

Report to the Chief Officer (Highways and Transportation)

Date: 05 December 2017

Subject: Bramley Primary School Expansion – Highways Improvement Measures

Capital Scheme Number: 32450/BRA/000

Are specific electoral Wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, name(s) of Ward(s): Bramley & Stanningley		
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. The Best Council Plan 2017-18 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 injury related accidents on the city's roads. This scheme meets these objectives by providing a safer and more user friendly road environment, which will actively encourage children into more active modes of travel on journeys to school, contributing to the Leeds Education Challenge, which forms part of the objective to build a child friendly city.
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 Bramley Primary School.
3. The highway works associated to the Bramley Primary expansion includes amendments to a build-out associated with the existing zebra crossing on Broad Lane, Bramley, to facilitate the visibility splay at the new vehicle & pedestrian access, the provision of dropped crossings on Fairfield Hill and the introduction of Traffic Regulation Order (TRO) that implements restrictions at key points around the school.

Recommendations

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

- i) Approve the detailed design and implementation of a scheme that alters an existing build-out and school access on Broad Lane, introduce informal crossing facilities and introduce a TRO, as shown on the attached drawing number TM-6-2834-GA-01 at the cost of £20,000;
- ii) Note the costs of £10,000 works costs, £1,000 legal costs and £9,000 staff costs, to be funded from the Basic Need Primary Expansion 2017/18. Previous authority to spend approvals on this capital scheme covers this £20,000 spend; and
- iii) Give authority to display a notice on site under the provisions of Section 23 of the Roads Traffic Regulation Act 1984 in order to inform the public of the proposed pedestrians crossings; and
- iv) Instruct the City Solicitor to advertise a draft Traffic Regulation Order as shown on the attached drawing number TM-6-2834-GA-01 and if no valid objections are received, to make seal and implement the Order as advertised.

1 Purpose of this report

- 1.1 The purpose of this report is to seek approval to design and implement a section 106 scheme to restrict parking on streets adjacent to Bramley Primary School to protect routes to school, amend a build out to facilitate visibility splay and construct informal crossing facilities to assist pedestrians crossing Fairfield Hill.

2 Background information

- 2.1 Bramley Primary School is located within a residential area with recreational park nearby. There are numerous routes and entrances on Broad Lane and Fairfield Hill that parents, school children and staff use to access Bramley Primary School.
- 2.2 Bramley Primary School has undergone an expansion programme so the volume of parking associated with the school has increased. The school has expanded from an intake of 40 pupils to 60 pupils, which results in a total capacity of 420 pupils (plus nursery which is non-statutory and works split weeks).
- 2.3 A new access leading to the new car park of Bramley Primary School has been provided to accommodate the expansion. The purpose of this scheme to achieve a better visibility splay with the amendments to the build-out associated with the existing zebra crossing.
- 2.4 In 2015 a scheme was carried out to introduce a zebra crossing on Broad Lane, and the provision of School Keep Clear Markings at the school entrances on Fairfield Hill.

- 2.5 There is currently a limited amount of informal crossings facilities on popular routes to Bramley Primary School. The purpose of this scheme is to provide more accessible routes and support more sustainable travel choices.
- 2.6 Parking is occurring at the start and end of the school day on Fairfield Hill with vehicles in unsuitable locations creating road safety risks for all users.
- 2.7 Fairfield Hill and the residential streets surrounding the school are covered by a 20mph speed limit. The most recent speed survey carried out on Fairfield Hill shows an average speed of 17.2mph.
- 2.8 There has been 2 slight injury related accidents on Fairfield Hill and 1 slight injury related accident on Broad Lane.

3 Main issues

3.1 Design Proposals/Scheme Description

- 3.1.1 Full scheme details are shown on drawing number TM-6-2834-GA-01.
- 3.1.2 A build out associated with the pedestrian & vehicular access and zebra crossing will be amended at the schools entrance on Broad Lane which will improve the visibility splay.
- 3.1.3 Introduce informal crossings on Fairfield Hill to facilitate the observed desire lines of pedestrians on the popular school route.
- 3.1.4 Introduce No Stopping on school entrance markings and waiting restrictions at key locations to remove indiscriminate parking and improve visibility.

4 Corporate Considerations

4.1 Consultation and Engagement

Ward Members were consulted on 29th August 2017 and 3 responses received. The main concern was ensuring the Head of School had been consulted. Officers have actioned this request.

The Emergency Services were consulted on 5th September 2017. As part of this consultation the police have made recommendations that are outside the scope of the works. Other Emergency Services have made no comments on the proposal.

West Yorkshire Combined Authority (WYCA) were consulted on 5th September 2017. As part of this consultation WYCA asked if any bus shelters will be affected. No bus shelters will be affected.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 An Equality, Diversity, Cohesion and Integration Screening has been carried out and is attached as Appendix 1. The scheme does not require an Equality, Diversity, Cohesion and Integration Impact Assessment.

- 4.2.2 Positive: Providing an informal, at grade crossing point will facilitate all pedestrian movement but especially for pedestrians with disabilities carers and parents with children. Informal crossing points will be located on a popular route to school.

This scheme will improve road safety, in particular improving visibility for all road users.

Negative: Parents will need to find alternative parking spaces on other streets due to the new parking restrictions. However there is adequate parking on unrestricted streets nearby and there is suitable dropped crossings over Fairfield Hill are being provided.

4.3 Council policies and City Priorities

- 4.3.1 Environmental Policy: The proposals contained within this report have no implications on the Policy.
- 4.3.1 Local Transport Policy: This scheme satisfies items 18 and 22 of the LTP3 Objectives. Improve safety and security, seeking to minimise transport casualties and define, develop and manage networks and facilities to encourage cycling and walking.
- 4.3.2 The proposals contained within this report have no implications under section 17 of the Crime and Disorder act 1998.

4.4 Resources and value for money

- 4.4.1 **Full Scheme Estimate:** The total estimated cost of the scheme is £20,000, comprising £10,000 works costs, £1,000 legal costs and £9,000 staff costs.
- 4.4.2 The Scheme will be funded from the Basic Need Primary Expansion 2017/18.

Capital Funding and Cash Flow

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2014 £000's	FORECAST				
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	10.0					10.0	
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	9.0					9.0	
OTHER COSTS (7)	1.0					1.0	
TOTALS	20.0	0.0	0.0	0.0	0.0	20.0	0.0
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2014 £000's	FORECAST				
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 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	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2014 £000's	FORECAST				
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 on £000's
Government Grant - Basic Need	20.0					20.0	
Total Funding	20.0	0.0	0.0	0.0	0.0	20.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Parent Scheme Number: 32274/000/000

Title: Basic Need Primary Expansion 2017/18

4.4.3 Revenue Costs :

There are no revenue costs envisaged as a result of this capital scheme.

4.5 Legal Implications, Access to Information and Call In

4.5.1 Due to the low costs involved 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 within this report. If the proposals are not carried out, there is a risk of danger on the highway where the increasing volume of pedestrian and vehicular movement has not been catered for as per the planning approval.

5 Conclusions

- 5.1 Introducing a series of highway works, including amendments to a build-out associated with the existing zebra crossing on Broad Lane, Bramley, to facilitate the visibility splay at the new vehicle & pedestrian access, the provision of dropped crossings on Fairfield Hill to facilitate the observed desired lines and introduction of No Stopping on school entrance markings and waiting restrictions at key locations to remove indiscriminate parking and improve visibility.

6 Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
- i) Approve the detailed design and implementation of a scheme that alters an existing build-out and school access on Broad Lane, introduce informal crossing facilities and introduce a TRO, as shown on the attached drawing number TM-6-2834-GA-01 at the cost of £20,000;
 - ii) Note the costs of £10,000 works costs, £1,000 legal costs and £9,000 staff costs, to be funded from the Bramley Primary School. Previous authority to spend approvals on this capital scheme covers this £20,000 spend; and
 - iii) Give authority to display a notice on site under the provisions of Section 23 of the Roads Traffic Regulation Act 1984 in order to inform the public of the proposed pedestrians crossings; and
 - iv) Instruct the City Solicitor to advertise a draft Traffic Regulation Order as shown on the attached drawing number TM-6-2834-GA-01 and if no valid objections are received, to make seal and implement the Order as advertised.

7.1 Background documents¹

- 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: Highways Services	Service area: Traffic Management
Lead person: Jack Young	Contact number: 0113 3787502

1. Title: Bramley Primary School Expansion – Highways Improvement Measures

Is this a:

☐

Strategy / Policy

☐

Service / Function

☒

Other

If other, please specify

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

Bramley Primary School is located within a residential area with recreational park nearby.

Bramley Primary School is currently undergoing an expansion programme so the volume of parking associated with the school will increase.

It is therefore proposed that a series of highway works be carried out including amendments to a build-out associated with the vehicular & pedestrian access and existing zebra crossing on Broad Lane, Bramley, to facilitate the visibility splay at the new vehicle & pedestrian access, the provision of dropped crossings on Fairfield Hill and the introduction of Traffic Regulation Order (TRO) that implements restrictions to protect existing entrances from parking.

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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?	√	
Have there been or likely to be any public concerns about the policy or proposal?	√	
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		√
Could the proposal affect our workforce or employment practices?		√
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 		√

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)

<p>Ward Members were consulted on 29th August 2017 and 3 responses received. Main concern was ensuring the Head of School had been consulted. Officers have actioned this request.</p>
<p>• 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)</p> <p>Positive: Dropped crossings and tactile paving improves the conditions for all pedestrians, specifically those with mobility issues, the visually impaired, carers (supporting pushchairs/wheelchairs), children and older people.</p> <p>The amended build-out at the vehicular & pedestrian access and existing zebra crossing will improve visibility for all road users.</p> <p>Negative: Parents will need to find alternative parking spaces on other streets due to the new parking restrictions. However there is adequate parking on unrestricted streets nearby and there is suitable dropped crossings over Fairfield Hill are being provided.</p>
<p>• Actions (think about how you will promote positive impact and remove/ reduce negative impact)</p> <p>The proposed restrictions will be advertised on site for one month.</p>

<p>5. If you are not already considering the impact on equality, diversity, cohesion and integration you will need to carry out an impact assessment.</p>	
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
Jack Young	Trainee Engineer	

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	
Date published (To be completed by the Equality Team)	