

Pudsey Walking & Cycling Scheme – 90c Objection Report

Date: 21 September 2021

Report of: Andrew Richardson, Traffic Engineer

Report to: Chief Officer (Highways and Transportation)

Will the decision be open for call in? ☐Yes ☒No

Does the report contain confidential or exempt information? ☐Yes ☒No

What is this report about?

Including how it contributes to the city's and council's ambitions

- The Pudsey Walking & Cycling scheme will improve cycling and walking connectivity and accessibility to and from Pudsey Town Centre, local public transport hubs and the strategic City Connect route between Bradford and Leeds, thus allowing access to the employment, leisure and retail offers from some of the most deprived parts of the city, in line with the Leeds City Council's Best Council Plan 2018/19-2020/21 vision to be a city that is "compassionate and caring with a strong economy, which tackles poverty and reduces inequalities as well as ensuring high quality public services will be partly measured by enhancing and improving the public transport provision, facilities and usage".
- Following approval of a report to the Chief Officer (Highways and Transportation) in January 2021 and as part of the ongoing local centres scheme programme, a Section 90C Notice was advertised on Cemetery Road, Pudsey and attracted two objections.
- These objections related primarily to the proximity of the traffic calming feature to residents' properties, with concerns regarding vibration, noise pollution and vehicle emissions all being raised (a full summary of these initial objections can be found in Appendix B).
- Upon review of the points raised in these objections, and discussions between residents and Ward Members, it was decided to readvertise this traffic calming feature in a location away from these properties to alleviate their concerns.
- This subsequent advertisement attracted objections from the two original objectors.
- This report seeks approval of the Chief Officer (Highways and Transportation) to consider and, taking into account the comments, over-rule the reported objections associated to the proposed Section 90C for traffic calming measures.

Recommendations

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

1. Note the content of this report;
2. Consider and, taking into account the comments made, over-rule the objections to the proposed traffic calming feature and Section 90c advertisement on Cemetery Road, Pudsey;
3. Request the City Solicitor to write to the objectors informing them of the Chief Officer (Highways and Transportation)'s decision.

Why is the proposal being put forward?

- In 2016, the Leeds Transport Conversation took place, where over 8000 people engaged in shaping transport priorities for the city. This has subsequently informed the Connecting Leeds programme and it was clear from the consultation that for many communities across the district public transport is and will remain a critical and fundamental element in enabling longer journeys. The Conversation also highlighted the importance of getting to Leeds City Centre (the primary focus of the public transport network) but also of accessing jobs and services in local areas and of travelling between local neighbourhoods – journeys that are less well served by the main public transport corridors. Affordability of public transport can also be an issue, especially for inner city communities located close to the city centre.
- The key themes identified in the Leeds Transport Conversation, which the Transport Hubs and Connecting Communities work stream will seek to address are:
 - a) Lack of accessibility of public transport;
 - b) Encourage integrated travel through the use of transport 'hubs' by adding well-lit paths and improved walking facilities and green infrastructure;
 - c) Better information provision at stops and transport hubs e.g. clarity and durability of timetable displays, real time information; and
 - d) The need for better cycle infrastructure to improve connectivity e.g. increased provision of cycle tracks and the promotion of existing routes to increase usage.
- The proposal in relation to which the objections are raised is aimed at providing more inviting, accessible, safe and direct walking routes from Pudsey Town Centre and Pudsey Bus Station to New Pudsey Rail Station through the residential areas of Pudsey. The proposal would also offer enhanced routes and links to community facilities and wider key public transport routes and corridors.

What impact will this proposal have?

Wards Affected:

Have ward members been consulted?

☒ Yes

☐ No

- 1 Introduction of an accessible informal crossing point through the use of flat top traffic calming features, indicated with tactile paving;
- 2 Greater independence and choice for children travelling to and from school using more sustainable modes of travel and making it more pleasant to walk encouraging a healthier

lifestyle;

- 3 Improve quality of life for the local community by providing more accessible, safer and direct walking and routes away from motor vehicle dominated routes;
- 4 Lowering of the average speed of traffic on a key vehicular and pedestrian route through the Pudsey area.

What consultation and engagement has taken place?

- 5 Ward Members for both Calverley & Farsley and Pudsey wards were consulted and briefed on the Pudsey – Walking & Cycling scheme by the West Yorkshire Combined Authority. The Ward Members support the proposals in their areas and engagement, updates and general discussions have continued with them throughout the development and implementation of the scheme.
- 6 A programme of local consultations with the various local communities, the general public and affected properties was undertaken taken between 15th September and the 14th October 2019, which included public events at the New Pudsey railway station and Pudsey Library in September 2019, notices posted on street in the area and in bus shelters at Pudsey Bus Interchange and online consultation through WYCA's YourVoice platform.
- 7 Emergency Services and the bus operators have been consulted on the Pudsey Walking & Cycling scheme. No adverse comments were received in response to the consultation.
- 8 Feedback from internal and external stakeholders has been reviewed by the project team and the individual scheme design has been shaped to accommodate the comments received wherever possible.
- 9 For both advertisements of the draft Section 90c Order, notices were placed in the Yorkshire Post and attached to street lighting columns in the area of the proposed traffic calming measures.
- 10 The first Section 90c Notice relating to tables in their original position was advertised from 19th March 2021 to 9th April 2021 and received two objections.
- 11 Following this advertisement, a meeting between both objectors and a Leeds City Council Highways Officer took place on the 24th of May 2021 to discuss the proposals and their objections.
- 12 On the 14th of July 2021 both objectors were informed that we would be readvertising the Section 90c Order with a view to moving the proposed traffic calming feature away from their property to alleviate their concerns and were provided plans of the proposals and a copy of the draft Order.
- 13 The second Section 90c Notice relating to the tables in their currently-proposed position was advertised from 19th July 2021 to 16th August 2021, and attracted two objections from the two original objectors. It is these objections which are the subject of this report.

What are the resource implications?

- 14 The estimated total cost to implement this scheme is £554,400, comprising £462,000 works costs, £90,400 staff fees and £2,000 legal fees, all being funded from the from the Connecting Leeds programme.
- 15 These works were approved in a previous report dated 13/01/2021 and there are no further resource implications above and beyond those highlighted there.

What are the legal implications?

- 16 The schemes implementation is subject to resolving the objections and it is anticipated to be completed within the 2021/2022 financial year.

What are the key risks and how are they being managed?

- 17 Failure to approve the recommendations detailed within this report will prevent the traffic calming measures from being implemented and therefore the benefits outlined above would not be attained.

Does this proposal support the council's 3 Key Pillars?

☒ Inclusive Growth ☒ Health and Wellbeing ☒ Climate Emergency

- 18 With regard to being the best city for Health and Wellbeing and the Climate Emergency, the proposal will encourage the use of more sustainable methods of transportation, particularly to and from schools, helping to achieve a fall in childhood obesity and reduce carbon emissions.
- 19 With regard to inclusive growth, the installation of the proposed traffic calming feature and informal crossing will increase accessibility on a key walking routes throughout Pudsey, between Pudsey Town Centre and Pudsey bus station to New Pudsey Rail Station. It will also offer enhanced links to community facilities and wider key public transport routes and corridors.

Options, timescales and measuring success

a) What other options were considered?

- 20 The table was originally proposed approximately 10 metres eastward of the newly advertised position, but two objections were raised to the tables in this location due to their proximity to nearby properties. For this reason, the feature was readvertised in a new location away from these properties where the described benefits were still achieved, whilst alleviate the concerns of the objectors.
- 21 The table could be moved to a location further away from the properties of the objectors, but this would remove it from the desire line of pedestrians between the two ginnels and the same benefits as described in this report would not be realised.
- 22 It was also considered that the traffic calming measure be removed entirely, with an informal crossing point provided but this would not have provided the same benefits in terms of safety and accessibility.

b) How will success be measured?

23 An improvement of conditions for pedestrians crossing in the location of the proposal.

c) What is the timetable for implementation?

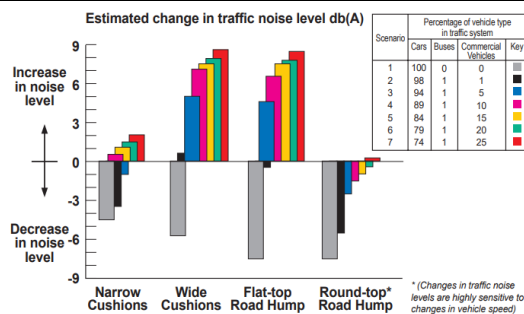
24 The schemes implementation is subject to resolving the objections and it is anticipated to be completed within the 2021/2022 financial year.

Appendices

Appendix A:

List of objections to the Pudsey Walking and Cycling Scheme Section 90c Notice:

Details of the Objections	Highways Response
The motives for the scheme are weak and inconsistent	The motives for the scheme have been clearly outlined to the objector and align with those that are highlighted in both this report and the original report approving the works.
Highway's assessment of objections to the previous location of the table was not fair and drew inaccurate conclusions	Previous objections to the traffic calming measures focussed on concerns regarding the noise, vibration and emissions in the area should the proposal be implemented. By moving the table to its newly proposed location, these concerns were mitigated.
The impact and costs outweigh any proposed benefits	The scheme is funded through the Connecting Leeds programme that aims to improve walking routes in the area and expenditure for this has already been approved in a report dated 13/01/2021.
Some Ward Members have confirmed that the proposal would not take place against residents wishes	Meetings between officers and local Ward Members agreed that moving the table to the newly proposed location would stop the concerns of residents from materialising and the traffic calming feature was therefore readvertised.
There will be increased noise and vibrations for the nearest dwellings	<p>LTN 1/07 gives estimations for noise and vibrations changes when traffic calming measures are implemented, and this research suggests that traffic calming measures should not increase either noise or vibration in the area.</p> <p>Regarding noise changes, a vehicle classification survey undertaken in March 2021 showed that 1% of traffic on Cemetery Road are buses, with 0.7% being larger commercial vehicles. When viewing LTN 1/07 their research would indicate that the introduction of a flat-top road hump with this traffic profile would reduce noise in the area:</p>



Regarding increased vibrations, the superficial deposits in the area are comprised of boulder clay, which when viewed against LTN 1/07 indicates that vibrations would only be perceivable if you were within 2 metres of the traffic calming feature:

Table 4.4 Predicted minimum distance (m) between road humps and dwellings to avoid vibration exposure (for speed cushions see TAL 08/96). All humps are 75 mm high.

Hump type	Level of perception					Complaint					Superficial cracks from sustained exposure					Minor damage (BS7385)				
	a	b	c	d	e	a	b	c	d	e	a	b	c	d	e	a	b	c	d	e
Alluvium	31	32	34	46	53	7	7	7	10	12	2	2	2	2	3	<1	<1	<1	<1	<1
Peat	12	12	13	16	17	4	4	5	6	6	2	2	2	2	2	<1	<1	<1	<1	<1
London clay	10	10	11	14	15	3	3	4	4	5	1	1	1	2	2	<1	<1	<1	<1	<1
Sand/gravel	2	2	2	3	4	<1	<1	<1	1	1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1
Boulder clay	1	1	1	2	2	<1	<1	<1	<1	1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1
Chalk rock	<1	<1	<1	1	1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1

a = sinusoidal 3.7 metres long hump
b = round-top 3.7 metres long hump
c = round-top 5 metres long hump
d = flat-top (sinusoidal ramps) 8 metres long hump
e = flat-top (straight ramps) 8 metres long hump
Minor damage (BS7385) relates to minor cosmetic damage such as the formation of hairline cracks on plaster finishes or in mortar joints and the spreading of existing cracks.

There are no residential properties within 2 metres of the proposed feature.

Increased emissions and pollution due to the changing speed of traffic

Investigations into increased emissions from traffic calming are conflicting, and it is difficult to predict exactly how emission levels in the area would change given the introduction of traffic calming.

Traffic calming measures most often increase emissions where long lengths are left without a feature, meaning vehicles accelerate and brake between measures. Cemetery Road already has traffic calming measures along its length, and presently there is around 140 metres between the two features either side of this proposal.

If the proposed speed table is introduced, this will reduce this distance to 45 metres westward and 100 metres eastward and therefore reduce the acceleration and deceleration of vehicles along this length.

There has been no evidence of reviews on the likely effects of vehicle generated noise, vibration, emissions, and air quality.

The above information was communicated during the site meeting between officers and the objectors, and also communicated via a subsequent email to one of the objectors who requested this.

There will be a negative impact on drainage in the area.

The drainage provision has been reviewed in the area and additional surface water drainage will be provided to ensure no water will collect at the new feature.

There is no evidence as to why the

The scheme is to improve accessibility for walking and cycling in the area, with the road humps representing two key crossing points along walking routes within the

proposed works are required	<p>area. By providing formal facilities on raised traffic calming features it helps to both slow traffic and provide easier access for pedestrians wishing to cross the road at these key locations.</p> <p>The proposal to which the objections are raised is aimed at providing more inviting, accessible, safe, and direct walking routes from Pudsey Town Centre and Pudsey bus station to New Pudsey Rail Station through the residential areas of Pudsey. They also offer enhanced routes and links to community facilities and wider key public transport routes and corridors.</p>
The crossing should be sited immediately at the entrance/exit from the cemetery ginnel (south side)	<p>The table cannot be located immediately at the ginnel, as its construction would overlap with Cemetery Road's junction with Queens Drive.</p> <p>The table is already located as close to Queens Drive as possible, given that room needs to be left for those turning left out of Queens Drive to align their wheelbase to the table, and give time for them to see any pedestrian who may be crossing here. The table must remain the length that it is to ensure that buses do not become grounded when traversing the feature.</p>

Appendix B:

Objections raised to the original position of the traffic calming feature:

- The detailed plan of the proposals was not made available on request;
- The proposal would increase noise pollution in the area
- The proposal would increase vibration in the area
- The proposal would increase emissions in the area
- The proposal would negatively impact drainage in the area
- The proposal has no justification
- The traffic calming features will not be maintained
- This proposal should not be funded when there are still potholes in the area

Appendix C: DRAWING TM-28-319-CON-03c

Background papers

25 None.