

Report to Chief Officer (Highways and Transportation)

Date: 21 May 2019

Subject: West End Lane, Horsforth – Speed Hump

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Horsforth	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

- 1 As part of the introduction of a 20mph scheme in the 'West End' area of Horsforth in 2018, traffic calming features were introduced on the majority of West End Lane, from its junction with Brownberrie Lane through a point by West End Primary School. Concerns have consistently been raised regarding driver behaviour at the junction of West End Lane with Hall Lane, specifically the cutting of this junction at higher than desired speeds.
- 2 This report seeks approval of the Chief Officer (Highways and Transportation) to advertise a Section 90c Notice and subject to the receipt and resolution of any objections, to approve the subsequent introduction of a round top (sinusoidal) speed hump close to the junction of West End Lane with Hall Lane, to reduce through vehicle speeds.
- 3 The Best Council Plan 2018 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. This scheme meets these objectives by providing a safer and more user friendly road environment, through improved accessibility and visibility for all persons using the roads in question.

Recommendations

- 5 The Chief Officer (Highways and Transportation) is requested to:
- i) Authorise the detailed design and advertisement of a round top (sinusoidal) speed hump on West End Lane, in the location shown on the associated drawing TE-17-280-GA;
 - ii) Request the City Solicitor to advertise a notice under Section 90c of the Highways Act 1980 to provide a vertical feature, specifically a round top (sinusoidal) speed hump on West End Lane, Horsforth;
 - iii) In the event that no objections are received or are satisfactorily resolved, give authority to introduce a round top (sinusoidal) speed hump on West End Lane, in the location shown on the associated drawing TE-17-280-GA; and
 - iv) Authorise the expenditure of £3,500 from the Traffic Management Revenue budget, following provision of this funding via Ward Based Initiative funding approval from the Horsforth Members.

1 Purpose of this report

- 1.1 This report seeks approval to design, advertise and subject to receipt of objections, subsequently introduce a vertical traffic calming feature on West End Lane, Horsforth close to its junction with Hall Lane as indicated on the associated drawing TE-17-280-GA.

2 Background information

- 2.1 Leeds City Council introduced a 20mph scheme in the 'West End' area of Horsforth in 2018, as part of its ongoing 20mph schemes programme.
- 2.2 As part of that 20mph scheme, round top (sinusoidal) speed humps were introduced on West End Lane (between Brownberrie Lane and West End Primary School) and West End Rise (the full length between West End Lane and Hall Lane).
- 2.3 Members of the public and Ward Members have consistently raised concerns regarding the speed of traffic on the section of West End Lane that is without vertical traffic calming features, as well as expressing concerns over driver and pedestrian safety at the junction of West End Lane with Hall Lane due to drivers cutting this corner without sufficiently slowing.
- 2.4 Officers have explored various options to improve driver behaviour at the junction of West End Lane with Hall Lane. A thermoplastic 'ghost island' was introduced, akin to those seen in advance of mini-roundabouts, with the intention of drivers not driving over this area. This has, however, not been successful with drivers continuing to cut the corner.
- 2.5 Officers have similarly explored the possibility of introducing an island within the junction mouth, either in kerbed or bolt-down form. However, following modelling of the junction, such provision would severely restrict manoeuvrability for large vehicles such as emergency vehicles, refuse collection vehicles and buses, a

consideration due to the nearby primary school. Therefore it is not possible to introduce an island within the junction mouth without significant alterations to the junction radii.

- 2.6 There have been zero recorded injury accidents at this junction in the last five year period.

3 Main issues

- 3.1 Considering, as detailed in paragraphs 2.4 and 2.5, it is not possible to introduce a measure that will definitely prevent drivers from cutting the junction. It is considered however, that a measure could be introduced to sufficiently slow vehicles entering the junction and should it be positioned correctly, would encourage drivers to take the junction at an appropriate angle.
- 3.2 By introducing a round top (sinusoidal) road hump, mirroring measures elsewhere in the immediate area, drivers would be slowed upon immediate entry to the street. Furthermore, by positioning the feature in an appropriate manner, should drivers continue the typical line of entry, they would straddle the hump at an angle that would cause an uneven passage over the hump. This could in theory encourage drivers to take the junction in an appropriate manner, allowing a straight, even and slower passage over the hump.

4 Programme

- 4.1 It is anticipated that the proposals will be implemented within the 2019/2020 financial year, subject to the Chief Officer (Highways and Transportation) approving the contents of this report.

5 Corporate Considerations

5.1 Consultation and Engagement

- 5.1.1 Ward Members: The proposals were discussed with Ward Members at a site meeting held 10 April 2019 and a subsequent meeting with Officers at Civic Hall held 15 April 2019. Members expressed their support for the proposals being taken forward and have offered to fund the proposals, as detailed in paragraph 5.4.
- 5.1.2 Emergency Services and the West Yorkshire Combined Authority (WYCA): The Emergency Services and West Yorkshire Combined Authority were consulted via email 30 April 2019, with no objections being raised.
- 5.1.3 A direct consultation period with residents in the immediate area will be undertaken. This will follow earlier communications undertaken by Ward Members, where residents did not offer objection to works being undertaken at the junction.
- 5.1.4 A notice under Section 90c of the Highways Act 1980 will be advertised for the usual one month period, allowing members of the public the opportunity to make representations to the proposals. Any representations will be considered as per the usual process.

5.2 Equality and Diversity / Cohesion and Integration

5.2.1 A full Equality, Diversity/ Cohesion and Integration Screening (Appendix 1) has been carried out on the proposals and has determined that an impact assessment is not required for the approvals requested. The screening process identified the following impacts:

Positive impacts:

- Reduce vehicle speeds around a junction in the vicinity of a Primary School and local Park;
- Encourage improved driver positioning when using the junction, through careful positioning which would result in drivers straddling the road hump at an uneven angle when cutting the corner;
- The benefits as noted above would be beneficial to pedestrians and road users alike, particularly at busier school opening and closing times and times where events are taking place in Hall Park both of which would result in higher pedestrian and vehicle usage on West End Lane and Hall Lane.

Negative impacts:

- Some Members of the public oppose the introduction of vertical traffic calming, citing concerns such as damage to vehicle components and being uncomfortable to drive over. Objections may be raised to the feature during advertisement, which could delay the introduction of the scheme.

5.3 Council policies and City Priorities

5.3.1 The proposals contained in the report have no implications for the council constitution.

5.3.2 Climate Emergency: By introducing the proposed speed hump, the Council seeks to lower through speeds on West End Lane and accelerative practices around this junction, which should contribute to a reduction in greenhouse gas emissions in this location that are contributed to through traffic. This location is in the vicinity of the primary school and park and a reduction in through traffic speed should assist in contributing to a safer environment around the school and in the surrounding residential area which will encourage more sustainable travel behaviours for all users and make it more pleasant to walk or cycle, encouraging a more healthy lifestyle.

5.4 Resources and value for money

5.4.1 The total estimated scheme costs for this scheme are £3,500, broken down as £1,000 legal costs, £2,000 works costs and £500 design fees, to be funded by Ward Members via Ward Based Initiative funding.

5.5 Legal Implications, Access to Information and Call In

5.5.1 There are no specific legal implications included within this report, nor is any information contained within the report to be deemed confidential. The scheme is

expected to be completed within the 2019/2020 financial year subject to the Chief Officer (Highways and Transportation) approving the contents of this report.

5.6 Risk Management

- 5.6.1 There are no risk issues, over and above those expected when working in the public highway, generated by the proposals contained within this report. The introduction of the scheme will mitigate existing risks caused by vehicle speed and positioning through the junction.

6 Conclusions

- 6.1 It is considered appropriate to introduce a round top (sinusoidal) road hump in the location indicated on the associated drawing TE-17-280-GA, on West End Lane, Horsforth, to discourage drivers entering West End Lane from Hall Lane from cutting the junction and doing so without lowering their through speed.

The provision of this vertical traffic feature will have benefits through the reduction in vehicle speed in this area of higher pedestrian movements, in the vicinity of West End Primary School and Hall Park, particularly at school opening and closing times and at when events are occurring in Hall Park.

7 Recommendations

- 7.1 The Chief Officer (Highways and Transportation) is requested to:
- i) Authorise the detailed design and advertisement of a round top (sinusoidal) speed hump on West End Lane, in the location shown on the associated drawing TE-17-280-GA;
 - ii) Request the City Solicitor to advertise a notice under Section 90c of the Highways Act 1980 to provide a vertical feature, specifically a round top (sinusoidal) speed hump on West End Lane, Horsforth;
 - iii) In the event that no objections are received or are satisfactorily resolved, give authority to introduce a round top (sinusoidal) speed hump on West End Lane, in the location shown on the associated drawing TE-17-280-GA; and
 - iv) Authorise the expenditure of £3,500 from the Traffic Management Revenue budget, following provision of this funding via Ward Based Initiative funding approval from the Horsforth Members.

8.1 Background documents

None.

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 Engineering
Lead person: Jonathan Waters	Contact number: 0113 3787492

1. Title: West End Lane, Horsforth – Speed Hump

Is this a:

Strategy / Policy

Service / Function

Other

Provision of vertical traffic calming feature

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

The screening focuses on a report to the Highways and Transportation Board, requesting the authority to introduce a round top (sinusoidal) road hump on West End Lane, Horsforth, to discourage drivers cutting the junction with Hall Lane and reducing through vehicle speeds in this area.

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. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.		
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).
<ul style="list-style-type: none"> • 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 West Yorkshire Combined Authority. Support was received from the Ward Members and WYCA, West Yorks Fire and Rescue raised no objections. Consultation will take place either directly with affected parties or via a series of public advertisement notices, advertisement in the Yorkshire Post newspaper and a Section 90c Notice. All comments received from the consultation will be duly considered prior to scheme implementation.
<ul style="list-style-type: none"> • Key findings (think about any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

Positive impacts:

- Reduce vehicle speeds around a junction in the vicinity of a Primary School and local Park;
- Encourage improved driver positioning when using the junction, through careful positioning which would result in drivers straddling the road hump at an uneven angle when cutting the corner;
- The benefits as noted above would be beneficial to pedestrians and road users alike, particularly at busier school opening and closing times and times where events are taking place in Hall Park both of which would result in higher pedestrian and vehicle usage on West End Land and Hall Lane.

Negative impacts:

- Some Members of the public oppose the introduce of vertical traffic calming, citing concerns such as damage to vehicle components and being uncomfortable to drive over. Objections may be raised to the feature during advertisement, which could delay the introduction of the scheme.

- **Actions**

(think about how you will promote positive impact and remove/ reduce negative impact)

Comments received from members of the public towards the proposals will be duly considered in the design process. Should there be a comment raised that we feel requires accommodation within the scheme and is safe and reasonable to do so, then it shall be done.

Post-scheme implementation monitoring of the site will be carried out. Should there be a need for further works to alleviate post-implementation issues then this will be duly considered at the time.

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
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Date to complete your impact assessment	N/A
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Lead person for your impact assessment (Include name and job title)	N/A
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6. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
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Nick Borrás	Principal Engineer	30/4/2019
Date screening completed		30/4/2019

7. Publishing	
<p>Though all key decisions are required to give due regard to equality the council only publishes those related to Executive Board, Full Council, Key Delegated Decisions or a Significant Operational Decision.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> • Governance Services will publish those relating to Executive Board and Full Council. • The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions. • A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record. <p>Complete the appropriate section below with the date the report and attached screening was sent:</p>	
For Executive Board or Full Council – sent to Governance Services	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent:
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: