

Report to the Chief Officer (Highways and Transportation)

Date: 07 November 2017

Subject: Hollybush Primary School, Bramley & Stanningley – Proposed Waiting Restrictions & New Speed Humps

Capital Scheme Number: 32274/HOL/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 2015-20 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 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 Leeds City Council, being mindful of the above, is responsible for designing and implementing highway works associated with the school expansion programme for Hollybush Primary School in accordance with a number of planning conditions.
- 3 The purpose of this report is to request authority to advertise a draft Traffic Regulation Order to introduce 'No waiting at any time' and 'No stopping' (8am-5pm Mon to Fri) restrictions on the School Keep Clear markings, in the vicinity of the Hollybush Primary school on Outgang Lane, Broad Lane, Broadlea Crescent, Landseer Mount and Landseer Crescent.

- 4 This report also seeks approval to advertise a 90c notice for the introduction of two speed humps on Outgang Lane and Landseer Crescent with a section of new footpath along the eastern side of Landseer Crescent to the junction with Outgang Lane, Bramley & Stanningley, to be fully funded by the School Expansion Programme.

Recommendations

- 5 The Chief Officer (Highways and Transportation) is requested to:
- i) Approve the design and implementation of 'No Waiting At Any Time' restrictions on Outgang Lane, Broad Lane, Broadlea Crescent, Landseer Mount and Landseer Crescent, Bramley & Stanningley and 'No Stopping' (8am-5pm Mon to Fri) restrictions on the School Keep Clear markings outside Hollybush Primary school on Outgang Lane, Landseer Mount and Landseer Crescent, Bramley & Stanningley; and
 - ii) approve the design and implementation of speed humps on Outgang Lane and Landseer Crescent with a section of new footpath along the eastern side of Landseer Crescent to the junction with Outgang Lane, Bramley & Stanningley, at an estimated cost of £33,000, all to be funded from the Children's Services Capital Programme. Details are shown on drawing TMW-6-2559-CONSULT-01. and
 - iii) Request the City Solicitor to:
 - a) Advertise a draft Traffic Regulation Order to introduce 'No Waiting At Any Time' restrictions on Outgang Lane, Broad Lane, Broadlea Crescent, Landseer Mount and Landseer Crescent, Bramley & Stanningley and 'No Stopping' (8am-5pm Mon to Fri) restrictions on the School Keep Clear markings outside Hollybush Primary school on Outgang Lane, Landseer Mount and Landseer Crescent, Bramley & Stanningley and if no valid objections are received, to request that the City Solicitor make, seal and implement the order as advertised; and
 - b) Advertise a notice under Section 90c of the Highways Act 1980 to provide traffic calming measures in the form of speed humps on Outgang Lane and Landseer Crescent, as shown on drawing TMW-6-2559-CONSULT-01

1 Purpose of this report

- 1.1 This report seeks approval to advertise a draft Traffic Regulation Order to introduce 'No Waiting At Any Time' restrictions on Outgang Lane, Broad Lane, Broadlea Crescent, Landseer Mount and Landseer Crescent, Bramley & Stanningley and 'No Stopping' (8am-5pm Mon to Fri) restrictions on the School Keep Clear markings outside Hollybush Primary school on Outgang Lane, Landseer Mount and Landseer Crescent, Bramley & Stanningley, as shown on drawing TMW-6-2559-CONSULT-01 and if no valid objections are received, to request that the City Solicitor make, seal and implement the order as advertised.

- 1.2 To seek approval to advertise a 90c notice for the introduction of two speed humps on Outgang Lane and Landseer Crescent with a section of new footpath along the eastern side of Landseer Crescent to the junction with Outgang Lane, Bramley & Stanningley.

2 Background information

- 2.1 The purpose of Hollybush Primary school extension is to provide additional capacity to cater for an increased demand in pupils attending the school. The number of pupils attending the school is expected to increase to an additional 210 pupils over a seven year period.
- 2.2 The site lies within a predominantly residential area and a large proportion of pupils, parents/ guardians and staff currently access the school on foot.
- 2.3 It is expected however that a large proportion of the additional pupils will be dropped off and picked up by car. This is due to the increased pupil catchment area meaning that walking and cycling is not feasible for many. As a result of the extension there is likely to be an increased demand for on street parking within the vicinity of the school.
- 2.4 Outgang Lane and Landseer Crescent which border the school are already subjected to 20mph speed limit, however surveys revealed that the average speed during the school run period was in excess of this speed limit. Surveys conducted in February 2015 indicate daily flows along Outgang Lane to be in the region of 1224 vehicles with mean speeds along the length being shown to be in the region of 24.5mph.
- 2.5 There are a number of parents/ guardians who currently drop off and pick up pupils from outside the school on Outgang Lane, Broad Lane, Broadlea Crescent, Landseer Mount and Landseer Crescent. This situation can cause problems for many motorist and other road users who use this particular road and given the expected increase in traffic, it is proposed that formal waiting restrictions are introduced along with traffic calming features to further control speeds.

3 Main issues

- 3.1 To prevent indiscriminate parking and improve road safety on Outgang Lane, Broad Lane, Broadlea Crescent, Landseer Mount and Landseer Crescent, outside Hollybush Primary School, it is proposed to introduce 'No Waiting At Any Time' restrictions and 'No Stopping' (8am-5pm Mon to Fri) restrictions on the School Keep Clear markings. This will formalise parking and allow free movement of traffic on these streets.
- 3.2 To improve visibility and reduce traffic speeds, it is proposed to introduce speed humps along with School Keep Clear markings near the pedestrian entrances on Landseer Crescent and Outgang Lane. It will also act as an informal crossing facility for parents and pupils. The proposals include improvement to the footway linkage from the east of the school and to provide new bicycle and scooter shelters to encourage more sustainable modes of travel to school.

3.3 The full extents of the 'No waiting at any time' and 'No stopping' restrictions are shown on drawings TMW-6-2559-CONSULT-01.

3.4 Consultation originally took place on these proposals in spring 2016 however the funding from the School Expansion Programme has only recently been made available. It is now proposed to progress the scheme as quickly as possible.

3.6 Programme

3.6.1 It is anticipated that the proposal will be implemented within the 2017/ 2018 financial year.

4.0 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 Ward Members: Ward Members were consulted as part of the initial planning application, and were consulted by Highways by email dated 29 April 2016. No adverse comments were received. Further meeting was held on 25 October 2017 and email was sent on 2 November 2017 to summarise the current status.

4.1.2 Emergency Services and WYCA were consulted by email dated 29 April 2016. A reply has been received from the Police and combined authority who are all in favour of the proposals.

4.1.3 The School were consulted by email dated 17 May 2016 and were satisfied with the scheme. A plan of the proposals will be sent for information as part of the advertisement process and any comments will be considered.

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

4.2 Equality and Diversity / Cohesion and Integration

4.2.1 A full Equality, Diversity / Cohesion and Integration impact assessment has been carried out for the 'No Waiting At Any Time' and 'No Stopping' restrictions on school keep clear markings.

4.2.2 Positive Impact:

- Improved sightlines at junctions where restrictions are introduced.
- Improved awareness of existing crossing points for motorists.
- Improved footpath access for all pedestrians, which will include carers supporting pushchairs, wheelchair users and disabled people particularly the blind and visually impaired.

- 4.2.3 Negative Impact:
- The removal of the unrestricted carriageway section may transfer the problem of parents/ guardians dropping off and picking up pupils attending the school to neighbouring streets where there are no waiting restrictions applied.

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.
- 4.3.2 The proposals contained in this report are in accordance with Plan Objective: Delivering Accessibility. The proposals also follow core strategy Approaches A1 and A2 in that the scheme will improve physical accessibility and improve the highway for pedestrians.

4.4 Resources and Value for Money

- 4.4.1 The estimated total cost to implement this scheme is £33,000, which comprises of £28,000 works costs, £4,000 staff fees, & £1,000 legal fees, all to be funded from the Children’s Services 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 2017/2018 financial year.

4.6 Risk Management

- 4.6.1 If restrictions are not implemented vehicles will continue to park in unsuitable locations and cause road safety issues for parents and children. This would be exacerbated by the expected increase in traffic associated with the new pupils.

5 Conclusions

- 5.1 The proposed ‘No Waiting At Any Time’ and ‘No Stopping’ restrictions will remove the existing parent parking issues that currently exist and are expected to increase with the expansion. The scheme will better regulate parent parking outside the school frontages, allowing safe free flow of traffic along Outgang Lane, Broad Lane, Broadlea Crescent, Landseer Mount and Landseer Crescent.
- 5.2 This will be of benefit to road users and pedestrians alike, through improved visibility. The proposed speed humps will further control vehicle speeds, provide a informal crossing facility and safer method for those pedestrians whom have a need to cross Outgang Lane and Landseer Crescent.

6 Recommendations

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

- i) Approve the design and implementation of 'No Waiting At Any Time' restrictions on Outgang Lane, Broad Lane, Broadlea Crescent, Landseer Mount and Landseer Crescent, Bramley & Stanningley and 'No Stopping' (8am-5pm Mon to Fri) restrictions on the School Keep Clear markings outside Hollybush Primary school on Outgang Lane, Landseer Mount and Landseer Crescent, Bramley & Stanningley.
- ii) approve the design and implementation of speed humps on Outgang Lane and Landseer Crescent with a section of new footpath along the eastern side of Landseer Crescent to the junction with Outgang Lane, Bramley & Stanningley, at an estimated cost of £33,000, all to be funded from the Children's Services Capital Programme. Details are shown on drawing TMW-6-2559-CONSULT-01. And
- iii) Request the City Solicitor to:
 - a) Advertise a draft Traffic Regulation Order to introduce 'No Waiting At Any Time' restrictions on Outgang Lane, Broad Lane, Broadlea Crescent, Landseer Mount and Landseer Crescent, Bramley & Stanningley and 'No Stopping' (8am-5pm Mon to Fri) restrictions on the School Keep Clear markings outside Hollybush Primary school on Outgang Lane, Landseer Mount and Landseer Crescent, Bramley & Stanningley and if no valid objections are received, to request that the City Solicitor make, seal and implement the order as advertised.
 - b) Advertise a notice under Section 90c of the Highways Act 1980 to provide traffic calming measures in the form of speed humps on Outgang Lane and Landseer Crescent, as shown on drawing TMW-6-2559-CONSULT-01

7 Background Papers¹

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.
Hollybush Primary School – Proposed Waiting restrictions.

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: Mandeep Flora	Contact number: 0113 3787507

1. Title: St Joseph RC Primary School, Pudsey – Proposed Waiting Restrictions
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 the authority to implement 'No waiting at any time' and 'No Stopping' restrictions on School Keep Clear markings in the vicinity of the school. Also two speed humps are to be installed on Outgang Lane and Landseer Crescent, Bramley & Stanningley. In addition, a section of new footpath is to be installed along the eastern side of Landseer Crescent to the junction with Outgang Lane, Bramley & Stanningley.</p> <p>The proposed waiting restrictions and traffic calming features are part of the highways improvement works associated with Hollubush Primary School expansion programme.</p>

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

- The junction is kept clear of vehicles, giving better sightline for both pedestrians and motorist
- Improve awareness of existing crossing points for motorist.

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
Chris Way	Senior Engineer	25/10/2017

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	25/10/2017
If relates to a Key Decision - date sent to Corporate Governance	
Any other decision – date sent to Equality Team (equalityteam@leeds.gov.uk)	