



PEDESTRIAN INFRASTRUCTURE AUDIT

LONG LANE, EARLSHEATON

FEBRUARY 2024



LONG LANE, EARLSHEATON

PEDESTRIAN INFRASTRUCTURE AUDIT

Project No: 22229

Date: February 2024

Andrew Moseley Associates
15 St Pauls Street
Leeds
LS1 2JG

www.amatp.co.uk

Q U A L I T Y M A N A G E M E N T

ISSUE/REVISION	FIRST ISSUE	REVISION 1	REVISION 2	REVISION 3
Remarks	Draft	Issue		
Date	11/02/2020	26/02/2024		
Prepared by	GDM	GDM		
Checked by	ATM	ATM		
Authorised by	ATM	ATM		

TABLE OF CONTENTS

1	INTRODUCTION.....	5
2	OBSERVATIONS	7
3	PHOTOGRAPHS	9
4	CONCLUSIONS	17

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 This report has been prepared to present findings following a Pedestrian Infrastructure Audit, undertaken on Monday 3rd February 2020 of existing footway provision in proximity to a proposed development site situated on Long Lane. The survey was undertaken to understand the existing footways and crossing provision along Long Lane (later Headland Road to the north), from the proposed development site to the junction with Town Street.
- 1.1.2 The footway provision is predominately on the eastern side of the carriageway. On the western side of the carriageway, the footway provision runs along Long Lane / Headland Road between Middle Road and Town Street.
- 1.1.3 There is a 25m stretch where there is no footway provision on either side of the carriageway just to the north of the Long Lane / Woodburn Avenue junction.
- 1.1.4 The findings of the audit along the required route are displayed in the following tables and are supported by photographs taken during the site visit.
- 1.1.5 Present during the survey was George Maclean, a senior engineer from Andrew Moseley Associates.



Image 1: Pedestrian Infrastructure Survey Route

- Route Long Lane, Earlsheaton Southern 'Area'
- Route Long Lane, Earlsheaton Northern 'Area'

1.1.6 A detailed plan identifying the individual photo locations is provided in **Appendix A** with individual descriptions in Section 2 of this report.

2 OBSERVATIONS

PHOTO REFERENCE	MEASUREMENT	COMMENTS
001	-	Pedestrian Crossing
002	-	Pedestrian Crossing
003	1.8m	Footway width (including kerb stone)
004	0.7m	Gas marker pinch point
005	1m	Footway width (including kerb stone)
006	0.9m	Footway width (including kerb stone)
007	0.65m	Footway width (including kerb stone)
008	0.5m	Lighting Column Pinch-point
009	0.7m	Footway width (including kerb stone)
010	0.6m	Footway width (including kerb stone)
011	-	Dropped crossing
012	1.4m	Footway width (including kerb stone)
013	0.8m	Footway width (including kerb stone)
014	0.7m	Lighting Column Pinch-point
015	0.8m	Footway width (including kerb stone)
016	0.7m	Lighting Column Pinchpoint
017	0.9m	Footway width (including kerb stone)
018	-	No dropped crossing
019	0.7m	Lighting Column Pinch-point
020	0.8m	Footway width (including kerb stone)
021	0.6m	Footway width (including kerb stone)

022	1m	Footway width (including kerb stone)
023	-	Footway terminates for 25m
024	1.8m	Footway width (including kerb stone)
025	-	No dropped crossing
026	1.8m	Footway width (including kerb stone)
027	-	No dropped crossing
028	-	Dropped crossing
029	1.9m	Footway width (including kerb stone)
030	1.7m	Footway width (including kerb stone)
031	-	Dropped crossing

3 PHOTOGRAPHS



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16



Photo 17



Photo 18



Photo 19



Photo 20



Photo 21



Photo 22



Photo 23



Photo 24



Photo 25



Photo 26



Photo 27



Photo 28



Photo 29



Photo 30



Photo 31

4 CONCLUSION

- 4.1.1 The consistency of the pedestrian provision along Long Lane and Headland Road is of a reasonable nature aside from a 25m length (approximately) where there is an absence of any provision, however, the footways along the walking route were generally in good condition.
- 4.1.2 The existing footway provision does not currently cater for pedestrians with disabilities due to the fact that the footway widths reduce to as low as 650mm and there are points at which there is no dropped crossing provision. As prescribed by DFT's Inclusive Mobility Guidance a person with a walking stick requires a minimum of 750mm & a wheel chair user would require 1500mm.
- 4.1.3 It is suggested that some minor improvements to the existing footways (or new provision) could be provided on Long Lane, however, given the constraints along certain sections i.e. limits of adopted highway and third party landownership, these would be relatively limited in their ability to significantly improve the existing situation.
- 4.1.4 Any major footway improvement works would require a significant undertaking and require consideration of acquisition of third party land and should be led by the Local Highway Authority (LHA).
- 4.1.5 It is considered that for the scale of proposals (15 dwellings) on the site which is allocated for residential development, the existing provision is considered to be sufficient.
- 4.1.6 Any contributions towards pedestrian mitigation would be best invested in wider sustainable transport measures where a more significantly benefit could potentially be achieved.

Appendix A – Photographs Location Plan



Title: Photographs Location Plan
Long Lane, Earlsheaton

Figure No: Figure 1



All rights reserved. Copyright © 2024

Andrew Moseley Associates, 15 St Pauls Street, Leeds, LS1 2JG

www.amatp.co.uk

info@amatp.co.uk