

Report to the Chief Officer (Highways and Transportation)

Date: 21 July 2015

Subject: Town Street, Middleton – traffic calming amendments

Capital Scheme Number: 32391

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Middleton Park	<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. Concerns have been raised by residents, via a local Ward Member, regarding the speed of drivers and the effectiveness of the existing traffic calming features on Town Street in Middleton.
2. The length was looked at and a scheme was developed which would amend some of the existing traffic calming features along Town Street from speed cushions to flat topped road humps.
3. The objective of this proposal is to improve the local environment, especially for pedestrians, by reducing injury accidents, slowing driver speeds and encouraging healthier modes of transport including walking.

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 amend some of the existing traffic calming features on Town Street, Middleton, at an estimated cost of £18,562;

- ii) authorise the City Solicitor to advertise a Notice under Section 90c of the Highways Act 1980 for the purpose of advertising the proposed amendments to some of the existing traffic calming features on Town Street, Middleton;
- iii) give authority to incur expenditure of £18,562 to be funded from the Sharp Lane Section 106 private development receipts.

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 flat topped road humps in several locations along Town Street, Middleton, replacing speed cushions, and to obtain authority to advertise a 90c Notice.

2 Background information

- 2.1 Town Street is located within the Middleton Park Ward and is a single carriageway road subject to a speed limit of 30mph along the majority of its length. A short section is subject to a speed limit of 20mph as it forms part of an existing 20mph zone at the Belle Isle Road end.
- 2.2 Following concerns raised by residents via a local Ward Member, an officer from the traffic management team met with the Ward Member to gain a full understanding of these concerns.
- 2.3 The concern expressed by the Ward Member and residents was that whilst there was existing traffic calming along the whole length of Town Street, some drivers still appeared to drive at excessive speed.
- 2.4 It was noted that the existing traffic calming features had been in place for some considerable time and many were in a poor state of repair.
- 2.5 An existing school crossing patrol is located close to the junction of Moor Flatts Road in association with Middleton Primary School. The school crossing patrol operative raised concern with operating in this location due to some drivers not slowing or encroaching close to where children are crossing.
- 2.6 The Ward Member requested that a scheme is developed which would address the concerns raised by residents and the school crossing patrol operative.
- 2.7 A speed survey was undertaken close to where the school crossing patrol operates and the results showed that the mean speeds were 27.5mph westbound and 26.7mph eastbound. The 85th percentile speeds were 33.8mph Westbound and 33.2mph eastbound.
- 2.8 There have been 7 reported injury collisions along the length of Town Street concerned with the latest five year period, 2 serious and 5 slight. Two of these had excessive speed as a causation factor.
- 2.9 Town Street has been a length for concern and was last listed in that report in 2011. It is still part of the monitoring process for the lengths for concern report.
- 2.10 Following the Ward Member meeting, a scheme was developed which would alter some of the existing features.

3 Main issues

- 3.1 It is proposed to amend the existing traffic calming features in 5 locations along Town Street from speed cushions to flat topped road humps. In addition to this it is proposed to amend one set of speed cushions from 2 to 3 features and provide a right turn lane into Middleton Park. This will visually narrow the carriageway and encourage lower speeds in the vicinity of St Phillips Primary School and the Middleton Park access.
- 3.2 Two of the locations of the flat topped humps will incorporate informal crossing facilities; one is existing, near the junction of Newhall Road, with the other being where the school crossing patrol operates near the junction with Moor Flatts Road. It is considered that these will assist in slowing driver speeds where pedestrians, including school children, are crossing.
- 3.3 As part of the council's programme of introducing 20mph zones, a zone is proposed to the roads south of Town Street, between Town Street and Middleton Ring Road. The Town Street traffic calming amendment works are proposed to be undertaken at the same.
- 3.4 The proposals are shown on drawing number TM/25/2009/GEN
- 3.5 The objective of this proposal is to improve the local environment, especially for pedestrians, by reducing injury accidents, slowing driver speeds and encouraging healthier modes of transport including walking.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members: A local Ward Member brought these concerns to the Council's attention with a view to a scheme being developed. Ward Members were consulted on the scheme on 27 February 2015. Ward Members have expressed support for the scheme.
- 4.1.2 Emergency Services and West Yorkshire Combined Authority: The emergency services and West Yorkshire Combined Authority were consulted on the 27 February 2015. A reply was received by West Yorkshire Fire and Rescue with "no adverse comments to make". The Ambulance service also replied and whilst not objecting to the scheme they stated that the tables would lead to increased response times when using this route. A reply was sent to the Ambulance service noting that the on-off ramps of the tables will be constructed to current guidance for emergency and larger vehicles and whilst being a more enhanced feature, should not cause large delays.

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 enhanced traffic calming features will slow driver speeds thus providing a safer environment for all road users. Two of the locations will be informal crossing points. The flat topped humps at these locations will assist those with mobility issues by providing a level surface from the footway without steps.
- 4.2.3 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.

- 4.2.4 One of the locations which will be an informal crossing point will also be utilised by a school crossing patrol. The flat topped road hump in this location will assist in slowing driver speeds where pedestrians, including people with mobility issues, young and older people, carers supporting wheelchairs and pushchairs, will cross.

4.3 Council policies and the Best Council Plan

- 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

- 4.3.2 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, £18,562, will be fully funded by the Sharp Lane Section 106 private development receipts.

- 4.4.2 **Capital funding and cashflow :**

Funding Approval :	Capital Section Reference Number :-						
Previous total Authority to Spend on this scheme	TOTAL	TO MARCH 2015	FORECAST				
	£000's	£000's	2015/16	2016/17	2017/18	2018/19	2019 on
			£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 2015	FORECAST				
	£000's	£000's	2015/16	2016/17	2017/18	2018/19	2019 on
			£000's	£000's	£000's	£000's	£000's
LAND (1)	0.0						
CONSTRUCTION (3)	18.6		18.6				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	18.6	0.0	18.6	0.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL	TO MARCH 2015	FORECAST				
	£000's	£000's	2015/16	2016/17	2017/18	2018/19	2019 on
			£000's	£000's	£000's	£000's	£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	18.6		18.6				
Government Grant	0.0						
SCE (C)	0.0						
SCE (R)	0.0						
Departmental USB	0.0						
Corporate USB	0.0						
Any Other Income (Specify)	0.0						
Total Funding	18.6	0.0	18.6	0.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

4.5 Legal Implications, Access to Information and Call In

4.5.1 The report is not eligible for call in as it falls below the relevant threshold.

4.6 Risk Management

4.6.1 There are no 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 traffic calming amendments will have a positive impact in this area as it will improve the local environment, especially for pedestrians, by slowing driver speeds.

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 amend some of the existing traffic calming features on Town Street, Middleton, at an estimated cost of £18,562;

- ii) authorise the City Solicitor to advertise a Notice under Section 90c of the Highways Act 1980 for the purpose of advertising the proposed amendments to some of the existing traffic calming features on Town Street, Middleton;
- iii) give authority to incur expenditure of £18,562 to be fully funded from the Sharp Lane Section 106 private development receipts.

7 Background documents¹

7.1 None.

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:

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.

- 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: Highways & Transportation
Lead person: Craig Williams	Contact number: 0113 3951469

1. Title: Proposed Traffic Management Scheme – Town Street		
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
<p>The screening focuses on a report to the Highways and Transportation Board requesting authority to undertake the detailed design, advertisement and implementation of a Traffic Management Scheme on Town Street, Middleton, which will amend existing traffic calming features.</p> <p>Town Street is located within the Middleton Park Ward and is a single carriageway road subject to a speed limit of 30mph along the majority of its length. A short section is subject to a speed limit of 20mph as it forms part of an existing 20mph zone at the Belle Isle Road end.</p> <p>Main Issues</p> <ul style="list-style-type: none"> • It is proposed to amend the existing traffic calming features in 5 locations along Town Street from speed cushions to flat topped road humps. In addition to this it is proposed to amend one set of speed cushions from 2 to 3 features and provide a right turn lane into Middleton Park. This will visually narrow the carriageway and encourage lower speeds in the vicinity of St Phillips Primary School and the Middleton Park access. • Two of the locations of the flattened topped humps will incorporate informal crossing facilities; one is existing, near the junction of Newhall Road, with the other being where the school crossing patrol operates near the junction with Moor Flatts Road. It is considered that these will assist in slowing driver speeds where pedestrians, including school children, are crossing.

3. Relevance to equality, diversity, cohesion and integration
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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)

Following concerns raised by residents via a local Ward Member, an officer from the traffic management team met with the Ward Member to gain a full understanding of these concerns.

The concern expressed by the Ward Member and residents was that whilst there was existing traffic calming along the whole length of Town Street, some drivers still appeared to drive at excessive speed.

After considering this matter a traffic management scheme was developed which would amend the existing traffic calming features in 5 locations along Town Street from speed cushions to flat topped road humps. In addition to this it is proposed to amend one set of speed cushions from 2 to 3 features and provide a right turn lane into Middleton Park.

Consultation on the proposals was undertaken with Ward Members, the emergency services and West Yorkshire Combined Authority. Consultation has also been carried out with residents on Town Street who will front the traffic calming features.

A 90C Notice will be posted on site which advertises the intention to introduce the road humps.

- **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:

- The enhanced traffic calming features will slow driver speeds thus providing a safer environment for all road users. Two of the locations will be informal crossing points. The flattened topped humps at these locations 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.
- One of the locations which will be an informal crossing point will also be utilised by a school crossing patrol. The flat topped road hump in this location will assist in slowing driver speeds where pedestrians, including people with mobility issues, young and older people, carers supporting wheelchairs and pushchairs, will cross.

Negative Impacts:

Some may see it as a negative to enhance the existing traffic calming features in an effort to further slow driver speeds, however, this is mitigated by providing a safer environment for more vulnerable pedestrians.

- **Actions**

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

N/A

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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 Traffic Engineer	25/06/2015

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.

Please send a copy to the Equality Team for publishing

Date screening completed	
Date sent to Equality Team	25/06/2015
Date published (To be completed by the Equality Team)	