

Report to the Chief Officer (Highways and Transportation)

Date: 09 April 2019

Subject: Design and Cost Report for the Pedestrian Crossing Review 2019

Capital Scheme Number : 33167

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, name(s) of ward(s): Armley, Burmantofts & Richmond Hill, Cross Gates & Whinmoor, Gipton & Harehills, Roundhay, Wetherby, Farnley & Wortley, Pudsey, Bramley & Stanningley, Middleton and Moortown.	
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes <input 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 aim of this report is to obtain the Chief Officer's Approval in Principle for;
 - The recommendations of this year's Pedestrian Crossing Review, conducted in accordance with the approved framework; and
 - Implementation for schemes to be progressed in the annual programme.
2. The proposals contained in this report contribute to the Leeds ambition to be the Best City and the Best Council, in particular Objective 1: Supporting Communities and Tackling Poverty. By minimising some of the negative effects of traffic we ensure that Leeds 'helps all its residents benefit from the effects of the city's economic growth' by improving access to local facilities and new developments.
3. The report makes recommendations for eight sites to be provided with formal pedestrian crossing facilities. The report also includes recommendations for sites which either do not meet the criteria for the provision of a formal crossing or locations where a formal provision is not appropriate at this time, but where crossing opportunities for pedestrians can be improved by the introduction of some informal measures and would benefit the locality.

- 4 Site recommendations have been prepared using the approved assessment framework (unless otherwise indicated), which introduces a score based approach in order to quantify potential benefits and impacts of a crossing facility on local businesses and residents as part of the overall assessment process.
- 5 This report then seeks approval to agree and authorise the preparation and delivery of a programme of works identified by the Annual Pedestrian Crossing Review and (unless otherwise indicated) funded from the Local Transport Plan from the 2019-20 financial year.

Recommendations

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

- i) note the contents and recommendations of this report and the procedures carried out in respect of conducting the annual pedestrian crossing review;
- ii) review and approve the recommendations of the Annual Pedestrian Crossing Review as the basis for the 2019/20 programme for introducing new formal and informal pedestrian crossings; and give authority to commence the detailed design, consultation and implementation of the schemes described in Section 3 of the report and Appendix 2;
- iii) give authority to incur expenditure of £400,000 inclusive of all works costs, fees and legal costs, which will be funded £360,000 from the Local Transport Plan Transport Policy Capital Programme and £40,000 from a Section 106 receipt;
- iv) give authority to display notices on site under the provisions of Section 23 of the Roads Traffic Regulation Act 1984 in order to inform the public of the proposed pedestrian crossings;
- v) give authority to request the City Solicitor to draft and advertise a Notice under the provisions of Section 90C of the Highways Act 1980 for the implementation of traffic calming to complement some of the proposed pedestrian crossings;
- vi) give authority to request the City Solicitor to draft, advertise and implement, subject to objections, a Traffic Regulation Order, Movement Order or Speed Limit, where required, to support the proposed pedestrian crossings;
- vii) approve, with reference to the powers contained in Section 66(4) of the Highways Act 1980, where required, that the relevant lengths of footway are removed and that following the removal of the footways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980; and
- viii) agree to receive such other further reports as may be needed to address any objections received to advertised Notices or other matters arising from the detailed scheme proposals.

1. Purpose of this report

- 1.1 This report seeks approval to agree and authorise the preparation and delivery of these recommended works from the Local Transport Package during the year 2019-2020.

2. Background information

- 2.1 During the course of each year requests for the provision of new pedestrian crossings are received from members of the public and elected members. In order

to prepare recommendations for a programme for the installation of new crossings, all such requests are investigated and the results collated and analysed.

- 2.2 This review has been conducted in line with the crossing assessment framework and takes into account the range of sites and circumstances where crossings are requested, i.e.
- The ease with which a pedestrian (including children, older people and disabled people) can currently cross the road;
 - Whether a crossing site is on a pedestrian desire line and would be used regularly;
 - Potential benefits to the local community and businesses in overcoming severance;
 - Potential impacts on residents and businesses, both positive and negative;
 - Potential impacts on road safety and traffic speeds; and
 - Other relevant factors such as presence of bus stops, frontages, parking, junctions and other highway features, including proximity of existing formal and informal crossing points.
- 2.3 The annual crossing review and associated Crossing Assessment Framework is limited to those sites that have been requested by members of the public, elected members and other stakeholders, and takes into account existing demands and conditions. Other crossing proposals such as developer funded crossings are considered as part of the planning process. While the factors to be considered may include many or all of the above, along with other material planning considerations and predicted usage, they fall outside of the scope of the Annual Pedestrian Crossing Review and Crossing Assessment Framework. Such crossings may be subject to separate approval.

3. Main issues

- 3.1 The results of the assessment and recommendations are summarised in Appendix 2.
- 3.2 After carrying out assessments of all requests Leeds City Council is recommending crossing facilities at the following sites, which will form the basis for the Local Transport Plan funded delivery programme.

Site Location

Information and Justification

- 1) A61 East Street, City Centre/Burmantofts
- The location is situated to the east of the city and bisected by a dual carriageway, the A61, which provides links to the motorway network and is used daily by approximately 30,000 motorists. Currently there is an existing staggered toucan crossing east of where Cross Green Lane meets East Street. This provision no doubt catered for a pedestrian and cycle demand at one time, however, following substantial development in this area, made up of primarily residential properties, it is clear that the existing provision is not on the desire line. On site observations show that the vast majority of pedestrians are crossing between Cross Green Lane and

Bow Street, they also do this in a staggered fashion resulting in platoons of pedestrians walking down the central reservations. The few people that choose to use the existing facility that are travelling east to west only use one arm of the staggered crossing and again continue down the central reservation. In light of this, it is recommended that consideration is given to improving the existing facility to better cater for the desire line or consider a new facility that will improve walking journeys and safely cater for the high number of pedestrians that are either commuting or visiting the city centre.

Recommended: Toucan Crossing

- 2) Foundry Lane,
Gipton – North of
the junction with
South Parkway
Approach

The proposed crossing site is located on the Wyke Beck Way; the pedestrian and cycle route that links Roundhay Park and Temple Newsam. Foundry Lane is a busy local connector road that experiences in excess of 16,000 vehicles daily. Wyke Beck Way crosses Foundry Lane north of the junction with South Parkway Approach. This junction, along with the rest of Foundry Lane, is traffic calmed and has a 30mph speed limit in place. There are currently informal measures located on the junction plateau that is currently used by 255 pedestrians in a 12hrs period. Surveys also confirm that approximately 50% of pedestrians in the peak hours are children. The combination of the high traffic volumes and close proximity to the junction means there are few opportunities to cross so difficulty is increased, resulting in delays to pedestrians and cyclists. A formal facility is recommended in the form of a parallel crossing in order to provide continuity on the Wyke Beck Way, cater for routes to school and remove community severance.

Recommended: Parallel Crossing

- 3) Henconner Lane,
Bramley – South of
Greenthorpe Road

Henconner Lane is a local connector road that links Bramley to the outer ring road. At the point of the crossing request, it is surrounded by large residential areas that experience community severance. To the west there is Green Hill Primary School located within the residential estate and within the estate to the east there is Swallow Hill Academy. Pedestrians experience significant delays and difficulty when crossing due to a combination of reasons which include the close proximity of the side road junctions, on street parking and the vertical road alignment. On site observations confirm that many motorists choose to drive between the residential estates at school pick up and drop off times as opposed to walking and having to cross the road. Due to the site constraints and complexity of the location there are several design options that would help in this location. The recommendation at this time would be to provide a formal crossing facility in the form of a zebra crossing, along with kerbing alterations to the adjacent junctions, however, the

exact detail would have to be subject to consultation and detailed design, and may be subject to change.

Recommended: Zebra Crossing

- 4) Half Mile Lane, Stanningley
- Half Mile Lane is a local connector road linking Stanningley to areas such as Farsley and Rodley. This particular location is a key part of the network for both cyclists and pedestrians on routes to schools, local shopping areas, Stanningley town centre, Specialist Inclusive Learning Centre, and a residential area that has a large proportion of elderly people. High pedestrian numbers (964 within 12hrs) confirm the popularity of this location and how critical it is to daily journeys. The desire line, however, is close to the junction with Bradford Road. The location has seen some alterations in recent years; a 20mph speed limit has been introduced on Half Mile Lane, along with traffic calming and a change in priority for pedestrians and cyclists which is largely ignored. Whilst on site observations confirm road users can cross here with very little delay it is made difficult due to the compact nature of the site and closeness of parking, junction and busy car park access. In summary, due to the benefits this scheme would provide for the wider community and the need to highlight the crossing point to ensure better compliance it is recommended that a parallel crossing is introduced on the existing speed table.

Recommended: Parallel Crossing

- 5) Gledhow Lane, Roundhay
- This location is positioned outside Kerr Mackie Primary School. Gledhow Lane is a local connector road and at this point is a traffic calmed, single lane, dual carriageway with a 20mph speed limit. With the exception of the school, the road is fronted by residential properties and has a wide central reservation. There is an existing zebra crossing approximately 100 metres west of the proposed site, however, this specifically caters for the demand generated by the local high school and its access at Thorn Lane. The location experiences a very high number of child pedestrians with moderate vehicle flows; both are intensified at school opening and closing times. A formal crossing facility in the form of a staggered zebra crossing where the existing informal facilities are positioned would improve walking journeys to and from school.

Recommended: Humped Zebra Crossing

- 6) Osmondthorpe Lane, Osmondthorpe –
- Following a request from a local councillor, asking for improved pedestrian facilities in the local community, it is recommended that this location has a zebra crossing, located on a speed table, installed. Osmondthorpe Lane is a local residential road

South of Rookwood Terrace that is currently traffic calmed and has bus services along it. Surrounding the proposed crossing point there is a medical centre, convenience store and adult social care centre, in addition to well used ginnels through the estate. Presently, there are no informal facilities to assist vulnerable road users. Providing a formal facility would assist the local community and improve walking journeys to local amenities.

Recommended: Humped Zebra Crossing

- 7) High Street, Boston Spa – west of Westwood Way junction
- This location is slightly outside the Boston Spa town centre close to a new housing development and on a route to school. This particularly location has received several local requests from residents and ward members, there is also a petition campaigning for formal pedestrian facilities. High street itself is the main route in and out of Boston Spa linking the motorway network and Wetherby, as result it experiences, on average, approximately 10,000 vehicle per day. In contrast the pedestrian usage is moderate; it experiences a total of 83 within a 12hr period. In summary, the crossing might provide marginal gains to the town centre but the primary function of it will be to provide a necessary link from the new residential properties to the three schools located on Westwood Way and therefore a formal facility is recommended.

Recommended: Zebra Crossing

- 8) Ring Road Middleton, Middleton – Near Leeds Urban Bike Park
- In December 2018, Leeds Urban Bike Park was opened in Middleton. As part of this development there were some on highway works that provided better pedestrian and cycle connectivity to this destination, existing infrastructure and the local communities. A toucan crossing has been provided to the north of the site above Bodmin Road junction. A shared cycle/pedestrian link has also been installed to the south of the entrance. Now that the bike park has become established Leeds City Council have received request from the wards members about the need for a formal facility here that will support and improve sustainable travel options. In light of this, a toucan crossing is being recommended to cater for the existing demand.

Recommended: Toucan Crossing

3.3 The following sites have been investigated and, whilst they do not meet the criteria for a formal crossing have other forms of improvement recommended (in order of priority):

- | Site Location | Information and Justification |
|----------------------|--|
| 9) Kent Road, Pudsey | Crawshaw Academy is a secondary school situated in Pudsey. This school has several accesses one of which is for pedestrians only to the rear of the school and leads onto Kent Road. The number of pedestrian crossing at this location is |

very much concentrated at school pick up and drop off times and the crossing difficulty is made worse by the presence of parking linked to this. As a result the site has experienced three accidents in the past five years; one was serious and two had a severity rating of slight. The two slight collisions involved pedestrians. At all other times of the day the road is clear, crossing is not difficult and can take place without delay. In summary, even with the high number of pedestrian crossing movements, it is recommended that the site, in the immediate vicinity of the school entrance, would benefit from, and be protected by, parking restrictions and informal facilities in the form of dropped kerbs and tactile paving.

Recommended: Informal Measures and Traffic Regulation Order

- 10) A61 Scott Hall Road, Moortown – junction with Southlands Avenue
- A61 Scott Hall Road is a busy arterial route in Leeds that caters for large traffic volumes. At the point of the crossing request the road is dual carriageway and has a 40mph speed limit. Currently, pedestrians on route to both Carr Manor Primary School and Cardinal Heenan Catholic High School cross between Southlands Avenue and Carr Manor Parade. However, there isn't any footway provision on the central reservation or dropped kerbs present. It is recommended that informal provisions are provided.

Recommended: Informal facilities

- 3.4 The following site is an existing pedestrian crossing facility and, following investigation, requires minor alterations to improve its functionality. This site has not been subject to a crossing assessment:

- 11) Stanningley Road, Bramley – Near the junction with Elmfield Way
- There is an existing zebra crossing located on Stanningley Road in between Bramley roundabout and Elmfield Way. Over the past five years this crossing has experienced a total of seven recorded injury collisions. A review of Police records confirm that six of the collisions had a severity rating of slight and one was serious. Four of the collisions involved pedestrians, three of which were using the crossing, the remaining collisions were a mix of shunts and failure to give way incidents. The existing kerb to kerb distance exceeds 12 metres and does not have a stagger. Following on site observation, it is recommended that an island is provided to enable crossing to take place in a phased approach in combination with lighting changes to add to the conspicuity of the crossing.

Recommended: Stagger the existing zebra crossing with a pedestrian island and improvements to the street lighting and belisha beacons.

- 3.5 It is intended that crossings in Section 3.2, 3.3 and 3.4 will form part of the 2019/20 Integrated Transport Capital programme, based on the allocation from the Local Transport Plan Transport Policy Capital Programme £400,000.
- 3.6 Construction of new crossings in the vicinity of schools will be complemented by a programme of education and training for pupils, to be delivered by Leeds City Council's Road Safety team.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 No external consultations have been undertaken in respect of this report at this stage. The majority of the schemes in the proposed programme have originated from local communities; either from Ward Members, local residents or businesses. At this stage the detail and prioritisation has been assembled with input from the relevant officers from the Highways and Transportation service disciplines, but as the works programme develops, consultation on individual projects will be carried out.
- 4.1.2 Subject to approval of the programme, each individual scheme will be subject to full consultation with Ward Members, local residents and businesses (as appropriate) prior to final detailed scheme being progressed. This will include any relevant statutory process, such as 90C notice, and where any objections are received these will be formally reported to the Chief Officer (Highways and Transportation).

4.2 Equality and diversity / cohesion and integration

- 4.2.1 The Pedestrian Crossing Review process has been subject to an Equality Impact Assessment (EqIA), which is attached as an appendix 4. The Assessment identified positive impacts of the provision of pedestrian crossing facilities on local people and communities generally but, in particular; on older and younger people, pregnant women, people with children and disabled people. It also highlighted the need to continue to consider the needs of these equality groups and to ensure the transparency of the decision-making process.
- 4.2.2 If a site does not meet the criteria for formal crossing facilities, the lack of such facility may impact most on children and elderly/ disabled people. Elderly and disabled people may be the most affected as they will find it more difficult to walk and cross at an alternative location, and will require additional time to cross. Blind people may also find it difficult or lack confidence to cross a busy carriageway without a dedicated facility. Children are less likely to be able to judge the speed of traffic and child pedestrians form a significant proportion of those killed or seriously injured in traffic collisions (36% nationally). The presence of the above type of users is recorded and weighs on the consideration as to whether a formal facility should be provided.
- 4.2.3 The lack of appropriate facilities to cross a busy road may also have a greater impact on disadvantaged communities (and on women and children in particular), as they are less likely to have access to a car and are more likely to walk, thus being more exposed to the negative effects of traffic.
- 4.2.4 The recommendations of the EqIA include
- Having regard for road safety records and analysis;

- Consultations on individual sites, which do meet the criteria for provision, at the detailed design stage in order to determine and overcome any potential negative impacts;
- Further study to be undertaken at more marginal locations where there is a significant proportion of vulnerable pedestrians and where difficulty of crossing/ road safety history justifies this;
- Continuing to note and give consideration to the needs of disabled people when recommending sites for the provision of a crossing; and
- Ensuring transparency in the decision-making process.

4.2.5 The needs of elderly people, children and disabled people were weighed in the assessment process in favour of providing a formal facility at several sites noted throughout the report.

4.3 Council policies and best council plan

4.3.1 The Best Council Plan 2018 - 21 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority. Reducing the number of people killed or seriously injured on the roads is a key performance indicator for achieving this. By providing safe pedestrian crossing facilities where justified, linking communities and facilities, the Pedestrian Crossing Review will contribute to this objective being achieved. As children are ranked amongst the most vulnerable road users, the provision of safe crossing facilities where there is demand from children will help facilitate active modes of travel on journeys to school, and contribute to the following policy objectives:

- Leeds Education Challenge, which is part of the Child Friendly City objective;
- the Better Lives programme; and
- “Public Health which is embedded and effectively delivering health protection and health improvement”.

4.3.2 By providing safe pedestrian crossing facilities where justified, the Pedestrian Crossing Review will help achieve Leeds’ ambition to become the Best City by reducing the number of pedestrians killed or seriously injured on city’s roads, by fostering links between the communities and local facilities, especially where the highway forms a considerable barrier, and by enabling more sustainable travel choices for local journeys, including for new developments within the city. In doing this, the proposals and the new expanded framework will support the Travel Choices Strategy which forms part of the WY Local Transport Plan 2011-26. The strategy focuses on partnership working to ensure that people can access important services and goods in their local area by sustainable travel modes. This includes health services, childcare, social and cultural activities, food shopping and also transport services, information, education and support.

4.4 Resources and value for money

4.4.1 The proposed pedestrian crossings are estimated to cost £400,000 inclusive of any legal fees, staff fees and works costs. £360,000 will be funded from the Local

Transport Plan Transport Policy Capital Programme, and £40,000 from a Section 106 receipt, in accordance with priorities and budget provision set out in the Local Transport Plan 3.

4.4.2 Budget and funding profile

Funding Approval :	Capital Section Reference Number :-						
Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2018 £000's	FORECAST				
			2018/19 £000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2022 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
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2018 £000's	FORECAST				
			2018/19 £000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2022 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	330.0			330.0			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	60.0			60.0			
OTHER COSTS (7)	10.0			10.0			
TOTALS	400.0	0.0	0.0	400.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2018 £000's	FORECAST				
			2018/19 £000's	2019/20 £000's	2020/21 £000's	2021/22 £000's	2022 on £000's
Section 106 receipt	40.0			40.0			
LTP Government Grant	360.0			360.0			
Total Funding	400.0	0.0	0.0	400.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Parent Scheme : 99609

Title : Transport Policy LTP Capital Programme

4.5 Legal implications, access to information, and call-in

4.5.1 There are no legal implications for the contents of this report. The report is eligible for call-in as it affects multiple wards.

4.6 Risk management

4.6.1 All the schemes will be safety audited in order to ensure that any consequential accident risks arising from the siting of a new pedestrian crossing are addressed through careful design and appropriate siting of the facilities. Completed schemes will then be monitored.

5. Conclusions

5.1 The Pedestrian Crossing Review 2019 assessed 29 new sites where crossing facilities were requested as well as carry over locations from previous Pedestrian Crossing Review, and put forward eleven sites to be funded through the West Yorkshire Local Transport Plan where sites meet the current criteria, as detailed in Appendix 1, or identified in the planning process. It is hoped that these will help overcome some of the barriers to active travel.

6. Recommendations

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

- i) note the contents and recommendations of this report and the procedures carried out in respect of conducting the annual pedestrian crossing review;
- ii) review and approve the recommendations of the Annual Pedestrian Crossing Review as the basis for the 2019/20 programme for introducing new formal and informal pedestrian crossings; and give authority to commence the detailed design, consultation and implementation of the schemes described in Section 3 of the report and Appendix 2;
- iii) give authority to incur expenditure of £400,000 inclusive of all works costs, fees and legal costs, which will be funded from the Local Transport Plan Transport Policy Capital Programme £360,000 and a Section 106 receipt £40,000;
- iv) 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;
- v) give authority to request the City Solicitor to draft and advertise a Notice under the provisions of Section 90C of the Highways Act 1980 for the implementation of traffic calming to complement some of the proposed pedestrian crossings;
- vi) give authority to request the City Solicitor to draft, advertise and implement, subject to objections, a Traffic Regulation Order, Movement Order or Speed Limit, where required, to support the proposed pedestrian crossings;
- vii) approve, with reference to the powers contained in Section 66(4) of the Highways Act 1980, where required, that the relevant lengths of footway are removed and that following the removal of the footways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980; and
- viii) agree to receive such other further reports as may be needed to address any objections received to advertised Notices or other matters arising from the detailed scheme proposals.

7 Background documents¹

7.1 Appendix 1 – Crossing Assessment Framework.

7.2 Appendix 2 - Site Specific Recommendations.

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.

7.3 Appendix 3 – List of All Pedestrian Crossing Sites.

7.4 Appendix 4 - Pedestrian Crossing Review Equality Impact Assessment.

Appendix 1 - Crossing Assessment Framework

1. The framework continues to note the difficulty of crossing and pedestrian demand based on the PV2 surveys, while looking to quantify the expected benefits and impacts of the provision of a formal facility on the local neighbourhood, residents and businesses and on road safety, thus introducing an element of a feasibility assessment early on in the process. The PV2 criteria have been replaced with a points scoring system, reflecting the above considerations; the thresholds have been carefully benchmarked against previous assessments. The recommendations concerning the technical assessment as to what type of facility may be most appropriate for a particular setting remain unchanged, and are based on the agreed guidelines.
2. The framework establishes the thresholds for the consideration of both informal and formal crossing facilities. Scores between 4 and 8 indicate some degree of crossing difficulty which can be eased by informal measures (for example refuges, junction narrowing or build-outs). Scores above 8 indicate that a formal facility (a Zebra, Pelican or Toucan) should be considered. Higher scores, arising from higher traffic speeds and volume, greater crossing difficulty and road safety record, may indicate the need for a higher-end facility (signal controlled crossing). However, the choice of the facility will be predominantly dictated by the road and traffic characteristics as well as pedestrian demand and waiting times and subject to a feasibility, engineering and road safety assessment.
3. Whilst signal controlled crossings are generally more appropriate on busier and faster roads, zebra crossings can provide safe facilities where speeds are lower and can achieve reduced pedestrian delay. Overall, where used appropriately, they have achieved safety records just as good as equivalent light controlled crossings.
4. Typical site characteristics and road conditions for a signal controlled crossings would be:
5. Puffin crossing will generally be preferred for the busiest sites. These will be typically very busy roads where mean traffic speeds exceed 35 mph. Typically, traffic flows will exceed 1000 vehicles per hour and over 70 pedestrian movements in busiest hours, or there would be an indication of suppressed pedestrian demand. At some sites there will be a record of pedestrian injuries. Pedestrian waiting time will generally exceed 1 minute.
6. Zebra crossing will generally be preferred at quieter sites. In some instance other informal measures may be recommended. These will be generally appropriate for medium trafficked roads with flows typically over 700 vehicles per hour in the busiest hour(s) and where mean traffic speeds are below 35 mph. Pedestrian flows will typically exceed 40 in the busiest hours and should exceed those on adjacent sections of road by at least 3:1 thereby demonstrating a clear desire line. Most sites are unlikely to have a pattern of pedestrian casualties. Waiting times up to 30 seconds and occasionally exceeding 1 minute. Some sites at the higher end of the range may be best suited to Puffin crossing control. For sites are at the lower end of speed and traffic range zebra crossings will be preferred.
7. For the avoidance of doubt developer funded crossings are considered as part of the planning process and fall outside of the scope of the Annual Pedestrian Crossing Review and associated Crossing Assessment Framework.

PEDESTRIAN CROSSING ASSESSMENT CRITERIA MATRIX

ASSESSOR.....

SITE.....

DAY/DAY/TIME.....

.....

WEATHER & ROAD CONDITIONS.....

Section 1: Site Assessment

SCORE	-3	-2	-1	0	1	2	3	Total
Traffic Impact on Locality		A worsening of condition in both i. Access to frontage property ii. Restrictions on waiting	A worsening of conditions in either: i. Access to frontage property ii. Restrictions on waiting	10 properties or less benefiting	Whole Street of up to 50 properties benefiting	Local neighbourhood of up to 200 properties benefiting	A whole town, village or district benefiting	
Crossing impact on the Locality	A worsening of conditions in ALL of: i) Access to premises made more difficult ii) Passing trade removed iii) Restrictions on waiting iv) Noise/Visual Pollution	A worsening of conditions in any TWO of: i) Access to premises made more difficult ii) Passing trade removed iii) Restrictions on waiting iv) Noise/Visual Pollution	A worsening of conditions in ONE of: i) Access to premises made more difficult ii) Passing trade removed iii) Restrictions on waiting iv) Noise/Visual Pollution	No real impact but maybe a couple of properties benefiting at most (commercial/ industrial)	A parade of 15 shops or business properties benefiting	A small town or village benefiting	A major town centre benefiting	
Public Interest				First request in 3 years	Two independent requests in last 12 months	Regular complaint OR Petition	Regular complaint AND petition	
Traffic Speed Assessment				Mean speeds within prescribed limit	Reduction of mean speeds up to 10% of prescribed limit	Reduction of mean speeds up to 20% of prescribed limit	Reduction of mean speeds up to 30% of prescribed limit	
Highway Assessment	Use Section 2 – Highway Assessment score							
Road Safety History	Use Section 3 – Road Safety History score							
Traffic/ Pedestrian Surveys	Use Section 4 – Traffic/Pedestrian score							
<u>TOTAL SCORE</u>								

Section 2: Highway Assessment

Road character: Two way single carriageway, Dual Carriageway, etc	Type of Road	Road Classification	Direction of flow (2 way)
Carriageway width: *Between islands or central reserve for dual carriageways	Overall Width	Lane 1*.	Lane 2*.
Other road features (presence of alternative crossings, refuges islands, traffic calming, TROs etc):-			
Other road factors (adjacent junctions, accesses etc):-			
Frontage (✓ any)	Shops	Residential	School
Other (hospital, day centre etc.):-			
Bus services/stops proximity:-			
Visual check of crossing opportunities (circle one): (0) Very easy - no difficulty within a few seconds (0) Easy - short wait up to 30 seconds (1) Moderate difficulty - wait of up to one minute (2) Difficult - more than a one minute wait (3) Very difficult - long wait of two minutes or more (3) Impossible - after waiting several minutes for an opportunity Judgement should be based on normal walking pace WITHOUT having to walk fast or run to cross in safety.			

Section 3: Road safety history

Accidents:	5 year period from		
Severity	slight	serious	fatal
Adult pedestrian			
Child pedestrian			
Others			
Other factors:-			
-1	0	1	2
Risk potential increased	No effect on safety	Risk potential reduced	Some accident savings possible

Note: Recorded for 50 metres either side of study site.

Section 4: Traffic/Pedestrian Surveys

Traffic/Ped surveys:	12 hours	Busiest hour	Second busiest hour
Flow:-	_____ to _____	_____ to _____	_____ to _____
All vehicles			
Adult pedestrians (all)			
Child pedestrians			
Elderly people			
Other relevant groups 1. 2.			
Other details:-			
Speed Limit	85 percentile	Average (mean)	

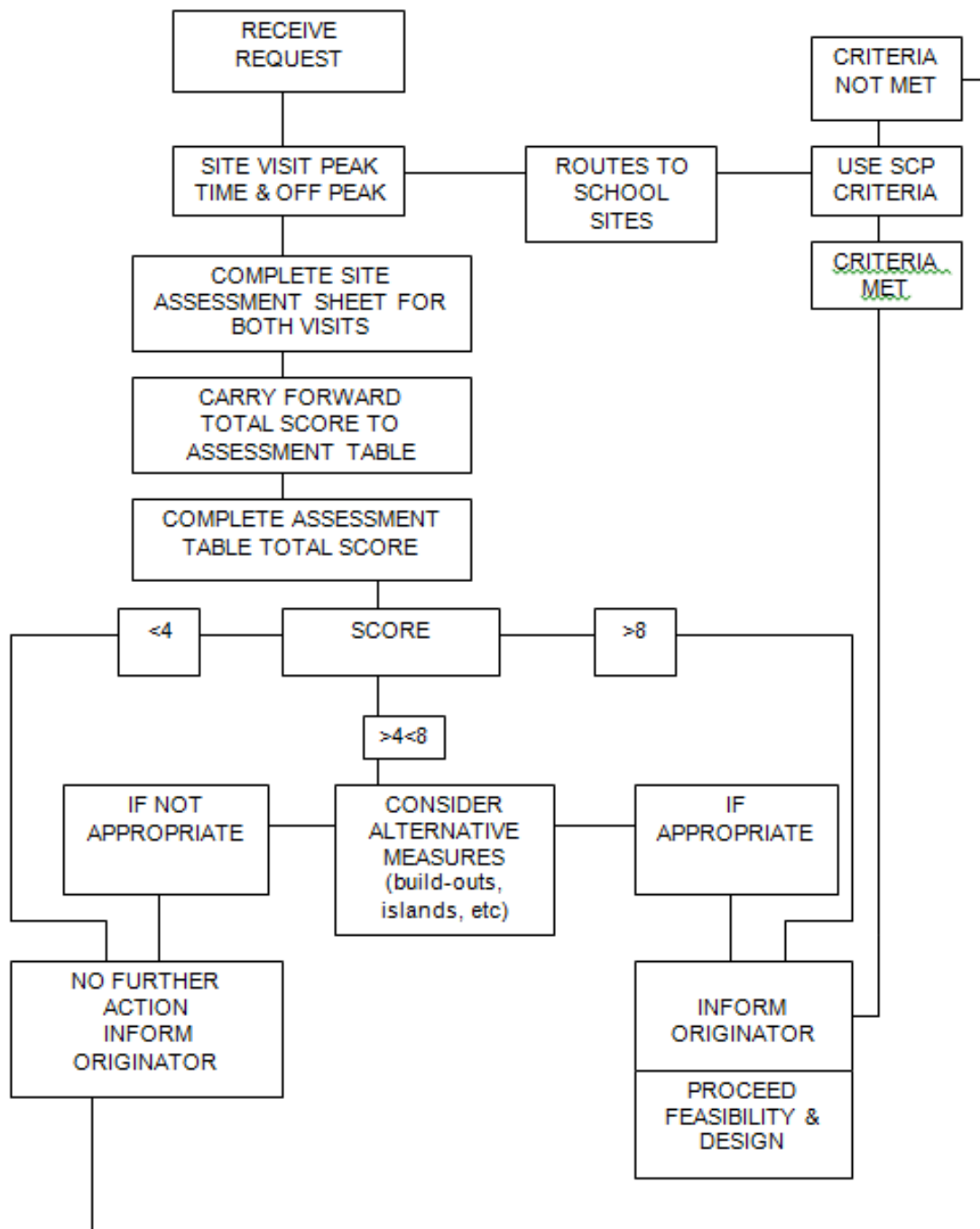
Pedestrian volumes per hour at busiest hours:

25 – 50 = 1 point, 50 – 75 = 2 points, >75 = 3 points.

High volume of child/ elderly pedestrians + 1 point

Conclusions/ recommendations:

PEDESTRIAN CROSSING CRITERIA FLOW CHART



Guidance notes

- 1) The purpose of this assessment framework is to ensure that the Council fulfils the requirements of LTN 1/95 “The assessment of pedestrian crossings” when considering requests for pedestrian crossings. The framework considers the difficulty of crossing and existing pedestrian demand as well as overall benefits and disbenefits of the potential provision for pedestrians and local residents and businesses, as well as impact on road safety.
- 2) This approach is a development of the previous process approved by the Director of Highways and Transportation in 2002 (revised 2006) and has been benchmarked against previously approved crossings.
- 3) The first approach to all requests is an initial site inspection followed by a desk top study of the available accident and traffic data. As a rule this will be followed up by a 12 hour pedestrian and traffic survey. The survey will help determine the busiest times for both pedestrians and traffic and this in turn will inform the best periods for site observation.
- 4) The site visit should note the following;
 - a) Any community facilities that are present (shops, library, school, community centre, pubs, bus stops, surgeries, PO, etc)
 - b) Current parking arrangements (driveways, on-street parking)
 - c) Presence of any passing trade (foot and motorised)
 - d) Any pedestrian desire lines/ attractors
 - e) Any observed crossing difficulties and contributing factors (age, disability, highway characteristics, parking)
 - f) Any nearby features that facilitate crossing
- 5) The appropriate information needs to be entered into the assessment sheet, including data from the desktop study (speeds, accidents, pedestrian and vehicles volumes and pedestrian profile).
- 6) For sites which receive the score of >8 a formal crossing is recommended – the exact type of the facility to be determined by the nature of the road, traffic and pedestrian flows and vehicular speeds, as per Pedestrian Crossing Site Assessment Guidelines.
- 7) In making recommendations, the assessor should be seeking to examine the most effective and economic means of ensuring that the observed volume of pedestrian traffic can cross the road in safety. In essence the objective is to provide measures which allow pedestrians the time they need to cross, either by a formal crossing, or where numbers or traffic flow does not justify it, the appropriate informal measures such as refuge islands, promontories etc.
- 8) For the avoidance of doubt developer funded crossings are considered as part of the planning process and fall outside of the scope of the Annual Pedestrian Crossing Review and associated Crossing Assessment Framework.

Appendix 2 – Site Specific Recommendations

No.	Location	Ward	Proposed	All Day Activity		Busiest 2hrs		Assist access to facilities	Assists school journeys	Assessment Scoring							Total	Accidents
				Traffic Flow (2 way)	Ped Flow (2 way)	Average Traffic Flow	Average Ped Flow			Traffic Impact	Crossing Impact	Public Interest	Traffic Speed	Highway Assessment	Road Safety	PV2 Rating		
1	A61 East Street - At the end of Cross Green Lane	Burmantofts and Richmond Hill	Toucan Crossing	27996	670	3238	106	Yes	No	3	3	0	1	1	0	3	11	None
2	Foundry Lane/South Parkway Junction	Gipton and Harehills	Parallel Crossing	16661	255	1524	48.5	No	Yes	3	2	0	0	1	0	4	10	1 Serious & 1 Slight (0 Peds)
3	Henconner Lane	Farnley and Wortley	Zebra Crossing	10363	232	991	50	Yes	Yes	2	0	1	0	2	1	3	9	None
4	Half Mile Lane	Bramley and Stanningley	Parallel Crossing	3361	964	402	94	Yes	Yes	3	1	0	0	0	0	4	8	None
5	Gledhow Lane	Roundhay	Zebra Crossing	3722	240	437	80	No	Yes	2	2	0	0	0	0	4	8	1 Slight
6	Osmondthorpe Lane	Burmantofts and Richmond Hill	Humped Zebra Crossing	3725	364	378	54	Yes	Yes	3	2	0	0	0	0	3	8	None
7	High Street, Boston Spa (junction of Westwood Way)	Wetherby	Zebra Crossing	9465	83	828	24.5	Yes	Yes	2	2	3	0	0	0	1	8	1 Slight (0 Peds)
8	Ring Road Middleton (Bike Park)	Middleton	Toucan Crossing	10976	159	1147	34.5	Yes	Yes	2	2	0	1	1	0	2	8	None
9	Kent Road, Pudsey	Pudsey	Informal measures	4223	359	458	130	No	Yes	2	-1	1	0	0	1	4	7	1 Serious & 2 Slight (2 Peds and 1 Cycle)
10	Scott Hall Road	Moortown	Informal measures	18164	27	1774	7	No	Yes	2	1	2	0	1	0	0	6	3 slight (no Peds, 2 Pedal Cycles)
11	Stanningley Road (Elmfield Way)	Armley	Pedestrian Island	Changes based on collision information													6	1 Serious & 6 Slight (4 Peds)

Appendix 3 – List of All Pedestrian Crossing Sites

Location	Ward
A61 East Street (at the end of Cross Green Lane)	Burmantofts & Richmond Hill
Foundry Lane (junction with South Parkway Avenue)	Gipton & Harehills
Henconner Lane (south of its junction with Greenthorpe Road)	Farnley & Wortley
Gledhow Lane	Roundhay
High Street, Boston Spa (west of its junction of Westwood Way)	Wetherby
Osmondthorpe Lane, Burmantofts (outside East Leeds Health Centre)	Burmantofts & Richmond Hill
Whingate Road	Armley
Scott Hall Road, Moortown	Moortown
Main Street, Shadwell	Harewood
Meanwood Road	Chapel Allerton
Preston Lane, Great Preston	Garforth & Swillington
South Parkway (Moresdale Lane)	Killingbeck & Seacroft
Church Lane, Adel (junction with Holt Close)	Adel & Wharfedale
Oldfield Lane	Armley
Church Lane (junction with Green Road)	Moortown
A58 Easterly Road (junction with Montagu Avenue)	Gipton & Harehills / Roundhay
Middleton Park Avenue	Middleton Park
Grove Lane, Weetwood/Meanwood	Weetwood/Meanwood
Rein Road, Morley	Morley South
Green Lane Meanwood	Moortown
Cottingley Drive	Beeston and Holbeck
Street Lane	Moortown
Foundry Lane (Parkway Grange)	Killingbeck & Seacroft
A63 Selby Road, Swillington Common	Garforth & Swillington
Whitehouse Lane, Great Preston	Garforth & Swillington
South Parkway (Parkfield Way)	Killingbeck & Seacroft
A63 Selby Road (junction with Swillington Lane)	Garforth & Swillington
Stonegate Road	Moortown
Ring Road Middleton (near Urban Bike Park)	Middleton Park

Appendix 4 – Pedestrian Crossing Review Equality Impact Assessment

Equality, Diversity, Cohesion and Integration Impact Assessment



As a public authority we need to ensure that all our strategies, policies, services, functions, and structures both current and proposed have given proper consideration to equality, diversity, cohesion and integration. In all appropriate instances we will need to carry out an equality, diversity, and cohesion and integration impact assessment.

This form:

- can be used to prompt discussion when carrying out your impact assessment
- should be completed either during the assessment process or following completion of the assessment
- should include a brief explanation where a section is not applicable

Directorate: City Development	Service area: Transport Policy
Lead person: Kasia Speakman	Contact number: 0113 2476312
Date of the equality, diversity, cohesion and integration impact assessment: 4/3/11	

1. Title: The Pedestrian Crossing Review process. Equality Impact of the current process for determining the priority list for the installation of pedestrian crossings						
Does this relate to:						
Strategy	Policy	Service	Function	Structure	Other	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is this:						
<input type="checkbox"/> New/ proposed	<input checked="" type="checkbox"/> Already exists and is being reviewed	<input type="checkbox"/> Is changing				
(Please tick one of the above)						

2. Members of the assessment team:

Name	Organisation	Role on assessment team e.g. service user, manager of service, specialist
Kasia Speakman	Sustainable Transport - Leeds City Council	Assistant Transport Planner (Access & Mobility Officer)
Timothy Parry	Sustainable Transport – Leeds City Council	Senior Transport Planner

Lisa Powell	Performance & Improvement Manager	Equality Lead
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3. Summary of strategy, policy, service, function or structure that was assessed:

This EIA concerns a long established process of assessing requests for provision of pedestrian crossing facilities through an annual review. The Pedestrian Crossing Review formed part of the implementation of the priorities and actions as identified in the West Yorkshire Local Transport Plan 2006-2011 (WYLTP2):

S1 - Provide an appropriate road environment with facilities for each user group,

S4- Encourage the correct behaviour of all road users

It also contributed to a number of initiatives identified in the LTP2, including creation of safe routes to school, reducing road casualties and targeting specific vulnerable groups such as child pedestrians and cyclists, especially those living in disadvantaged areas and exposed to large volumes of traffic. It will continue to meet the objectives of the new LTP3 *My Journey* which contains proposals “to define, develop and manage networks and facilities to encourage walking and cycling” and “to develop a model for transport planning at a community level to enhance local accessibility”, to improve safety and security seeking to minimise transport casualties and to address barriers to travel.

The review considers requests for provision of formal crossing facilities across Leeds and recommends locations which merit such provision and what type of crossing should be provided. The aim of the review is to get approval to fund pedestrian facilities where these:

- facilitate pedestrian journeys by overcoming a barrier or severance
- link communities to facilities, such as schools, shops, transport infrastructure, community centres, surgeries etc
- enable safe journeys to school on foot
- help reduce the number of pedestrians killed or seriously injured and improve road safety

The review is conducted in accordance with the guidelines developed in 2002-08, which reflect the three key principles underpinning the evaluation and recommendations made for every site studied:

- The ease with which pedestrians can currently cross the road;
- Whether a crossing will be used regularly; and
- Is a crossing the most appropriate road safety measure or would other measures be more suitable.

4. Scope of the equality, diversity, cohesion and integration impact assessment
 (complete - 4a. if you are assessing a strategy, policy or plan and 4b. if you are assessing a service, function, structure or event)

4a. Strategy, policy or plan (please tick the appropriate box below)	
The vision and themes, objectives or outcomes:	<input checked="" type="checkbox"/>
The vision and themes, objectives or outcomes and the supporting guidance	<input type="checkbox"/>
A specific section within the strategy, policy or plan	<input type="checkbox"/>
Please provide detail:	
<p>The Vision for Leeds specifies the following objectives:</p> <ul style="list-style-type: none"> • Increase investment in other forms of transport, such as walking and cycling routes, to meet everyone’s needs • Local services, including shops and healthcare, are easy to access and meet people’s needs <p>The review recommends sites, assessed according to the above guidelines, which meet the criteria for an LTP investment in a new pedestrian crossing facility. The site assessment guidelines include access to local services.</p>	

4b. Service, function, event please tick the appropriate box below	
The whole service (including service provision and employment)	<input type="checkbox"/>
A specific part of the service (including service provision or employment or a specific section of the service)	<input checked="" type="checkbox"/>
Procuring of a service (by contract or grant)	<input type="checkbox"/>
Please provide detail:	
<p>The Pedestrian Crossing Review aims to provide an impartial assessment of all requests received and to recommend provision of crossings at locations which meet the criteria for a particular facility in terms of:</p> <ul style="list-style-type: none"> • pedestrian demand, • traffic flows and • difficulty of crossing. 	

The review uses a framework approved by the Highways Board to assess each location against the three key principles outlined above. The framework has three categories of crossing facilities:

- signal controlled crossing
- zebra crossing
- informal crossing facilities, such as a pedestrian refuge,

Sites are assessed against a set of objective criteria to determine the most appropriate facility for each site.

Sites with high vehicular flows (over 1000 vehicles per hour) travelling at speed of over 35mph and high pedestrian demand (typically over 70 pedestrian movements in the busiest hour) would generally merit a signal controlled crossing. For less busy sites (flows typically over 700 vehicles, traffic speed <35 mph 85th percentile, over 40 pedestrians in the busiest hour) a Zebra crossing may be more appropriate. Sites which do not meet the above criteria may benefit from some informal measures to assist pedestrians in crossing the road.

Other factors weighed in favour of the potential provision include demand from particularly vulnerable pedestrians (children, elderly and disabled people) and presence of local facilities as 'attractors'.

The process is undertaken by Transport Policy section and based on data of pedestrian demand, traffic flows, site visits and accident statistics supplied by Traffic Management and other sections. It does not aim to produce detailed designs.

5. Fact finding – what do we already know

Make a note here of all information you will be using to carry out this assessment. This could include: previous consultation, involvement, research, results from perception surveys, equality monitoring, service level equality targets and customer/ staff feedback.

(priority should be given to equality, diversity, cohesion and integration related information)

Service - Background Information

The service is provided throughout the city. Customers of the service include all members of the community who need to travel on foot and cross roads, as well as:

- Residents
- Businesses
- Doctors' Surgeries
- Community Groups
- Councillors
- Local organisations e.g. – schools
- Parish Councils
- Other Council Services

The approved schemes are mainly funded through the LTP. Some schemes are linked to new developments and can be funded through Section 106 agreements as part of planning consents.

Compliments & Complaints

When a site does not justify the provision of a formal crossing facility, this sometimes prompts requests for reconsideration or justification from ward members. The delivery of development funded schemes is contingent on the development commencing which, on occasion, is sometime after the planning consent; where the measures may be of wider benefit to the community this can result in dissatisfaction with the delivery of the service.

Assessment Process

Leeds City Council has an agreed framework for the assessment of potential pedestrian crossing locations which considers the road safety history, a site assessment, current pedestrian usage of the location and the volume of traffic.

Locations which fulfil the criteria in the framework are put forward for funding and inclusion in the annual programme within the Local Transport Plan (LTP). Factors used to make the assessment include:

- Accident statistics – road safety history
- Site assessment – current features including crossing opportunities
- Traffic flows
- Usage of roads by pedestrians at different points and times during the day
- Crossing difficulties
- ‘Special considerations’ – such as the presence of a school, sheltered accommodation, high proportion of children crossing

These items are recorded and evaluated, and a recommendation on the course of action is made.

Are there any gaps in equality and diversity information

Please provide detail:

None. The service is provided throughout the City based on need. Surveys do distinguish on age i.e. adults, children, and older people.

Action required:

Have regard for road safety records and analysis.

6. Wider involvement – have you involved groups of people who are most likely to be affected or interested

Yes

No

Please provide detail:

Public consultations involved the policies which the pedestrian crossing review helps to deliver rather than the review process itself. Lack of infrastructure, safety and lack of education were identified through consultations for the LTP3 as the main the barriers to walking and cycling. The Vision for Leeds and its objectives mentioned above were developed in consultations with local residents. The guidelines upon which the review is conducted were revised in 2002 and 2008 to give a more flexible approach.

Action required:

No action required at present. Reduced budget may mean that fewer schemes will be delivered. However, this will depend on the agreed priorities year on year, which will have regard to the overall pedestrian crossing review process.

7. Who may be affected by this activity?

please tick all relevant and significant equality characteristics, stakeholders and barriers that apply to your strategy, policy, service or function

Equality characteristics

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Age | <input checked="" type="checkbox"/> Carers | <input checked="" type="checkbox"/> Disability |
| <input type="checkbox"/> Gender reassignment | <input type="checkbox"/> Race | <input type="checkbox"/> Religion or Belief |
| <input checked="" type="checkbox"/> Sex (male or female) | <input type="checkbox"/> Sexual orientation | |
| <input type="checkbox"/> Other | | |

(for example – marriage and civil partnership, pregnancy and maternity, social class, income, unemployment, residential location or family background, education or skills level)

Please specify:

The work undertaken by the service has a positive effect on local people and communities generally, but in particular; older and younger people, pregnant women, people with children and disabled people.

Stakeholders

- | | | |
|--|---|---|
| <input checked="" type="checkbox"/> Services users | <input checked="" type="checkbox"/> Employees | <input type="checkbox"/> Trade Unions |
| <input checked="" type="checkbox"/> Partners | <input checked="" type="checkbox"/> Members | <input checked="" type="checkbox"/> Suppliers |
| <input type="checkbox"/> Other please specify | | |

Potential barriers.	
<input checked="" type="checkbox"/> Built environment services	<input checked="" type="checkbox"/> Location of premises and
<input checked="" type="checkbox"/> Information and communication	<input checked="" type="checkbox"/> Customer care
<input type="checkbox"/> Timing	<input checked="" type="checkbox"/> Stereotypes and assumptions
<input checked="" type="checkbox"/> Cost	<input checked="" type="checkbox"/> Consultation and involvement
<input type="checkbox"/> specific barriers to the strategy, policy, services, function or structure	
Please specify	

8. Positive and negative impact
 Think about what you are assessing (scope), the fact finding information, the potential positive and negative impact on equality characteristics, stakeholders and the effect of the barriers

8a. Positive impact:

The assessment framework considers the demand from children and elderly people and factors such as the proportion of children, enabling journeys to school and the proportion of elderly people are weighed positively in the decision making process to recommend the provision of a crossing. No specific data is gathered in terms of disability, sexual orientation or race, however, site observations/ request details do provide some indication of demand from pedestrians with a mobility impairment. Whenever possible, these are factored into the decision making process.

The review assesses the level of demand for a crossing at a particular point, ensuring that the provision of a crossing meets the existing need for a specific facility to enable pedestrians to safely cross the road. This has a positive impact on people's ability to make journeys on foot, including elderly and disabled people and children.

There is a misconception that pedestrian facilities are only provided in the aftermath of a serious accident. The review provides a clear framework for assessment of sites and helps dispel such myths.

Age:

- **Older people** often require a longer time to cross and are unable / find it difficult to cross unless there are large gaps in traffic. The review collect information about the number of elderly people crossing at the location assessed.
- **Young people** are enabled to cross the road in relative safety and formal facilities help promote independence, for example on a journey to school. Installation of new facilities on a route to school may include specific road safety training for school children on how to use the crossing.

Disabled people:

Formal crossing facilities include features which benefit disabled pedestrians such as dropped kerbs for wheelchair users and tactile paving to assist blind and partially sighted pedestrians. Signal controlled crossings also have tactile and audible signals corresponding to the 'green man' phase. At-grade crossings are more inclusive than bridges and underpasses and are accessible to all. Blind pedestrians do not have to judge the direction and speed of traffic and can cross in greater confidence at a formal crossing point.

The annual review provides an opportunity for members of the public (including disabled people) and for other bodies (such as schools) to request pedestrian facilities at specific locations. The requests receive proper consideration and the outcomes are based on an impartial assessment of need, including any special considerations (e.g. high proportion of children or elderly people crossing). This ultimately leads to installation of facilities which otherwise would not have been provided.

Action required:

No action required.

8b. Negative impact:

General

The review framework does not have negative impacts on equality characteristics. In terms of specific outcomes, potential negative impacts may be:

Traffic flows and congestion – increase in pedestrian facilities may produce delays on some congested routes. The type of facility is carefully considered for each specific location.

Age and Disability

Parking – if a crossing facility is provided this does remove kerbside parking, which may have a negative impact, particularly on elderly and disabled people. This does, however, depend on the frontage uses and restrictions will usually be quite limited in their extent.

If a site does not meet criteria for formal crossing facilities, the lack of such facility may impact most on children and elderly/ disabled people. Elderly and disabled people may

be the most affected as they will find it more difficult to walk and cross at an alternative location, and will require additional time to cross. Blind people may also find it difficult or lack confidence to cross a busy carriageway without a dedicated facility. These factors are taken into consideration during site assessment, where relevant other more appropriate measures may be considered.

Action required:

General: Consultations on individual sites which do meet the criteria for provision at the detailed design stage to determine and overcome any potential negative impacts.

Age: Undertake further study at more marginal locations where there is a significant proportion of vulnerable pedestrians and where difficulty of crossing/ road safety history justifies this.

Disabled people: Continue to note and give consideration to the needs of disabled people when recommending sites for the provision of a crossing.

9. Will this activity promote strong and positive relationships between the groups/communities/teams identified?

Yes

No

Please provide detail:

The provision of crossings helps overcome physical barriers and therefore links communities where severance by a busy road occurs. However, there is potential for one community to feel that they are being put at a disadvantage compared to neighbouring communities, if they receive their schemes and others do not. The assessment process aims to ensure that rational and fair decisions are made.

Action required:

- Continue to perform feasibility assessments on proposed schemes taking into account the needs of disabled people. Seek additional support /funding as required.
- Ensure that stakeholders are made aware of the funding pressures faced by the service in an attempt to manage expectations.
- Ensure transparency in the decision making process.

10. Does this activity bring groups/communities/teams into increased contact with each other (e.g. in schools, neighbourhood, workplace)?

Yes

No

Please provide detail:

Facilitating pedestrian journeys provides greater opportunities for residents and communities to meet and interact, e.g. on a journey to school.

Action required: None

11. Could this activity be perceived as benefiting one group/community/team at the expense of another?

Yes

No

Please provide detail:

The overall reduction in available funding may mean ultimately a reduction in the number of schemes implemented. This could lead to a perception in communities that they are less important. However, the approval of the need for the facility is secured through the objective assessment and does not reflect funding constraints. In the event of restricted funding prioritised schemes would be carried forward for future funding.

Action required:

Ensure transparency in the decision making process and in how reports are published.

12. Equality, diversity, cohesion and integration action plan

(insert all your actions from your assessment here, set timescales, measures and identify a lead person for each action)

Action	Timescale	Measure	Lead person
Continue to perform feasibility assessments on proposed schemes taking into account the needs of disabled people. Seek additional support /funding as required.	Ongoing	Annual report submitted to the Highways Board for approval.	Kasia Speakman
Ensure that stakeholders are made aware of the funding pressures faced by the service in an attempt to manage expectations.	Ongoing	Awareness through the media etc of the Councils current financial constraints	Gwyn Owen / Tim Parry
Ensure transparency in the decision making process.	Ongoing	Publication of reports and guidelines.	Kasia Speakman
Consult on individual sites at the detailed design stage to identify and help overcome any potential negative impacts	Ongoing	Increased public awareness & reduction in complaints	Design Teams.
Undertake further study at more marginal locations where there is a significant proportion of vulnerable pedestrians and where difficulty of crossing/ road safety history justifies this	Ongoing	Use and reference to the agreed frameworks as part of the decision process.	Kasia Speakman
Continue to note and give consideration to the needs of disabled people when recommending sites for the provision of a crossing	Ongoing	Use and reference to the agreed frameworks as part of the decision process.	Kasia Speakman

13. Governance, ownership and approval

State here who has approved the actions and outcomes from the equality, diversity, cohesion and integration impact assessment

Name	Job Title	Date
Andrew Hall	Head of Transport Policy (Acting)	September 2011

14. Monitoring progress for equality, diversity, cohesion and integration actions
(please tick)

As part of Service Planning performance monitoring

As part of Project monitoring

Update report will be agreed and provided to the appropriate board
Please specify which board

Other (please specify)

15. Publishing

Date sent to Equality Team	
Date published	