

Report to the Chief Officer (Highways and Transportation)

Date: 28 October 2014

Subject: Foundry Lane, Seacroft –Traffic Calming Amendments

Capital Scheme Number: 32148 / 000 / 000

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Killingbeck & Seacroft	<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 The Best Council Plan 2013-17 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority. Accordingly the Best Council Plan, the success of the Best Council objective: ensuring high quality public services will be partly measure through Working proactively to optimise the support given to business and by providing a good and efficient transport infrastructure, to support economic growth.

Accordingly the Best Council Plan, the success of the Best Council objective: ensuring high quality public services, will be partly measured through reduced number of people Killed or Seriously injured on the citys roads. By providing safer passage along the route and enhanced crossing opportunities across it where needed will contribute to this objective being achived.

As children are ranked amongst the most vulverable road users, the provision of safe crossing facilities where there is a demand from children will help facilitate active modes of travel on journeys to school, contributing to the Leeds Education Challenge, which is part of building a chield friendly city objective, deliver of the better lives programme and contributes to 'Public Health' which is embedded and effectively delivering health protection and health improvments.

- 2 The proposals within this project will address an ongoing record of injury road collisions along Foundry Lane and will provide a safer environment for all road users.
- 3 The report seeks approval for the design and construction of a scheme to remove the existing traffic calming features on Foundry Lane, Seacroft, between Wykebeck Valley Road and the A64 York Road and the introduction of an alternative traffic calming system.
- 4 Foundry Lane from South Parkway Approach to York Road, Gipton has been identified as a Length for Concern and is currently ranked at No. 17 in the City Councils 2014 draft edition of the Lengths for Concern report with 15 accidents comprising of 14 slight and 1 serious in the past 5 years.
- 5 There is record of recorded injury accidents along the length as a result of inappropriate driving manoeuvres, caused by drivers misjudging speed and available safe gaps for the flow of traffic.
- 6 Due to West Yorkshire Fire Services forthcoming relocation to York Road, Foundry Lane will become one of the main emergency response routes. The existing chicane style features are not favoured on such routes, particularly when being used by fully loaded fire tenders.
- 7 The junction of South Parkway Approach located to the west end of Foundry Lane has significant accident history with 6 accidents in the last 5 year period and is a monitored site.
- 8 We are therefore proposing a scheme as shown on Drawing No. TM-E/20.2/7-4 to remove the existing traffic calming features on Foundry Lane and replace the traffic calming along the stretch to speed cushions, and to introduce a raised plateau at Foundry Lane's junction with South Parkway Approach.
- 9 This report also seeks approval to give authority to publish a Section 90c Notice under the Road Traffic Regulation Act 1984 to inform the public of the proposals.

Recommendations

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

- i) note the contents of this report;
- ii) approve the detailed design and implementation of a scheme to remove the existing traffic calming features on Foundry Lane, Seacroft, between Wykebeck Valley Road and the A64 York Road, as shown on the attached drawing number TM_E/20.2/7-4 and replace them with a more appropriate system;
- iii) give authority to incur expenditure of £80,000 comprising £65,000 works costs and, £15,000 staff costs funded from the LTP Transport Policy Capital Programme; and, if no valid objections are received, to implement the proposals as advertised

- iv) 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 proposals, as show on drawing number TM_E/20.2/7-41. and, if no valid objections 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 amend the existing traffic calming features on Foundry Lane, Seacroft, between Wykebeck Valley Road and the A64 York Road, and to obtain authority to publish a Section 90c Notice under the Road Traffic Regulation Act 1984 to inform the public of the proposals.

2 Background information

- 2.1 The section of Foundry Lane between South Parkway Approach and York Road acts as a local distributor road and carries approximately 6000 vehicle movements a day. It also forms part of the emergency response route for both the Killingbeck Police Station and the proposed Fire Station. It is subject to traffic calming in the form of five sets of chicanes and a carriageway narrowing feature at the west end of the stretch, creating one way priority for vehicles heading from the west direction.
- 2.2 Foundry Lane from South Parkway Approach to York Road, Gipton has been identified as a Length for Concern and is currently ranked at No. 17 in the City Councils 2014 draft edition of the Lengths for Concern report with 15 accidents comprising of 14 slight and 1 serious in the past 5 years.
- 2.3 There is a concentration of recorded injury accidents occurring as a result of inappropriate driving manoeuvres, caused by drivers misjudging speed and available safe gaps for the flow of traffic.
- 2.4 It has also been identified that the junction of South Parkway Approach onto Foundry Lane has an accident history and is a monitored site. In the last 5 years there have been 6 accidents associated with this junction, which brings the total of accidents on Foundry Lane between Wykebeck Valley Road and York Road, in the last 5 years, to 21 accidents. Following a Safety Audit it has been requested that attention is given to this junction at the same time.
- 2.5 The impending completion of West Yorkshire Fire Service's new premises next to the Police Station on York Road, Foundry Lane will become one of their designated emergency response route for part of the area, and chicane style features are not favoured on these routes as they can potentially slow down response times for fully loaded Fire Tenders.
- 2.6 The existing traffic calming features are also preventing continuous traffic flow and add to congestion. The chicane features particularly are physically and visually intrusive and preclude parking alongside residential frontages close to them. Therefore a more conventional traffic calming approach is proposed.
- 2.7 Leeds City Council along with other Highway Authorities are looking for ways, where deemed appropriate, to reduce street sign clutter and reduce the power consumption

of illuminated street furniture. There are currently 36 signs associated with these features, 9 of which are illuminated and potentially can be removed.

2.8 The aim of the current proposals is to create a safer route along the entire section of Foundry Lane to reduce the overall speed of vehicles which will in turn create a much safer road environment for pedestrians, particular children to cross. This will stop the current platooning of traffic who currently travelling at speed through the chicanes, making it often difficult for pedestrian to cross. The introduction of several informal crossing points where sight lines can be maintained and where there is a footpath on both sides of foundry lane to encourage the children to cross at these safer crossing location is also being considered. This will include the provision of tactile paving and isolated hardening of grass verges

3 Main issues

3.1 Design Proposals and Full Scheme Description.

3.1.1 As part of the proposed highway works it is intended to:

- remove the five chicane features and the road narrowing feature along Foundry Lane.
- introduce six sets of speed cushions, four of which will be sited in the location of existing chicanes and will all be located beneath existing street lighting columns to ensure they are visible during the hours of darkness. The first set of cushions will be located approximately 140 metres from the east of South Parkway Approach.
- introduce a raised plateau at the Foundry Lane/ South Parkway Approach junction. This will replace the narrowing feature to become the first traffic calming feature along the stretch.
- It is also proposed to introduce several informal crossing points where there is a pedestrian demand and where safe sight lines can be maintained/ offered and where there is a footpath on both sides of foundry lane. This will encourage pedestrians to cross at these safer crossing location and will incorporate the provision of tactile paving and isolated hardening of grass verges. The exact locations will be determined through onsite observations of pedestrians and particularly school children needs with the City Council Access Officer.
- remove sign clutter and reduce power costs. The new schemes signing will not require illuminated signs to accompany the features as at present and will provide a large reduction in signing by removing 9 illuminated signs and 20 un-illuminated signs from the streetscape as only 7 un-illuminated signs are required for the new scheme proposals.
- Observations also indicate that the current street lighting along the route is masked in places by overhanging vegetation and an instruction has been placed with the street lighting provider to investigate this issue and correct any deficiencies. Some works will be undertaken immediately and a further review of the illumination levels and tree pruning requirements will be undertaken when the foliage starts to grow in the spring/ summer period. It is important to stress that all the new traffic calming features are located beneath street light provision which offers the required level of illumination.

- The proposals are shown on drawing number TME-20.2/7-4.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members: Killingbeck and Seacroft Members were consulted by email on the 27 June 2014 and 22 July 2014. Replies have been received supportive of the proposal.
- 4.1.2 Emergency Services and Metro (WYPTE): The Emergency Services and Metro were consulted by email on the 27 June 2014. No adverse comments have been received.
- 4.1.3 Local residents: A letter and drawing were posted to all directly affected frontages on 18th August 2014. Four responses have been received. All of these were from residencies at the east end of Foundry Lane between Somerville Mount and its junction with York Road. Whilst at the stage of consultation we were looking to include one feature along this short stretch, given the level of objection, that no traffic calming features currently exist and that there is no accident history over the length covered by all of the residences in between this stretch, rather than continue the scheme right up to Foundry Lanes junction with York Road, it has been decided to retain the start of the scheme where it currently is.
- 4.1.4 Internal consultation: This was carried out on the 3rd September following amendments. Following a Stage 1 Safety Audit attention has also been drawn to a cluster of accidents at the junction of South Parkway Approach. The Safety Audit team has requested that this junction is incorporated into the review of the length, and so this has been adopted into the scheme proposals.

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 required for the approvals requested.

It has been identified that a person who lives locally thinks that the removal of the chicane features will remove safe places for children to cross as some of them use the features to cross the road because it is narrower. Whilst it is accepted that the current chicanes do offer an informal crossing points which some children may take advantage of, there is not a footway at the opposite side to encourage these points to be used as formal crossing points.

The aim of the current proposals is to create a safer route along the entire section to reduce the overall speed of vehicles which will in turn create a much safer road environment for pedestrians, particular children to cross. This will stop the current platooning of traffic who currently travelling at speed through the chicanes, making it often difficult for pedestrian to cross. We will also look to introduce several informal crossing points where sight lines can be maintained and where there is a footpath on both sides of foundry lane to encourage the children to cross at these safer crossing location. This will include the provision of tactile paving and isolated hardening of grass verges.

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 £80,000, consisting of £65,000 works costs and £15,000 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 2013	FORECAST				
	£000's	£000's	2013/14	2014/15	2015/16	2016/17	2017 on
			£000's	£000's	£000's	£000's	£000's
LAND (1)	0.0						
CONSTRUCTION (3)	65.0			65.0			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	15.0			15.0			
OTHER COSTS (7)	0.0						
TOTALS	80.0	0.0	0.0	80.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL	TO MARCH 2013	FORECAST				
	£000's	£000's	2013/14	2014/15	2015/16	2016/17	2017 on
			£000's	£000's	£000's	£000's	£000's
Government Grant - LTP / TSG	80.0		0.0	80.0			
Total Funding	80.0	0.0	0.0	80.0	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 Conclusions

5.1 The provision of new traffic calming amendment scheme will provide a safer environment, reduce queuing and congestion and reduce street clutter. The scheme as detailed within this report will be of benefit to the surrounding community and will facilitate the emergency route for West Yorkshire Fire Services.

6 Recommendations

6.1 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 remove the traffic calming features on Foundry Lane, Seacroft, between Wykebeck Valley Road and the A64 York Road, as shown on the attached drawing number TM_E/20.2/7-4 and replace them with a more appropriate system;
- iii) give authority to incur expenditure of £75,000 comprising £60,000 works costs and, £15,000 staff costs funded from the LTP Transport Policy Capital Programme; and, if no valid objections are received, to implement the proposals as advertised
- iv) 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 proposals, as show on drawing number TM_E/20.2/7-4.

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: Highway services	Service area: Traffic Management
Lead person: Roger Cann	Contact number: 0113 3951434

1. Title: FOUNDRY LANE, SEACROFT – TRAFFIC CALMING AMENDMENTS

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 and amend the existing traffic calming features on Foundry Lane, Foundry Lane, Seacroft, between South Parkway Approach and the A64 York 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 Ward Members, the emergency services and metro and no objections have been received from them. Consultation has also been carried out to all of the immediate frontages, 4 of which have provided comment.</p>
<ul style="list-style-type: none"> • 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) <p>Positive Impacts of the scheme features</p> <ul style="list-style-type: none"> • The proposal will be introduced to remove chicane features and the associated signage along Foundry Lane which will assist visibility sightlines for all road users, improve traffic flow and better accommodate on street parking.

Negative Impacts of the scheme features
<ul style="list-style-type: none"> A comment has been made from the residential location opposite that some people use these features at a point to cross the road, as the road is narrower.
<ul style="list-style-type: none"> Actions (think about how you will promote positive impact and remove/ reduce negative impact)
<ul style="list-style-type: none"> It is also proposed to introduce several informal crossing points where there is a pedestrian demand and where safe sight lines can be maintained/ offered and where there is a footpath on both sides of foundry lane. This will encourage pedestrians to cross at these safer crossing location and will incorporate the provision of tactile paving and isolated hardening of grass verges. The exact locations will be determined through onsite observations of pedestrians and particularly school children needs with the City Council Access Officer.

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		
Name	Job title	Date
Nick Borrás	Senior Engineer	03/10/2014

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)	