

Report to the Chief Officer (Highways and Transportation)

Date: 21 July 2015

Subject: Broadgate Primary School – North Broadgate Lane, Horsforth

Capital Scheme Number: 16981/BRO/000

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Horsforth	<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 enhancing the local residential environments by reducing vehicles speeds will provide a safer and more user friendly road environment for all road users. 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 in accordance with a number of planning conditions. This particular report looks at the associated highway works to the school extension of Broadgate Primary School, Horsforth.
- 3 The purpose of this report is to progress and implement the scheme by requesting authority to advertise a draft Traffic Regulation Order to introduce 'No Waiting At Any Time' restrictions in the vicinity of Broadgate Primary School at the junction of

King Edward Avenue/ King Edward Crescent, Broadgate Lane/ King Edward Avenue and in Chaddlewood Close.

- 4 This report also seeks approval to advertise a 90c notice for the introduction of a speed hump, speed cushions and to convert two existing zebra crossing facilities to humped zebra crossings with new footway build-outs at the location of North Broadgate Lane/ Broadgate Lane, Horsforth.

Recommendations

- 5 The Chief Officer (Highways and Transportation) is requested to:
- i) authorise the detailed design and implementation of a scheme to introduce 'No Waiting At Any Time' restrictions at the junction of King Edward Crescent and King Edward Avenue, at the junction of Broadgate Lane and King Edward Avenue and in Chaddlewood Close, Horsforth. Details are shown on drawing no: TM-18-2323-12-01A;
 - ii) approve the design and implementation of a speed hump and speed cushions on North Broadgate Lane/ Broadgate Lane and to convert the two existing zebra crossings to humped zebra crossings with extending the existing footway buildouts to the end of the zig zag markings, at the location of North Broadgate Lane/ Broadgate Lane, Horsforth, at a cost of £42,000. Details are shown on drawing no: TM-18-2323-12-01A; and
 - iii) give authority to display a Notice under the provision of Section 90c of the Highways Act 1980, to inform members of the public of traffic calming measures in the form of a speed hump, raising the existing zebra crossings points and the provision of speed cushions all on North Broadgate Lane/ Broadgate Lane, Horsforth.

Request the City Solicitor to:

- a) Advertise a draft Traffic Regulation Order to introduce 'No Waiting At Any Time' restrictions at the junction of King Edward Crescent and King Edward Avenue, at the junction of Broadgate Lane and King Edward Avenue and in Chaddlewood Close, as shown on drawing TM-18-2323-12-01A; and if no valid objections are received, to request that the City Solicitor make, seal and implement the orders as advertised
- b) Advertise a notice under Section 90c of the Highways Act 1980 to provide traffic calming measures in the form of converting two existing zebra crossings to humped zebra crossings and the provision of speed cushions and a speed hump on North Broadgate Lane/ Broadgate Lane, Horsforth.

1 Purpose of this report

- 1.1 To seek approval to advertise a 90c notice for the undertaking of converting two existing zebra crossing point to humped crossings and for the introduction of speed cushion on North Broadgate Lane/ Broadgate Lane, Horsforth.

- 1.2 To seek approval to advertise a draft Traffic Regulation Order to introduce 'No Waiting At Any Time' restrictions at the junction of King Edward Crescent and King Edward Avenue, at the junction of Broadgate Lane and King Edward Avenue and in Chaddlewood Close, Horsforth as shown on drawing TM-18-2323-12-01A and if no valid objections are received, to request that the City Solicitor make, seal and implement the order as advertised.
- 1.3 To seek approval for the detailed design and implementation of speed cushions and the raising of two existing Zebra crossing points to humped crossings on North Broadgate Lane and Broadgate Lane, Horsforth as shown on drawing TM-18-2323-12-01A.
- 1.4 Transport planning have identified a separate issue regarding the safety of pedestrians crossing North Broadgate Lane at its junction with Town Street. A pedestrian crossing count was carried out at this location, the results of which were very low. As an alternative, Transport Planning would like to introduce a speed hump to help aid pedestrians as well as reducing vehicular speeds at this location. This speed hump will replace the original proposals of speed cushions sited at this location as part of the school expansion programme. It is expected that LTP will fund the difference for providing the speed hump and not Children's Services.

2 Background information

- 2.1 The purpose of the Broadgate Primary school extension proposals is to provide additional capacity to cater for the demand in the local area. The proposed development involves the provision of an extension to the existing School, which will increase capacity to 420 pupils.
- 2.2 The site lies within a predominantly residential suburb of Leeds with housing surrounding it. The site is occupied by the existing Broadgate Primary School, nursery, learning support unit, children's centre and associated parking. A before and after school club is run by the primary school, which helps to spread the drop off and pick up times over a longer period for pupils attending the school. Parents parking will be accommodated primarily on-street and is expected to lead to a greater demand for parking in the vicinity of the school, in particular along North Broadgate Lane, Broadgate Lane and King Edward Avenue.
- 2.3 North Broadgate Lane and Broadgate Lane are already subjected to a 20mph speed limit, surveys revealed that the average speed during the school run period was in excess of the speed limit. It is therefore proposed to introduce a series of speed cushions and to convert the existing two zebra crossings to humped zebra crossing points, with the aim of reducing vehicle speeds on the highway immediately fronting the school.

3 Main issues

- 3.1 The area outside the school entrance of Broadgate Primary School is frequently and heavily used as a drop-off and pick-up area for pupils attending the school.

This issue can escalate for other motorists and subsequently it is proposed that formal waiting restrictions are introduced along with traffic calming features.

3.2 It is also proposed to advertise a 90c notice for the proposed speed cushions and humped zebra crossing points on North Broadgate Lane and Broadgate Lane. Details are shown on drawing TM-18-2323-12-01A to counteract excessive speeding during the school run and other periods.

3.3 **Design Proposals and Full Scheme Description.**

3.4.1 It is proposed to raise two existing zebra crossing points and convert into humped zebra crossings and to extend the existing footway build-outs to remove parking on the zig zag markings. There is a series of speed cushions proposed on Broadgate Lane and a speed hump at location of North Broadgate Lane/ Town Street. This will require a 90c notice to be posted on site to inform local residents of the proposals. Please see drawing for full details TM-18-2323-12-01A.

3.4.2 The full designed proposals are shown on drawing TM-18-2323-12-01A, which also shows the extents of the 'No Waiting At Any Time' restrictions.

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 by email on 24 June 2015, two ward members support the proposals and the other one, I am still waiting for a response from.

4.1.2 Emergency Services and WYCA were consulted by email on 24 June 2015, WYCA, Police and Fire Service support the measures. I am still waiting for a response from the Ambulance Service.

4.1.3 The general public will be consulted via notices on street lighting columns during the public advertisement phase, along with an advert in the Yorkshire Evening Post newspaper.

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

4.2.1 A full Equality, Diversity / Cohesion and Integration Screening (Appendix 1) has been carried out on the proposals and has determined that an impact assessment is not required for the approvals requested. The screening process identified the following impacts:

- Provide safer passage whilst crossing the road to all pedestrians, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people
- Lower speeds on the approach to the school will give better awareness of pedestrians within the area.
- Improved awareness of existing crossing points as the removal of vehicles parking on zig zag markings will no longer mask pedestrians waiting to cross.

4.2.2 Negative Impact:

- The removal of unrestricted carriageway sections will leave parents/ guardians looking for alternative streets/ locations to drop-off/ pickup pupils attending the school.
- Some may see it as a negative to remove parking through the introduction of double yellow lines. However, this is not an issue for blue badge holders.

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.

4.4 Resources and Value for Money

- 4.4.1 The estimated total cost to implement this scheme is £42,000, which comprises of £32,000 works costs, £8,000 staff fees, & legal fees £2,000, all to be funded from the approved Children’s Services Capital Programme. The additional cost for the installation of the speed hump is estimated at £5,000 works cost funded from the approved LTP grant funded 2015/16 Transport Policy 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 At Any Time’ restrictions will remove the existing parent parking issues that currently exist. The converting of the two existing zebra crossings to hump zebra crossings, with a series of new speed cushions will lower the average speed of traffic outside the school during the school run periods. The humped zebra crossings will be more conspicuous to all road users

and provide a safe crossing point for both parents and pupils attending the school.

6 Recommendations

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

- i) authorise the detailed design and implementation of a scheme to introduce 'No Waiting At Any Time' restrictions at the junction of King Edward Crescent and King Edward Avenue, at the junction of Broadgate Lane and King Edward Avenue and in Chaddlewood Close, Horsforth. Details are shown on drawing no: TM-18-2323-12-01A.
- ii) approve the design and implementation of a speed hump and speed cushions on North Broadgate Lane/ Broadgate Lane and to convert the two existing zebra crossings to humped zebra crossings with extending the existing footway buildouts to the end of the zig zag markings, at the location of North Broadgate Lane/ Broadgate Lane, Horsforth, at a cost of £42,000. Details are shown on drawing no: TM-18-2323-12-01A.
- iii) give authority to display a Notice under the provision of Section 90c of the Highways Act 1980, to inform members of the public of traffic calming measures in the form of a speed hump, raising the existing zebra crossings points and the provision of speed cushions all on North Broadgate Lane/ Broadgate Lane, Horsforth
- iv) Request the City Solicitor to:
 - a) Advertise a draft Traffic Regulation Order to introduce 'No Waiting At Any Time' restrictions at the junction of King Edward Crescent and King Edward Avenue, at the junction of Broadgate Lane and King Edward Avenue and in Chaddlewood Close, as shown on drawing TM-18-2323-12-01A; and if no valid objections are received, to request that the City Solicitor make, seal and implement the orders as advertised.
 - b) Advertise a notice under Section 90c of the Highways Act 1980 to provide traffic calming measures in the form of converting two existing zebra crossings to humped zebra crossings and the provision of speed cushions and a speed hump on North Broadgate Lane/ Broadgate Lane, Horsforth.

7 Background Papers¹

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:

- 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: Broadgate Primary School – North Broadgate Lane, Horsforth

Is this a:

Strategy / Policy
 Service / Function
 Other

If other, please specify

2. Please provide a brief description of what you are screening

The screening focuses on a report to the Highways and Transportation Board requesting the authority to implement ‘No waiting at any time’ restrictions in the vicinity of the school. To raise two existing zebra crossing to hump zebra crossing with new extended footway works to the build-outs. Also a series of speed cushions are to be installed on North Broadgate Lane and Broadgate Lane, Horsforth.

The proposed waiting restrictions and traffic calming features are part of the highways improvement works associated with Broadgate Primary School expansion programme.

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

- Improved awareness of existing crossing points as the removal vehicles parking on zig zag markings will no longer mask pedestrian waiting to cross.
- Lower vehicle speeds on the approach to the school will give better awareness of pedestrians within the area.

Negative impacts;

- The removal of the unrestricted carriageway sections will move parents/ guardians to other nearby streets to drop-off/ pickup pupils attending the school.

• **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
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 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)	