

Report to the Chief Officer (Highways and Transportation)

Date: 23 June 2015

Subject: Springbank Primary School, Farsley – Proposed Waiting Restrictions

Capital Scheme Number: 16981/FSP/000

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Calverley & Farsley	<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. According to the Best Council Plan, the success of the Best Council objective: ensuring high quality public services, will be partly measured through reduced numbers of people Killed or Seriously Injured on the city's roads. By improving the local road environment this will actively encourage children into more active modes of travel on journeys to school, contributing to the Leeds Education Challenge, which is part of the objective to build a child friendly city, delivery of the Better Lives programme and contribution to "Public Health which is embedded and effectively delivering health protection and health improvement.
- 2 The City Council is responsible for designing and implementing highway works associated with the school expansion programme for Springbank Primary School in accordance with a number of planning conditions.
- 3 The purpose of this report is to request authority to advertise a draft Traffic Regulation Order to introduce 'No waiting' (8am-5pm Mon to Fri) and 'No stopping' (8am-5pm Mon to Fri) restrictions on the School Keep Clear markings, in the vicinity of the school.

Recommendations

- 4 The Chief Officer (Highways and Transportation) is requested to:
 - i) Approve the design and implementation of 'No Waiting' (8am - 5pm Mon to Fri) and 'No Stopping' (8am-5pm Mon to Fri) restriction on the School Keep Clear markings on Wesley Street in Farsley at an estimated cost of £4,000, all to be funded from the Children's Services Capital Programme. Details are shown on drawing TM-8-2320-12-CONSULT-01.
 - ii) Request the City Solicitor to:
 - a) Advertise a draft Traffic Regulation Order to introduce 'No Waiting' (8am - 5pm Mon to Fri) and 'No stopping' (8am-5pm Mon to Fri) restrictions on the School Keep Clear markings on Wesley Street, Farsley and if no valid objections are received, to request that the City Solicitor make, seal and implement the order as advertised. Details are as shown on drawing TM-8-2320-12-CONSULT-01.

1 Purpose of this report

- 1.1 To seek approval to advertise a draft Traffic Regulation Order to introduce 'No Waiting' (8am-5pm Mon to Fri) restrictions and 'No Stopping' (8am-5pm Mon to Fri) restrictions on the School Keep Clear markings, on Wesley Street, Farsley, outside Springbank Primary School as shown on drawing TM-8-2320-12-CONSULT-01 and if no valid objections are received, to request that the City Solicitor make, seal and implement the order as advertised.

2 Background information

- 2.1 The purpose of Springbank Primary school extension is to provide additional capacity to cater for the demand in pupils attending the school. The increase in the number of pupils attending the school is said to increase to an additional 180 pupils.
- 2.2 The site lies within a predominantly residential area and a large proportion of pupils, parents/ guardians and staff are able to access the school on foot. Provision is available within the school boundary for pupils who travel by scooter but there is limited demand or scope for the cycling to the school.
- 2.3 The school will attract a further 68 car trips by parents/ guardians and around 11 staff trips to and from the school by full time and part time staff. The additional parents/ guardian trips will be accommodated on street on Wesley Street, Springbank Road and Springbank Close, extending the parking on street by around 460m spread across all three roads. Staff parking will be accommodated by the provision of 11 new marked out parking spaces and a further 6 managed doubled parking spaces can be accommodated, as it already is within the existing car park.

3 Main issues

- 3.1 With the high number of parents/ guardians dropping off and picking up pupils from outside the school on Wesley Street, the current situation is causing daily problems for many motorists and other road users who use this particular road, it is proposed that formal waiting restrictions are introduced.
- 3.2 To improve road safety on Wesley Street, outside Springbank Primary School, it is proposed to introduce 'No Waiting' (8am-5pm Mon to Fri) and 'No Stopping' (8am-5pm Mon to Fri) on the School Keep Clear markings restrictions. This will formalise parking and allow free movement of vehicles. The proposals can be shown on drawing TM-8-2320-12-CONSULT-01.

3.3 Design Proposals and Full Scheme Description.

- 3.3.1 As part of the works to increase road safety outside Springbank Primary school, it is proposed to introduce 'No Waiting' (8am-5pm Mon to Fri) restrictions and 'No Stopping' (8am-5pm Mon to Fri) to formalise the proposed School Keep Clear markings outside the school entrance on Wesley Street. The specific times of the restriction will be subject to consultation.
- 3.3.2 The full extents of the No Waiting and No Stopping restrictions are shown on drawings TM-8-2320-12-CONSULT-01.

3.5 Programme

- 3.5.1 It is anticipated that the proposal will be implemented within the 2015/ 2016 financial year.

4.0 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members: Ward Members were consulted as part of the initial planning application, and were consulted by Highways by email dated 2nd June 2015. A reply has been received from one of the ward members who is in favour of the proposals.
- 4.1.2 Emergency Services and WYCA were consulted by Highways by email dated 2nd June 2015. A reply has been received from the Police, Fire and combined authority who are all in favour of the proposals.
- 4.1.3 The schools will be contacted with regards to the proposals asking for comment and to specify what times they would prefer to see applied to the school keep clear markings.
- 4.1.4 The general public will be consulted via notices on street lighting columns during the public advertisement phase, along with an advert in the Evening Post newspaper.

4.2 Equality and Diversity / Cohesion and Integration

4.2.1 A full Equality, Diversity / Cohesion and Integration impact assessment has been carried out for the no waiting and no stopping restrictions.

4.2.2 Positive Impact:

- Improve sightlines at junctions where restrictions are introduced.
- Improve awareness of existing crossing points for motorist.
- Improve footpath access for all pedestrians, which will provide carers supporting pushchairs, wheelchair users and disabled people particularly the blind and visually impaired.

4.2.3 Negative Impact:

- The removal of the unrestricted carriageway section will move the indiscriminate parking to other locations where there are no restriction applied.

4.3 Council Policies and City Priorities

4.3.1 The Best City ambition is to improve life for the people of Leeds and make our city a better place. Measures to improve road safety make a specific contribution to the Best City for Communities and Child Friendly Leeds ambitions. Reducing the number of casualties involving loss of life or severe injury (Killed or Seriously Injured – KSIs) is one of the measures for the delivery of the objectives for the Best Council Plan.

4.3.2 The proposals contained in this report are in accordance with Plan Objective: Delivering Accessibility. The proposals also follow core strategy Approaches A1 and A2 in that the scheme will improve physical accessibility and improve the highway for pedestrians.

4.4 Resources and Value for Money

4.4.1 The estimated total cost to implement this scheme is £4,000, which comprises of £2,000 works costs, £1,000 staff fees, & legal fees £1,000, all to be funded from the Children's Services Capital Programme.

4.5 Legal Implications, Access to Information and Call In

4.5.1 The scheme is in the Annual Programme and subject to resolving any objections received it is anticipated to be completed within the 2015/2016 financial year.

4.6 Risk Management

4.6.1 Objections to the Permanent Traffic Regulation Order may be raised during the formal consultation and could result in a delay in implementing the orders.

5 Conclusions

- 5.1 The proposed 'No Waiting' (8am-5pm Mon to Fri) restrictions within the vicinity of Springbank Primary School on Wesley Street, will improve overall road safety in the area. The 'No Stopping' (8am-5pm Mon to Fri) restrictions on School Keep Clear markings will also help aid road safety and will benefit the wider community.

6 Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
- i) Approve the design and implementation of 'No Waiting' (8am-5pm Mon to Fri) and 'No Stopping' (8am-5pm Mon to Fri) restriction on School Keep Clear markings on Wesley Street in Farsley at an estimated cost of £4,000, all to be funded from the Children's Services Capital Programme. Details are shown on drawing TM-8-2320-12-CONSULT-01.
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7 Background Papers¹

- 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: Highway services	Service area: Traffic Management
Lead person: Peter Walwyn	Contact number: 0113 2475620

1. Title: Springbank Primary School, Farsley – Proposed Waiting Restrictions		
Is this a:		
<input type="checkbox"/> Strategy / Policy	<input checked="" type="checkbox"/> Service / Function	<input type="checkbox"/> Other
If other, please specify		

2. Please provide a brief description of what you are screening
To introduce 'No Waiting' (7am-7pm Mon to Fri) restriction and 'No Stopping' (7am-7pm Mon to Fri) restrictions on School Keep Clear markings. Parent are continuously dropping off and picking up children from outside the school entrance on Wesley Street. As part of the school extension, waiting restriction are proposed to stop parent from dropping off/ picking up children from outside the school entrances.

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)

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 businesses affected.

- **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)

It may be perceived that the scheme has a more positive impact on pedestrians and cyclists over motorists. However, the reduction in road casualties has a beneficial effect on all three groups.

Positive Impacts of the scheme features

- The junction is kept clear of vehicles, giving better sightline for both pedestrians and motorist
- Improve awareness of existing crossing points for motorist.

Negative impacts;

-

- **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:	n/a
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Date to complete your impact assessment	n/a
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Lead person for your impact assessment (Include name and job title)	n/a
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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	31/03/2015

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	31/03/2015
If relates to a Key Decision - date sent to Corporate Governance	
Any other decision – date sent to Equality Team (equalityteam@leeds.gov.uk)	