000's	2013 £000's	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)	58.0			58.0			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	15.0			15.0			
OTHER COSTS (7)	5.0			5.0			
TOTALS	78.0	0.0	0.0	78.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL	TO MARCH	FORECAST				
	£000's	2013 £000's	2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LCC Supported Borrowing	0.0						
Revenue Contribution	0.0						
Capital Receipt	0.0						
Insurance Receipt	0.0						
Lottery	0.0						
Gifts / Bequests / Trusts	0.0						
European Grant	0.0						
Health Authority	0.0						
School Fundraising	0.0						
Private Sector	0.0						
Section 106 / 278	0.0						
Government Grant	78.0			78.0			
SCE (C)	0.0						
SCE (R)	0.0						
Departmental USB	0.0						
Corporate USB	0.0						
Any Other Income (Specify)	0.0						
Total Funding	78.0	0.0	0.0	78.0	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 As with all TRO's there is a risk of objections

4.7 Risk Management

4.7.1 The ongoing work will identify design, cost and programme risks for subsequent stages.

4.7.2 Not progressing the project will compromise the ability of the Council to meet the objectives of the Local Transport Plan and the council's responsibilities as the Highway Authority.

5 Conclusions

- 5.1 This report seeks the authority to implement a highway improvement scheme, including completion of detailed design and constructing the works as part of the LTP Capital Programme for 2014-2015.
- 5.2 This report seeks the authority to advertise and implement (subject to objections) the proposed TRO's.

6 Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
- i) note and approve (subject to TRO's) the proposed highway works as outlined in Section 3.1 and indicated on drawing referenced: EP-732154-01-01, at an estimated cost of £78,000;
 - ii) give authority to incur expenditure of £58,000 works costs, £15,000 staff costs and £5,000 TRO cost to be funded from the LTP Transport Policy Capital Programme to implement the scheme;
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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: City Development	Service area: Projects
Lead person: Paul Hamer	Contact number: 0113 24 78812

1. Title: Design & Cost Report for Potternewton Lane, Highway Improvements.		
Is this a:		
<input type="checkbox"/> Strategy / Policy	<input type="checkbox"/> Service / Function	<input checked="" type="checkbox"/> Other
If other, please specify		
Highway works required to implement a new crossing point		

2. Please provide a brief description of what you are screening
The screening focuses on the report to the Highways and Transportation Board, seeking authority to prepare the detailed design and construction of a highway improvement scheme on Potternewton Lane.
The scheme proposals include: <ul style="list-style-type: none"> • a new signalised crossing with pedestrian island to improve safety and access • a cycle lane and advanced stop line to improve cycle safety through the junction. • a review of the parking restrictions along this section of Potternewton Lane to meet local need.
Any equality implications relating to the proposed works are being picked up through the procurement process /design stages and being addressed at that point.

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"> • Eliminating unlawful discrimination, victimisation and harassment • Advancing equality of opportunity • Fostering good relations 	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)

All Highways and Transportation service areas have been consulted and any comments received have been fed back into the design process where possible.

Ward Members, the Local MP, Emergency Services and Metro were consulted by email dated 2nd September 2014 and again any comments received have been fed back into the design process where possible.

A public engagement exercise was undertaken on the 10th September 2014. A letter and plan was sent to the residents and companies on Potternewton Lane that are near the works area. The letter explaining the proposals together with a plan was distributed during September 2014 to 14 properties in close proximity to the proposals.

Overall the scheme provides a design that has balanced local needs with due regard to the needs of vulnerable road users and disability groups.

- **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)

The highway works for the scheme, and their impact on equality characteristics, are as follows:

- The introduction of a new signalised crossing will provide pedestrians with a safe place to cross the road which will have a positive impact on the elderly, carers supporting wheel chairs/pushchairs;
- A new northbound cycle lane and advanced stop line will encourage confidence in all cycle users and promoting sustainable travel;
- The provision of permit parking outside 3 to 15 Potternewton Lane which will improve access for residents helping them to park closer to their property have a positive impact on elderly and disabled residents and help carers to park closer to their homes with the use of permits;
- New traffic signals at the Potternewton Lane junction, with the addition of appropriate dropped crossings and tactile facilities, which will improve road safety and assist safe access for all users, in particular those who have mobility issues, the visually impaired and carers supporting wheel chairs and pushchairs;
- A new pedestrian island will provide pedestrians with a safe place to cross the road which will have a positive impact on the elderly, carers supporting wheel chairs/pushchairs;

In Summary, the proposed highway improvement scheme will positively impact all users of the highway network. In particular, vulnerable road users such as those with mobility issues / disabilities, the elderly, young, pupils of Chapel Allerton Primary school that use this route to walk to school, young children and parents that use this route to the children's centre and carers (prams and wheelchairs) will be aided by the introduction of new and upgraded crossing facilities, with associated dropped kerbs and tactile paving.

The new outbound cycle lane and advanced stop line will encourage confidence in cycle users, promote sustainable travel and improve road safety for cyclists.

The introduction of a puffin crossing at the Potternewton Lane junction will improve road safety for pedestrians.

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

N/A

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
Sabby Khaira	Principal Engineer	September 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	
If relates to a Key Decision - date sent to Corporate Governance	
Any other decision – date sent to Equality Team (equalityteam@leeds.gov.uk)	