



Report to Chief Officer (Highways and Transportation)

Date: 14 January 2020

Subject: West End Lane, Horsforth – Speed Hump Objection Report

Are specific electoral wards affected? If yes, name(s) of ward(s): Horsforth	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Has consultation been carried out?	<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
Will the decision be open 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

1. Main issues

- 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 by Ward Members regarding driver behaviour at the junction of West End Lane with Hall Lane, specifically the cutting of this junction at higher than desired speeds.
- As per the details contained within the initial report to the Chief Officer (Highways and Transportation) date 21 May 2019, a scheme has been proposed and subsequently advertised to introduce a 'round top (sinusoidal) speed hump' close to the junction of West End Lane with Hall Lane, as shown on the associated drawing TE/17/280/GA.
- The formal public advertisement of the Section 90c notice attracted one objection and two letters of support for the proposal. This report seeks the approval of the Chief Officer (Highways and Transportation) to consider and overrule the reported objection to the proposed speed hump, the objection which is detailed in Appendix A.

2. Best Council Plan Implications (click [here](#) for the latest version of the Best Council Plan)

The Best Council Plan 2019-2021 outlines how Leeds City Council will achieve the vision to become the best city in the UK. The plan highlights the aim to improve the safety of transport connections. This scheme meets these objectives by delivering a traffic

management scheme to lower vehicle speeds and encourage more appropriate use of a junction, therefore creating a safer environment for all road users.

3. Resource Implications

- The scheme proposals have no implications in terms of resources. All design and works resources have been identified within the 2019/20 works programme.

Recommendations

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

- i) Note the contents of the report;
- ii) Consider and over-rule the objection raised to the Section 90C notice advertised for the introduction of a 'round top (sinusoidal) speed hump' on West End Lane; and
- iii) Request the City Solicitor to write to the objectors informing them of the decision taken by the Chief Officer (Highways and Transportation).

1. Purpose of this report

- 1.1 This report details one objection received to the advertised Section 90C Notice for the introduction of a 'round top (sinusoidal) speed hump' on West End Lane, 9 metres from its junction with Hall Lane, as shown on the associated drawing TE/17/280/GA.
- 1.2 The Chief Officer (Highways and Transportation) is requested to consider and to over-rule the objection received and give approval to implement the speed hump as advertised.

2. Background information

- 2.1 As detailed in the original report presented 21 May 2019, this scheme seeks to introduce one 'round top (sinusoidal) speed hump' on West End Lane, close to its junction with Hall Lane, to assist in lowering through vehicle speeds and encouraging drivers to not 'cut' the junction.
- 2.2 The proposals in the area were proposed following correspondence officers received from Ward Members and members of the public expressing concern of vehicle speeds and manoeuvres at the junction, particularly those vehicles turning right from Hall Lane into West End Lane.
- 2.3 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.
- 2.4 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.

2.5 The proposals were formally advertised between 12 September and 11 October 2019, attracting one objection and two indications of support.

3. Main issues

3.1 The proposal advertised seeks to introduce a 'round top (sinusoidal) speed hump' on West End Lane, 9 metres from its junction with Hall Lane, as shown on the associated drawing TE/17/280/GA.

3.2 Appendix A of this report, the objection summary table, details the objectors concerns and Highways' response.

4. Programme

4.1 The scheme proposals are included on the Annual Programme and it is expected that the proposals will be 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 were consulted on 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.

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 Local residents were consulted via letter on 25 September 2019, with two letters of support being received and the one objection to the legal advertisement being prompted by the receipt of the consultation letter.

5.1.4 Ward Members were shown a copy of the summary table of the objection received as shown in Appendix A and have iterated their continued support for the proposal in light of this objection.

5.2 Equality and diversity / cohesion and integration

5.2.1 A full Equality, Diversity/ Cohesion and Integration Screening (Appendix B) has been carried out on the proposals and was detailed in the initial report date 21 May 2019.

5.3 Council policies and the Best Council Plan

5.3.1 The Best City ambition is to improve life for the people of Leeds and make our city a better place. Measures to improve the highway network will contribute to making the road safer and easier to use, which contributes to the Best City for Communities.

5.3.2 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 the highway for pedestrians.

5.3.3 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, procurement 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 direct 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 Over-ruling the received objection detailed in Appendix A, in accordance with the recommendations, will allow this scheme to progress.

6.2 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) Note the contents of the report;
- ii) Consider and over-rule the objection raised to the Section 90C notice advertised for the introduction of a 'round top (sinusoidal) speed hump' on West End Lane;
- iii) Request the City Solicitor to write to the objectors informing them of the decision taken by the Chief Officer (Highways and Transportation).

8. Background documents

8.1 None.

APPENDIX A

SUMMARY OF OBJECTION TO PROPOSED SECTION 90C NOTICE

SUMMARY OF OBJECTION	HIGHWAYS RESPONSE
<p>Objection No.1</p> <p>Objector states that, as a long standing local resident, there is no requirement for special measures at the junction. Objector states there is no evidence of obvious speeding nor careless driving.</p> <p>Objector states that the junction is safer by virtue of the long range visibility and is not aware of any accidents at the junction in the time they have resided in the area.</p> <p>Objector states that drivers cut the corner from Hall Lane to West End Lane as they follow the natural arc from the apex of the grass verge. Objector states that the introduction of the speed hump will not alter this natural arc and nor will it encourage drivers to change their driving line.</p> <p>Objector states that, to prevent the noted corner cutting, it would be better to introduce a full junction realignment scheme, as opposed to the proposed speed hump, using the existing space available.</p> <p>Objector states that drivers have slowed on approach to the junction and therefore enter West End Lane and so speeding is not an issue.</p> <p>Objector requested a professional, recognised speed survey be undertaken to allow for a full informed decision on traffic calming measures and whether they are required.</p> <p>Objector believes that the speed report supports the consideration for additional traffic calming further along West End Lane rather than at the proposed location. Objector states that whilst it seems funding is tight for measures in the area, they still believe that the funding for this proposal should be utilised elsewhere.</p>	<p>The proposals are the result of resident concerns raised to officers and local Councillors. Officers have observed the corner cutting at the junction and see merit for the introduction of the measures.</p> <p>It is acknowledged that the geometry of the junction does allow for the corner cutting more so than other junctions. There have been zero injury collisions at the junction in the last five year period.</p> <p>It is acknowledged that the introduction of the speed hump will not affect the layout of the junction. However, the positioning of the speed hump will be such that if a driver cuts the junction, their wheels will strike the hump at odd times creating an uncomfortable passage. This will encourage drivers to use the junction appropriately, to traverse the speed hump smoothly.</p> <p>Officers agree that the realignment of the junction would be a more robust solution, however the necessary finances do not exist to allow an extensive project such as this to proceed. The introduction of the speed hump will still provide benefit in this location.</p> <p>The latest speed survey data, taken by 3 West End Lane, shows that 25% of daily traffic travels above the enforceable speed limit. The introduction of the speed hump will further slow drivers down as they enter West End Lane and encourage drivers to adopt a lower speed along the full street.</p> <p>Officers explained that the speed surveys undertaken by Leeds City Council are to a recognised national standard, undertaken by a dedicated survey team, allowing for an unbiased report to be produced, allowing officers to accurately assess the speed circumstances on any given road.</p> <p>The proposal is primarily to prevent drivers cutting the junction as noted, with a view to there being an additional benefit to lowering through vehicle speeds. This project does not currently give consideration for additional traffic calming on West End Lane. The funding allocated to this scheme is relatively minor and not detrimental to other budgets and will introduce benefit to the area and so it is considered appropriate to proceed with the measure.</p>

APPENDIX B

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:		
<input type="checkbox"/> Strategy / Policy	<input type="checkbox"/> Service / Function	<input checked="" type="checkbox"/> 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**.

<p>4. Considering the impact on equality, diversity, cohesion and integration</p>
<p>If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.</p> <p>Please provide specific details for all three areas below (use the prompts for guidance).</p> <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 Yorkshire 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
Nick Borrás	Principal Engineer	9/12/2019
Date screening completed		9/12/2019

7. Publishing

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**.

A copy of this equality screening should be attached as an appendix to the decision making report:

- 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.

Complete the appropriate section below with the date the report and attached screening was sent:

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: