

**Report to: The Chief Officer (Highways and Transportation)**

**Date: 29<sup>th</sup> March 2016**

**Subject: Cross Green Lane- Highway Improvement Scheme**

Are specific electoral Wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, name of Ward: Burmantofts and Richmond Hill		
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?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, Access to Information Procedure Rule number:		
Appendix number:		

**Summary of main issues**

1. As part of the Sustainable Communities Investment Programme (SCIP) Cross Green Lane has been identified as a length that would benefit from general highway improvements, as part of a wider significant regeneration project with the potential to have a major positive impact on local and residential amenity.
2. It is therefore proposed to extend an existing 20mph zone along the full length of Cross Green Lane and to include all the inner residential streets. This includes the upgrade and installation of traffic calming features along Cross Green Lane. In addition, the carriageway of Cross Green Lane will be narrowed utilising build-outs and the provision of parking laybys; this should also facilitate the self-enforcement of the Heavy Goods Vehicle (HGV) ban currently in place.
3. The works also include a permanent 'Prohibition of Motor Vehicles (Point Closure)' Order, at the junction of Fewston Avenue and Cross Green Lane, in addition to 'No Waiting At Any Time' Order, proposed due to limited visibility at bends in the road and for the protection of pedestrian and vehicle users alike. Resurfacing works will also be carried out to the carriageway and footways.
4. The introduction of build-outs for the proposed scheme will formalise on-street parking for local residents / visitors to the area as well as enable a number of informal pedestrian crossing points to be created at the narrowed points along the road. This will improve visibility and road safety for all road users, together with the introduction of semi-mature trees will enhance the aesthetic appearance of Cross Green Lane. Upgrading of the existing pelican crossing to a Toucan will promote and encourage cycle use and sustainable travel in the area.

5. Several point closures within the inner estate, accessed from Cross Green Lane, will be reinstated, in addition to replenishing of road markings, to prevent speeding and road traffic accidents. Three slight accidents have occurred within this inner estate in the past 5 years, due to a stolen vehicle and failures to give way.
6. The cost of the proposed scheme and associated works is £324,000 consisting of contributions of £100,000 from the 2016/17 Highway Maintenance Capital Programme and £224,000 from the Sustainable Communities Investment Programme (SCIP) Capital Budget.

## **Recommendations**

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

- i) Note and approve ( subject to TROs ) the proposed highway works as outlined in Section 3.1 and indicated on drawing referenced: 299426-LCC-HWT-XX-DR-EP-01\_01, at an estimated cost of £324,000;
- ii) Note the expenditure of £324,000 funded from contributions of £100,000 from the 2016/17 Highway Maintenance Capital Programme and £224,000 from the Sustainable Communities Investment Programme (SCIP) Capital Budget;
- iii) Instruct the City Solicitor to advertise an 'Prohibition of Motor Vehicles (Point Closure)', 'No Waiting At Any Time' (Waiting Restriction) and Speed Limit Traffic Regulation Orders, as indicated on drawing referenced 299426-LCC-HWT-XX-DR-EP-TRO\_01; and.
- iv) Advertise a notice under Section 90c of the Highways Act 1980 to provide traffic calming measures on Cross Green Lane also shown on drawing referenced 299426-LCC-HWT-XX-DR-EP-TRO\_01, and if no valid objections are received to make seal and implement the Orders and introduce the traffic calming measures as advertised.

## **1.0 Purpose of this report**

- 1.1 To seek approval for the detailed design and implementation of a highway improvement scheme along the length of Cross Green Lane.
- 1.2 To obtain authority to advertise 'Prohibition of Motor Vehicles (Point Closure)' and 'No Waiting At Any Time' (Waiting Restriction) and Speed Limit Traffic Regulation Orders on Cross Green Lane / Fewston Avenue.
- 1.3 To note the required expenditure of £324,000.

## **2.0 Background information**

- 2.1 SCIP proposed investment programme includes energy efficiency works to homes and environmental improvements to be funded through the approved Economic Initiatives Capital Programme (approved by the Inner East Area Committee 21<sup>st</sup> March 2013). The proposed works will also be supported by investment through existing highways maintenance and Housing Revenue Account (HRA) budgets

(Executive Board approval 15<sup>th</sup> February 2013) as well as external sources, including Green Deal, Energy Company Obligations and private home-owners.

- 2.2 The focused investment proposed, offers a significant regeneration opportunity for Cross Green and the Nevilles with the potential to have a major positive impact on the local and residential amenity. The investment will uplift the area and assist in any future proposals to market the Copperfield's site, as well as the wider Aire Valley.
- 2.3 The projects detailed in this programme include highways and open space improvements, energy efficiency improvements to homes, environmental improvements to the public realm and a small community fund for environmental and energy efficiency projects. However this report focuses on the Highways elements of this programme only.
- 2.4 Cross Green Lane, between its junctions with Pontefract Lane and Cavalier Approach, is a single carriageway approximately 11-12 metres wide, the majority of which is marked as a single running lane in each direction, except on the immediate approach to the mini roundabout at Pontefract Lane. The large width of the road has led to an abuse of a HGV ban and vehicles to speed along the length, which in turn has had a negative effect on road safety and local environment.
- 2.5 Speed surveys were completed in 2014 at two separate locations along Cross Green Lane; near to St Hilda's Church and near to the junction with Copperfield Avenue. The former found 85th percentile speeds of 33.7mph and the latter 34.1mph.
- 2.6 In the past 5 years along the length of Cross Green Lane, from its junction with Pontefract Lane to its junction with Cavalier Approach, there have been 2 slight accidents recorded. The cause of which was due to masking of a pedestrian by a parked car and a driver failure to look properly.
- 2.7 Frontages along Cross Green Lane are mainly residential, with one retail and a couple of commercial properties, as well as a church, park and rugby fields. The south side of the road is mostly made up of fields and potential development land areas, as well as the church and vicarage. The north side of the road is mostly residential and has numerous junctions leading to an enclosed area of dense terraced and back-to-back housing.
- 2.8 There is one pelican crossing along this length of Cross Green Lane, which will be upgraded to a Toucan, as National Cycle Route 66 runs along the length of Cross Green Lane, from Pontefract Lane to Knowsthorpe Crescent. There are also six bus stops along the length, the majority of which shall be upgraded with bus border kerbs to comply with the requirements of the Disability Discrimination Act.

### **3.0 Main issues**

#### **3.1. Design Proposals and Full Scheme Description**

##### **3.1.1 The highway works will consist of the following:**

- i) Extending the 20mph zone to include the remaining length of Cross Green Lane from its junction with Knowsthorpe Crescent to its junction with

Pontefract Lane. This will be facilitated with physical traffic calming features (speed tables and cushions) to reduce vehicle speeds and thereby improve road safety for all road users;

- ii) Narrowing the width of the carriageway by introducing build-outs to create formal on-street parking and informal crossing points for pedestrians. This should facilitate the self-enforcement of the HGV ban, improve sightlines, improve road safety and assist safe access for all users. In addition, the formal on-street parking will improve access and therefore encourage visitors;
- iii) The prohibition of motor vehicles (point closure) at the junction of Fewston Avenue with Cross Green Lane, in addition to a 'No Waiting At Any Time' Order, proposed due to limited visibility at bends in the road and for the protection of pedestrian and vehicular users alike;
- iv) There will be informal pedestrian crossing points across several speed tables to assist safe access for all users, in particular those who have mobility issues, the visually impaired and carers supporting wheel chairs and pushchairs;
- v) An upgrade of an existing pelican to a toucan crossing, will improve and encourage pedestrian and cyclist access, promoting sustainable travel;
- vi) The upgrade of five bus stops along the length, with the installation of bus border kerbs to comply with the requirements of the Disability Discrimination Act, to assist safe access and a positive impact on the elderly, carers supporting wheel chairs/pushchairs;
- vii) Surface treatment works to the carriageway and footway, as well as the implementation of semi-mature trees will enhance the aesthetics of the area and therefore encourage visitors;
- viii) The reinstatement and improvements to point closures within the inner estate, accessed via Cross Green Lane, will include dropped kerbs, in order to assist safe access for all users, in particular those who have mobility issues, the visually impaired and carers supporting wheel chairs and pushchairs. In addition, the point closures will be include cycle access to encourage confidence in all cyclists and promoting sustainable travel; and
- ix) Replenished road markings within the inner estate will improve road safety and assist safe access for all users.

3.1.2 The introduction of this scheme will create and protect accesses and sightlines along the length of Cross Green Lane and provide off parking street for local residents, in turn improving road safety for all road users and also enhance the aesthetic appearance of Cross Green Lane.

3.1.3 The proposals are shown on the drawing referenced 299426-LCC-HWT-XX-DR-EP-01\_01 and 299426-LCC-HWT-XX-DR-EP-TRO\_01.

### **3.2 Programme**

3.2.1 The works will be carried out within the 2016/2017 financial year.

### **4.0 Corporate Considerations**

#### **4.1 Consultation and Engagement**

4.1.1 Ward Members: Ward Members have been consulted by email dated 12<sup>th</sup> November 2015. A response was received from one Ward Member who expressed their support for the proposals.

4.1.2 West Yorkshire Police: West Yorkshire Police have been consulted by email dated 12<sup>th</sup> November 2015. No responses have been received to date.

4.1.3 Emergency Services: The Emergency Services have been consulted by email dated 12<sup>th</sup> November 2015. No responses have been received to date.

4.1.4 Metro (WYPTE): Metro (WYPTE) have been consulted by email dated 12<sup>th</sup> November 2015. A response has been received and Metro has expressed their support to the proposed scheme.

4.1.5 Local Residents: Local residents have been consulted by letter dated 27<sup>th</sup> November 2015. One business owner objected to the proposed 'Prohibition of Motor Vehicles (Point Closure)', a response providing justification to the closure for road safety concerns was given and no further responses have been received to date.

A couple of other residents objected to some specific scheme design detail; the design proposal has since been changed to address the concerns.

The Project team have attended several Cross Green Lane Community evening meetings at St Hilda's Church, whereby the Highway Improvement scheme design proposals were shared and discussed. Those local residents attending have responded positively and expressed their support of the proposals.

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

4.2.1. An Equality, Diversity, Cohesion and Integration Screening (Appendix 1) was undertaken and identified that there was not a requirement to carry out a full impact assessment on the proposals.

4.2.2 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 and carers (prams and wheelchairs) will be aided by the introduction of new and upgraded crossing facilities, with associated dropped kerbs and tactile paving.

#### **4.3 Council policies and City Priorities**

4.3.1 Environmental Policy; the proposals contained within this report are in accordance with aims 6 and 7 of the Policy in that the proposals will help to "reduce the impact

of traffic in the city by changes to the road system” and “develop a safe, healthy local environment which provides the best quality of life for Leeds residents.

4.3.2 Local Transport Plan (LTP): The proposal contained in this report is in accordance with the objectives of the policies in the West Yorkshire Local Transport Plan 2011-26.

4.3.2 Community Safety: The proposals contained in this report have no implications under Section 17 of Crime and Disorder Act 1998.

#### **4.4 Resources and value for money**

**Full scheme estimate:** The total estimated cost of the scheme is £324,000 funded from contributions of £100,000 from the 2016/17 Highway Maintenance Capital Programme and £224,000 from the Sustainable Communities Investment Programme Capital Budget (SCIP).

**Capital Funding and Cash Flow:** The scheme is to be jointly funded from the 2016/17 Highways Maintenance Capital Budget (this already has full authority to spend approval from a previously approved report approved by the Chief Officer Highways and Transportation) and the Sustainable Communities Investment Programme (SCIP) Capital Budget (this will need separate authority to spend approval by the Chief Officer Environments and Housing). The design and supervision of the works can be carried out within the existing staff resources.

#### **4.5 Legal Implications, Access to Information and Call In**

4.5.1 The scheme is not eligible for call in.

#### **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 in this report.

#### **5.0 Conclusions**

5.1 The introduction of this scheme will create and protect accesses and sightlines along the length of Cross Green Lane and provide off parking street for local residents, in turn improving road safety for all road users and also enhance the aesthetic appearance of Cross Green Lane.

#### **6.0 Recommendations**

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

- i) Note and approve ( subject to TROs ) the proposed highway works as outlined in Section 3.1 and indicated on drawing referenced: 299426-LCC-HWT-XX-DR-EP-01\_01, at an estimated cost of £324,000;
- ii) Note the expenditure of £324,000 funded from contributions of £100,000 from the 2016/17 Highways Maintenance Capital Programme and £224,000 from the Sustainable Communities Investment Programme (SCIP) Capital Budget;

- iii) instruct the City Solicitor to advertise an 'Prohibition of Motor Vehicles (Point Closure)', 'No Waiting At Any Time' (Waiting Restriction) and Speed Limit Traffic Regulation Orders, as indicated on drawing referenced 299426-LCC-HWT-XX-DR-EP-TRO\_01.
- iv) Advertise a notice under Section 90c of the Highways Act 1980 to provide traffic calming measures on Cross Green Lane also shown on drawing referenced 299426-LCC-HWT-XX-DR-EP-TRO\_01, and if no valid objections are received to make seal and implement the Orders and introduce the traffic calming measures as advertised.

## 7.0 **Background Papers<sup>1</sup>**

7.1 None.

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<sup>1</sup> 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.

<b>Directorate: City Development</b>	<b>Service area: Projects</b>
<b>Lead person: Lisa Hill</b>	<b>Contact number: 24 75391</b>
<b>1. Title: Design &amp; Cost Report for Cross Green Lane, Highway Improvements.</b>	
Is this a:	
<input type="checkbox"/> <b>Strategy / Policy</b>	<input type="checkbox"/> <b>Service / Function</b>
<input checked="" type="checkbox"/> <b>Other</b>	
<b>If other, please specify</b>	
<b>Highway works required to implement a planning permission</b>	

<b>2. Please provide a brief description of what you are screening</b>
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 Cross Green Lane.
The scheme proposals include:
<ul style="list-style-type: none"> <li>• Narrowing the existing wide carriageway with new build-outs and providing on-street parking, this should have the added benefit of self-enforcing the HGV ban;</li> <li>• Extension of the 20mph zone is also proposed, which introduces gate-way features and a number of traffic calming measures at regular points to facilitate the speed reduction. There will be informal pedestrian crossing points across a couple of the speed tables to provide better access for all</li> </ul>



- pedestrians;
- The prohibition of motor vehicles (point closure) at the junction of Fewston Avenue with Cross Green Lane, proposed due to limited visibility at this bend in the road;
- The Introduction of 'No Waiting At Any Time' restrictions by the bends in the roads, in order to retain visibility and for the protection of all highway users;
- An upgrade to an existing pelican to a toucan crossing;
- The reinstatement and improvements to point closures within the inner estate, accessed via Cross Green Lane;
- Improvements to the existing footways, carriageway and bus stops along the length; and
- Enhancing the area with new semi-mature trees.

As part of the Sustainable Communities Investment Programme (SCIP) Cross Green Lane has been identified as a length that would benefit from general highway improvements, as part of a wider significant regeneration project with the potential to have a major positive impact on local and residential amenity.

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"> <li>• Eliminating unlawful discrimination, victimisation and harassment</li> </ul>	X	

- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>• Advancing equality of opportunity</li> <li>• Fostering good relations</li> </ul> |  |  |
|---|--|--|

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, Emergency Services and Metro were consulted by email dated 12 November 2015 and again any comments received have been fed back into the design process where possible.

Staff from Highways and Transportation also attended St Hilda's Church in May 2015, 28<sup>th</sup> October 2015 and 27<sup>th</sup> January between 18.30pm – 19.30pm, to discuss proposals with members of the public.

Further consultation took place on 27<sup>th</sup> November 2015 with approximately 500 local residents and businesses, whose properties front Cross Green Lane or are situated within the inner estate accessed only from Cross Green Lane. Consultation letters and plans, identifying the extent of the works were hand-delivered and discussed where wanted. At the time of writing this report, seven of the local residents/businesses have made general queries regarding the proposals, which will be incorporated where possible during the detailed design stage.

One business owner objected to the proposed 'Prohibition of Motor Vehicles (Point Closure)' as they felt it would have a detrimental effect on their business. A response providing justification of the closure, for road safety concerns, was given and no further responses have been received to date.

A couple of other local residents objected over part of the scheme design, which has now been amended and no further comments received to date.

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:**

Positive Impacts

- Extending the 20mph zone to include the remaining length of Cross Green Lane from its junction with Knowsthorpe Crescent to its junction with Pontefract Lane will 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 and give greater independence and choice for children travelling to school;
- The traffic calming features will slow driver speeds thus providing a safer environment for all road users and 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;
- There will be informal pedestrian crossing points across a couple of the speed tables to assist safe access for all users, in particular those who have mobility issues, the visually impaired and carers supporting wheel chairs and pushchairs;
- The upgrade of five bus stops along the length, with the installation of bus border kerbs to comply with the requirements of the Disability Discrimination Act, to assist safe access and a positive impact on the elderly, carers supporting wheel chairs/pushchairs;
- The reinstatement and improvements to point closures within the inner estate, accessed via Cross Green Lane, will include dropped kerbs, in order to assist safe access for all users, in particular those who have mobility issues, the visually impaired and carers supporting wheel chairs and pushchairs. In addition, the point closures will include cycle access to encouraging confidence in all cyclists and promoting sustainable travel.

### Negative impacts

- Reducing the speed limit to 20 MPH will cause a slight reduction in air quality due to lower speeds, however this is offset by the potential to prevent accidents.
- The introduction of “No waiting at any time” restrictions may be seen it as a negative however the improved visibility will be a benefit to all Highway users.

Overall, 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.

- **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

<b>Name</b>	<b>Job title</b>	<b>Date</b>
Sabby Khaira	Principal Engineer	March 2016

### **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

<b>Date screening completed</b>	
<b>Date published</b>	