



**Report to Chief Officer (Highways & Transportation)**

**Date: 10 March 2020**

**Subject: Beeston St Luke's C of E Primary School Expansion Scheme**

Are specific electoral wards affected? If yes, name(s) of ward(s): Beeston & Holbeck	<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**

- The City Council is responsible for designing and implementing highway works associated with the school expansion programme in accordance with a number of planning conditions. This particular report relates to the associated highway works to the school extension of Beeston Hill St Luke's C of E Primary School in Beeston
- The purpose of this report is to seek approval for the detailed design and implementation of a package of off-site highway works associated with the planning approval granted for the Beeston Hill St Luke's C of E Primary School expansion, as outlined in paragraph 3.1.2 and shown on Drawing Nos TM-05-428-CON-01 and TM-05-428-CON-02
- The package of measures will provide a safer highway environment in the vicinity of the school, particularly benefitting child pedestrians and their parents/carers through safer crossing opportunities and better regulated parking.

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

- The Best Council Plan 2019-21 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority. 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 pedestrian crossing facility and general road environment, which will actively encourage children into more active modes of travel on journeys to school, contributing to the Leeds Education Challenge, which forms part of the objective to build a child friendly city.

### **3. Resource Implications**

- The estimated scheme cost is £55,000, which will be funded from the Children's Services Learning Places Capital Programme (previously approved).
- The scheme proposals have no implications in terms of resources. All design and works resources have been identified within the 2020/21 works programme.

### **Recommendations**

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

- a) Note the contents of the report;
- b) Approve the detailed design and implementation of a package of highway works associated with the expansion of Beeston St Luke's C of E Primary school, as shown on the attached Drawing Nos TM-05-428-CON-01 and TM-05-428-CON-02;
- c) Note the required expenditure of £55,000 made up of £46,000 works costs, £8,000 staff fees and £1,000 legal fees which will be funded from the Children's Services Learning Places Capital Programme (previously approved).
- d) Give authority to advertise and introduce a Traffic Regulation Order to introduce waiting restrictions and a one-way as shown on the attached drawing no. TM-05-428-CON-02 and to advertise a notices under the provision of Section 23 and Section 90c of the Highways Act 1980 associated with the introduction of a formal pedestrian crossing facility and traffic calming respectively and if no valid objections are received, to make, seal and implement the Traffic Regulation Order and implement the pedestrian crossing facility and traffic calming as advertised.

### **1. Purpose of this report**

- 1.1 The purpose of this report is to seek approval for the detailed design and implementation of a package of off-site highway works associated with the planning approval granted for the Beeston St Luke's C of E Primary School expansion, consisting of a formal pedestrian 'zebra' crossing facilities with associated footway build-outs, introduction of a speed table feature, construction of informal dropped crossings and waiting restrictions on section of the highway in the vicinity of the school, as shown on the attached drawing nos. TM-05-428-CON-01 and TM-05-428-CON-02.
- 1.2 To seek approval to advertise a notice under the provisions of Section 90c of the Highways Act 1980 associated with traffic calming features and a draft Traffic Regulation Order (TRO) and if no valid objections are received, to make and seal the Order as advertised.

## **2. Background information**

- 2.1 Leeds has an extremely dynamic and growing economy, which makes the city a very attractive proposition for families and businesses to move to. As a result, the city's population is growing rapidly and this is reflected in the increasing demand for school places, which cannot be met through the existing estate. Therefore the expansion of existing schools or the creation of new schools has been required, with the Council's response to the demographic growth pressures on school provision in the city are managed via Children's Services Learning Places Programme. Since 2000/2001 the programme has created over 1,500 reception places in order that the Council fulfils its statutory duty to ensure sufficiency of school places. The schemes in the programme are working with a range of partners, including schools of varying governance models, to ensure enough places are created to meet demand.
- 2.2 Analysis of available demographic data has identified that additional school places are required in the densely populated Beeston and surrounding areas to meet demand from families living locally. This is due to a number of factors including: the increase in 0-5 year old children residing in these areas of Leeds and in year pressure for places in some year groups; the extensive programme of house building, both planned and already underway in Beeston and surrounding areas. Without adding any additional places in this area it is likely that in future years some children may not be allocated a place.
- 2.3 As part of the Children's Services Learning Places Programme, it was proposed that Beeston St Luke's C of E Primary School expanded from a 1 Form Entry with 315 pupil places, to a 2 Form Entry with 420 pupil places from September 2018.

## **3. Main issues**

### **3.1 Design Proposals and Full Scheme Description.**

- 3.1.1 As part of the school expansion it was identified that a package of off-site highway works should be introduced to improve the overall road safety in the vicinity of Beeston St Luke's C of E Primary School and the wider residential area, as shown on the attached drawing nos. TM-05-428-CON-01 and TM-05-428-CON-02.
- 3.1.2 In order to improve road safety in the vicinity of Beeston St Luke's C of E Primary School, it is proposed to undertake the following off-site highway works;
- i. The introduction of No Waiting at Any Time restrictions around the Beeston Road/Moorville Grove/Lane End junctions in order to remove obstructive parking and improve junction visibility;
  - ii. The introduction of 2 hour Limited Waiting, no returns within 1 hour in various locations on Beeston Road and Lane End Place, to remove all day commuter parking and provide a constant turnover of parking;
  - iii. The introduction of 2 hour Limited Waiting, no returns within 1 hour except permit holders on Beeston Road to remove obstructive all day commuter parking;

- iv. The formalisation of the one-way traffic flow on Moorville Road;
- v. The introduction of a formal pedestrian 'zebra' crossing facility with associated footway build-outs on Beeston Road;
- vi. The construction of a speed table to facilitate the aforementioned formal pedestrian 'zebra' crossing facility; and
- vii. The construction of informal pedestrian crossing points on Moorville Grove with associated tactile paving.

## **3.2 Programme**

- 3.2.1 The scheme proposals are included on the Annual Programme and it is expected that the proposal will be designed, the Traffic Regulation Order advertised and the package of works implemented all within the 2020/2021 financial year.

## **4. Corporate considerations**

### **4.1 Consultation and engagement**

- 4.1.1 Beeston & Holbeck Ward members were consulted on the proposals via email on Wednesday 13<sup>th</sup> November 2019 and also discussed at the Ward Members briefing on Tuesday 3<sup>rd</sup> December 2019. Ward Members were supportive of the proposals being implemented.
- 4.1.2 West Yorkshire Combined Authority were consulted on the proposals via email on Wednesday 13<sup>th</sup> November 2019. The Combined Authority had no objections to the overall proposals but asked whether any bus stops or bus shelters would be affected by the works, to which they were informed that the proposals do not affect any bus routes, shelters or stops.
- 4.1.3 Emergency Services were consulted on the proposals via email on Wednesday 13<sup>th</sup> November 2019. No adverse comments were received to proposals.
- 4.1.4 Beeston St Lukes C of E and Lane End Primary Schools were both consulted on the proposals via email on Wednesday 13<sup>th</sup> November 2019. Both schools supported the proposals and any scheme that improves matters for their pupils.
- 4.1.5 Local residents were consulted on the proposals via letter dated Friday 13<sup>th</sup> December. No adverse comments or objections were received to the proposals.

### **4.2 Equality and diversity / cohesion and integration**

- 4.2.1 Positive impacts of the scheme features;
  - Provide safer passage whilst crossing the road to all pedestrians, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people;
  - Greater independence and choice for children travelling to school;
  - Make it more pleasant to walk or cycle, encouraging a more healthy lifestyle;
  - Improve quality of life for the local community;

- Remove undesirable parking in the vicinity of the school and crossing points, visibility for pedestrians wishing to cross and drivers approaching the waiting pedestrians is enhanced, thus improving crossing safety;
- The implementation of traffic calming features will assist in slowing driver speeds thus improving the road environment for all road users.

#### 4.2.2 Negative impacts of the scheme features;

- Slight reduction in air quality due to lower speeds.
- Displacement of existing on street parking, potentially to areas where it may create a problem.

### 4.3 Council policies and the Best Council Plan

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

4.3.2 By providing a safer road environment where needed and justified in the vicinity of the school, the proposed pedestrian crossing facility will help to achieve Leeds' ambition to become the Best City by reducing the number of pedestrians killed or seriously injured on the city's roads, by fostering links between the communities and local facilities and by enabling more sustainable travel choices for local journeys, including for new developments within the city.

4.3.3 Environmental Policy: The proposals contained in this report have no implications on the Policy

4.3.4 Local Transport Plan 3 – Strategic Approaches:

- **Travel Choices:** P10. Promote the benefits of active travel;
- **Connectivity:** P18. Improve safety and security; and P22. Develop networks and facilities to encourage cycling and walking.

4.3.5 Climate Emergency

By delivering the various elements of the Beeston St Luke's C of E Primary School scheme, we will remove undesirable parking in the vicinity of the school and around pedestrian crossing points and remove the potential conflict between pedestrians and motor vehicles, thus providing 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. This will in turn result in a reduction in greenhouse gas emissions as journeys to and from school by private cars are reduced and a modal shift to more sustainable travel is fashioned

### 4.4 Resources, procurement and value for money

4.4.1 The estimated total cost to implement the scheme is £55,000 which is made up of £46,000 works costs, £8,000 staff fees and £1,000 legal fees, which will be funded from the Children's Services Learning Places Capital Programme (previously approved).

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

4.5.1 The report is not eligible for call-in as it falls below the relevant threshold.

## **4.6 Risk management**

4.6.1 If no action was taken then road safety in the vicinity of Hawksworth Primary School will not be improved and the potential of injury to pedestrians will not be addressed. Also, the potential to reduce the number of car journeys to and from school and the reduction of greenhouse gas emissions would not be addressed.

## **5. Conclusions**

5.1 The provision of a package of measures noted in this report and shown on Drawing Nos TM-05-428-CON-01 and TM-05-428-CON-02 will provide a safer environment around Beeston St Luke's C of E Primary School and the surrounding area thus encouraging more sustainable travel behaviours for all users.

## **6. Recommendations**

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

- i) Note the contents of the report;
- ii) Approve the detailed design and implementation of a package of highway works associated with the expansion of Beeston St Luke's C of E Primary school, as shown on the attached Drawing Nos TM-05-428-CON-01 and TM-05-428-CON-02;
- iii) Note the required expenditure of £55,000 made up of £46,000 works costs, £8,000 staff fees and £1,000 legal fees which will be funded from the Children's Services Learning Places Capital Programme (previously approved).
- iv) Give authority to advertise and introduce a Traffic Regulation Order to waiting restrictions and a one-way as shown on the attached drawing no. TM-05-428-CON-02 and to advertise a notices under the provision of Section 23 and Section 90c of the Highways Act 1980 associated with the introduction of a formal pedestrian crossing facility and traffic calming respectively and if no valid objections are received, to make, seal and implement the Traffic Regulation Order and implement the pedestrian crossing facility and traffic calming as as advertised.

## **7. Background documents**

7.1 None

# Appendix 1

## Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- The relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- Whether or not it is necessary to carry out an impact assessment.

<b>Directorate:</b> City Services	<b>Service area:</b> City Development
<b>Lead person:</b> Kieran Dent	<b>Contact number:</b> 0113 3781210

**1. Title:** Beeston St Lukes C of E School Expansion Scheme

Is this a:

**Strategy / Policy**
                 
  **Service / Function**
                 
 **Other**

**If other, please specify:** Traffic Regulation Order and Other Highway Works

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

We are screening the introduction of a raised zebra crossing on Beeston Road, Beeston as well as the amendment of existing parking restrictions in the 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 and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?	X	
Have there been or likely to be any public concerns about the policy or proposal?		X
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> <li>• Eliminating unlawful discrimination, victimisation and harassment</li> <li>• Advancing equality of opportunity</li> <li>• Fostering good relations</li> </ul>		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**.

<b>4. Considering the impact on equality, diversity, cohesion and integration</b>
<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"> <li>• <b>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)</b></li> </ul> <p>Numerous scheme consultations have been carried out with local Councillors, emergency services and the general public to make everyone aware of the various scheme proposals, the aims of the proposals in terms of improving general road safety and reduce the number of recorded injury accidents in the area.</p> <p>Additional consultation/engagement will also take place on certain schemes by means of the legal advertisement of the Traffic Regulation Orders, all of which will be displayed in the local media and on street by means of a public notice.</p>
<ul style="list-style-type: none"> <li>• <b>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)</b></li> </ul>

The various schemes listed in the Traffic Management Programme for 2019/20 will provide positive impacts to all road users, especially those with mobility issues, young and old people by;

**Positive Impacts:**

- Provide safer passage whilst crossing the road to all pedestrians, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people;
- Greater independence and choice for children travelling to school;
- Make it more pleasant to walk or cycle, encouraging a more healthy lifestyle;
- Improve quality of life for the local community;
- Remove undesirable parking in the vicinity of the school and crossing points, visibility for pedestrians wishing to cross and drivers approaching the waiting pedestrians is enhanced, thus improving crossing safety;
- The implementation of traffic calming features will assist in slowing driver speeds thus improving the road environment for all road users.

**Negative impacts;**

- Slight reduction in air quality due to lower speeds.
- Displacement of existing on street parking, potentially to areas where it may create a problem

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

Any negative impact is offset by the positive impacts of reducing mean vehicles speeds and promoting a safer road environment.

**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:	
Date to complete your impact assessment	
Lead person for your impact assessment (Include name and job title)	

**6. Governance, ownership and approval**

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

Name	Job title	Date

**7. Publishing**

This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.

Please send a copy to the Equality Team for publishing

<b>Date screening completed</b>	
<b>Date sent to Equality Team</b>	
<b>Date published</b> (To be completed by the Equality Team)	