

Report to the Chief Officer (Highways and Transportation)

Date: 26 April 2016

Subject: Stoney Rock Lane – Road Safety Scheme

Capital Scheme Number: 32439

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Burmantofts & Richmond Hill	<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 2015-2020 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best authority. According to the Best Council Plan, the success of the Best Council objective: supporting communities will be measures by communities receiving accessible and integrated services that meet their needs. This scheme meets these objectives by delivering a scheme which will reduce the likelihood of congestion and maintain a safe distribution of speeds along Stoney Rock Lane.
- 2 A section of Stoney Rock Lane is currently traffic calmed with two build-outs and associated priority working for traffic. Concerns have been raised that this traffic calming is causing localised congestion at peak periods.
- 3 Bus companies have highlighted that this is causing them delays and increasing journey times, particularly during peak periods. A delayed bus has the effect of increasing congestion for all vehicles along a route.
- 4 To address these concerns a scheme has been developed which removes the build-outs and priority running and replaces them with a speed table and a set of speed cushions. This will alleviate the localised congestion whilst maintaining a safe distribution of speeds along this section of Stoney Rock Lane.

Recommendations

- 2 The Chief Officer (Highways and Transportation) is requested to:
- i) Authorise, subject to public consultation, the detailed design and implementation of a scheme to introduce a road safety scheme on Stoney Rock Lane, Burmantofts & Richmond Hill as shown on drawing number TM/7/2429/HB;
 - ii) Request the City Solicitor to give authority to advertise a 90c Notice for the implementation of the speed table and speed cushions as required under the Highways Act 1980; and
 - iii) Give authority to incur expenditure of £21,700, which comprises of £18,700 works costs, £3,000 Staff fees all to be funded from the LTP Transport Policy Capital Programme.

1 Purpose of this report

- 1.1 To seek approval for the implementation of a road safety scheme which removes existing traffic calming features and introduces one speed table and a set of speed cushions on Stoney Rock Lane, as shown on drawing number TM/7/2429/HB.
- 1.2 To seek approval to advertise a 90c Notice for the implementation of the speed table and cushions as required under the Highways Act 1980.
- 1.3 To seek approval to incur costs of £21,700 for the design, supervision and implementation for a road safety scheme on Stoney Rock Lane.

2 Background information

- 2.1 Stoney Rock Lane is located within the Burmantofts & Richmond Hill Ward and is a two lane single carriageway road subject to a speed limit of 20mph.
- 2.2 Stoney Rock Lane has traffic calming at the north-eastern end of the road in the form of build outs and priority working for traffic.
- 2.3 The length of Stoney Rock Lane between the Shakespeare Street and Stanley Road has had 3 recorded injury accidents reported within the last 5 year period. 1 of these was rated as serious and the remaining rated as slight.
- 2.4 One of the recorded accidents (slight) occurred at a build-out and was a shunt type collision. The remaining 2 injury accidents were of disparate types.

3 Main issues

- 3.1 Concerns have been raised that the existing traffic calming along Stoney Rock Lane is causing localised congestion at peak periods which is leading to significant delays for buses and subsequently other road users too.

- 3.2 Due to this localised congestion, some drivers are carrying out unsafe manoeuvres by forcing their way through, against the priority working, when gaps in traffic are not available.
- 3.3 To address these issues a road safety scheme has been developed that proposes to remove the existing build-outs and associated priority working and replace them with vertical traffic calming features in form of a speed table and a set of speed cushions.
- 3.4 The speed cushions are proposed as there is a possibility of the land directly next to Stoney Rock Lane being developed in the future and the speed cushions may need to be removed in order to accommodate access to the development.

3.5 Design Proposals and Full Scheme Description.

- 3.5.1 The scheme will remove two build-outs and associated signing and road markings. A speed table and a set of speed cushions will be introduced which will maintain a safe distribution of speeds whilst addressing the localised congestion issue.
- 3.5.2 The speed table and speed cushions will be constructed to current specifications together with ancillary works such as drainage, tactile paving and footway works.
- 3.5.3 The proposals are shown on drawing number TM/7/2429/HB.

3.7 Programme

- 3.7.1 It is anticipated that the proposal will be implemented within the 2016/2017 financial year.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members: Ward Members were originally consulted by email on the 20th November 2015. Although no objections were received, one ward member was concerned with the removal of crossing facilities as the road is crossed frequently by children from nearby schools.
- 4.1.2 Emergency Services and Metro were consulted by email on the 20th November 2015. No objections have been received.
- 4.1.3 The general public will be consulted on the speed table and speed cushions via notices on street lighting columns.

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 implementation of a speed table will slow driver speeds thus providing a safer environment for all road users. The speed table at this location 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 point 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 Some may see it as a negative to provide the traffic calming, however, this is mitigated by providing a safer environment for more vulnerable pedestrians.

4.3 Council Policies and City Priorities

- 4.3.1 The proposals contained in the report have no implications for the council constitution.
- 4.3.2 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

- 4.3.4 Local Transport Plan 3: **Strategic Approaches:**
Travel Choices: P10. Promote the benefits of active travel.
Connectivity: P18. Improve safety and security
P22. Develop networks and facilities to encourage cycling and walking.
- 4.3.5 Transport Policy Approval: The proposed scheme is approved in principle by Transport Policy.

4.4 Resources and Value for Money

- 4.4.1 The estimated total cost to implement this scheme is £21,700 which comprises of £18,700 works costs, £3,000 staff fees, all to be funded from the LTP Transport Policy Capital Programme.

4.5 Capital Funding and Cash Flow

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2016 £000's					
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £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
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2016 £000's					
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	18.7		18.7				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	3.0		3.0				
OTHER COSTS (7)	0.0						
TOTALS	21.7	0.0	21.7	0.0	0.0		0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2016 £000's					
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £000's
Government Grant - LTP/TSG	21.7		21.7				
Total Funding	21.7	0.0	21.7	0.0	0.0		0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0		0.0

Parent Scheme Number: 99609
Title: LTP 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 2016/2017 financial year.

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

5.1.1 It is considered that the traffic calming measures will have a positive impact along Stoney Rock Lane in that they will improve the local environment for all road users by slowing driver speeds. The removal of the build-outs and implementation of new traffic calming features will address localised congestion issue. The raised junction will provide an at-grade crossing point and together with tactile paving, will assist pedestrians crossing in these locations.

6 Recommendations

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

- i) Authorise, subject to public consultation, the detailed design and implementation of a scheme to introduce a road safety scheme on Stoney Rock Lane, Burmantofts & Richmond Hill, as shown on drawing number TM/7/2429/HB.
- ii) Request the City Solicitor to give authority to advertise a 90c Notice for the implementation of the speed table and set of road cushions as required under the Highways Act 1980
- iii) Give authority to incur expenditure of £21,700, which comprises of £18,700 works costs, £3,000 Staff fees, all to be funded from the LTP Transport Policy Capital Programme.

7 Background documents ¹

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: City Development	Service area: Highways & Transportation
Lead person: Andrew Richardson	Contact number: 0113 2478974

1. Title: Stoney Rock Lane road safety scheme
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
The screening focuses on a report to the Highways and Transportation Board requesting authority to undertake the detailed design, advertisement and implementation of a road safety scheme on Stoney Rock Lane, Burmantofts & Richmond Hill. The scheme will remove two build-outs, with associated priority working, and introduce a speed table and a set of speed cushions.

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 on the proposals has taken place with the following stakeholders:

- Ward Members were originally consulted by email on the 20th November 2015. Although no objections were received, one Ward Member was concerned with the removal of crossing facilities as the road is used by nearby schools.
- Emergency Services and Metro were consulted on the 20th November 2015. No objections were received.
- A 90c Notice will be posted on site which advertises the intention to introduce a road hump and provides an opportunity for members of the public to make comment.

- **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 speed table 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.
- The enhanced traffic calming features will slow driver speeds thus providing a safer environment for all road users.

Negative Impacts:

Some may see it as a negative to provide the vertical traffic calming, 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

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	N/A

(Include name and job title)	
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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 Hunt	Principal Traffic Engineer	26/01/2016

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	
Date screening completed	
Date sent to Equality Team	26/01/2016
Date published (To be completed by the Equality Team)	