

APPENDIX A

Summary of Objection to the Leeds City Council (Traffic Regulation) (Movement Restriction) (No. M14) Order 2012 Amendment Order No. 4 2021

One objection has been received to this TRO, which concerns two proposed bus gates: the southbound bus gate on Bridge End at its junction with Call Lane (with the operational hours of 7am-7pm) and the northbound bus gate on Leeds Bridge at its junction with Dock Street (with the operational hours of 7am-7pm). These two bus gates are referred to collectively in this Appendix as 'the Leeds Bridge bus gates', except where it is necessary to distinguish between them. This objection was submitted on 3rd April 2021 during the statutory advertisement period for the TRO.

The issues raised in the objection have been categorised and summarised below, alongside responses made by officers in the Highways and Transportation Department. A copy of the objection correspondence will be available at Highways Board, but these have not been published here as they contain personal information. The objector is a resident of Concordia Street (this information is provided as it is key to understanding the objection).

Objection No.	Objection issue	Highways and Transportation Officer Response
1	The Leeds Bridge bus gates will significantly inconvenience residents of Concordia Street and people with mobility issues, including those who can drive but cannot use public transport.	<p>The inconvenience, in terms of the reduction in route options for private vehicles, caused by the Leeds Bridge bus gates for residents of Concordia Street is not judged to be significant by officers. Consequently, the disbenefits for Concordia Street residents, people with mobility issues and people who can drive but cannot use public transport will be minimal.</p> <p>The Leeds Bridge northbound bus gate will affect only one out of the three existing access routes to Concordia Street: (A) the route via Leeds Bridge, Bridge End and Swinegate. Two other unrestricted access routes will remain: (B) the route via The Calls and Swinegate and (C) the route via Neville Street and Sovereign Street (see Figure A). To avoid the Leeds Bridge northbound bus gate during its hours of operation, residents of Concordia Street using private cars will only need to make a short diversion, either via The Calls or via Neville Street, which will not have a significant impact on either journey times or mileage.</p> <p>The Bridge End southbound bus gate does not directly impact residents of Concordia Street because there is no direct route to Bridge End from Concordia Street (since Swinegate is one-way</p>

		westbound). The bus gates will not, therefore, affect either of the two existing egress routes from Concordia Street: (D) via Swinegate and Bishopgate and (E) via Sovereign Street and Neville Street (see Figure A).
2	The cumulative impact of the Leeds Bridge bus gates and other proposed bus gates and road closures will result in there being only one access route to Concordia Street.	<p>The Council is currently developing a separate highways scheme for the Neville Street area, which proposes to convert Sovereign Street to one-way operation (eastbound only). This will result in the removal of the westbound link from Concordia Street to Neville Street via Sovereign Street (see Figure A). However, neither this scheme nor any other proposed scheme, will restrict the egress route from Concordia Street to Swinegate; therefore, Concordia Street residents will still be able to reach Neville Street via Swinegate and Bishopgate in a private vehicle (see Figure A). This highways scheme will not affect two retained unrestricted access routes described in the response to Objection 1 (routes B and C) as the right-turn from Neville Street to Concordia Street will not be restricted.</p> <p>The Council is also developing a further highways scheme which will prevent general traffic from passing through City Square. However, while this scheme will affect the wider routing options available to Concordia Street residents, it will not impact the immediate access and egress routes to and from Concordia Street, which are described in the response to objection 1 (routes B, C, D and E).</p> <p>These are separate schemes, which will be subjected to the Council's approvals process. Any proposed changes to Traffic Regulation Orders that are required by these schemes will follow the statutory process, which allows the general public to make comments, including objections.</p>
3	The benefits for buses resulting from the Leeds Bridge bus gates will not benefit people who do not commute and who live in the city centre.	The Council has to balance the interests of city centre businesses and residents with the needs of people who commute into (and out of) the city centre. While people who travel to and from the city centre by bus will benefit directly from the bus gates, city centre residents and businesses will benefit from reduced levels of congestion, lower levels of noise and increased air quality. Moreover, many city centre residents use the bus service to travel to

		destinations outside the city centre and they will benefit from a more reliable bus service.
4	<p>The Leeds Bridge bus gates are not necessary because there was rarely congestion on Leeds Bridge outside rush hours before the Covid-19 pandemic. Instead of the advertised proposal, the Leeds Bridge bus gates should be trialled during the rush hours only. This will not cause problems as traffic levels are low outside the rush hours.</p>	<p>The Leeds Bridge bus gates will reduce the delays to buses caused by general traffic not only on Leeds Bridge and Bridge End, but across a wide section of the city centre bus network by restricting access into the city centre to the north and onto Meadow Lane to the south. To the north, the bus gates will reduce the volumes of general traffic on Lower Briggate, Boar Lane, Duncan Street, New Market Street, Kirkgate, York Street and New York Street. To the south, the bus gates will reduce traffic volumes on Meadow Lane, including at the new Asda House junction. In other words, the Leeds Bridge bus gates are designed to protect buses from congestion beyond the immediate vicinity of Leeds Bridge. More generally, since a high proportion of the city's bus services travel through the city centre, reducing delays to buses in the city centre, will improve the reliability of bus services across the city. Two of the city's park and ride services will use Leeds Bridge, so those services will benefit from the bus gates. The park and ride service is a major component of the city's efforts to encourage commuters not to drive into the city centre.</p> <p>Buses experience delays caused by general traffic in the city centre throughout the day, especially north of the river, and not only in peak periods. This is why it is necessary for the Leeds Bridge bus gates to operate between 7am and 7pm. Moreover, the bus gates will operate across the whole period when operators run high-frequency services and when bus patronage levels are at their highest, so they will benefit a large number of bus users.</p>
5	<p>The Leeds Bridge bus gates will not improve air quality because they will result in longer car journeys along the Loop Road. Air quality will be improved by the growth of electric cars and buses. The cancellation of the Leeds Clean Air Zone implies that the air pollution is not as serious as it was previously.</p>	<p>While the levels of air pollution in the city are not considered to be sufficiently high to justify a Clean Air Zone (CAZ), the Council is still working to improve air quality in the city. The council is supporting the growth of electric vehicles in the city (including electric buses) to enhance air quality. However, this policy complements, but does not remove the need for, measures to expand bus priority because it is necessary to reduce the overall volume of motor traffic to reduce air pollution. Encouraging modal shift to public transport is therefore an effective way to raise standards of air quality. Bus priority measures, such as the Leeds Bridge bus gates, are a proven method of increasing</p>

		<p>the uptake of public transport as they make buses more reliable and therefore more attractive.</p> <p>The Council does consider the net effect of bus priority measures. In this case, the increase in car journey distances caused by the Leeds Bridge bus gates is judged not significant because the alternative routes (see Objection 1) are not lengthy. Moreover, any additional pollution caused by slightly longer car journeys will be offset by the reduction in pollution caused by the anticipated modal shift from car to sustainable modes, as a result of the enhancements to bus and active travel provision by the scheme.</p>
6	<p>People are being discouraged from using public transport due to the Covid-19 pandemic.</p>	<p>Government guidance on the use of public transport has changed significantly since the objection was submitted and particularly since the lifting of Covid restrictions in July 2021. At the present time, the government is not discouraging people from using public transport (unless they are unwell). Indeed, efforts are being made to encourage people to use public transport again, so that the recovery from the pandemic does not generate additional congestion, greenhouse gas emissions and air pollution. Safety measures have been introduced on public transport to ensure it is safe for all users.</p>
7	<p>Local residents should be given permits to allow them to pass through the bus gates. Such a system could be based on other permitting systems operated by the council and local residents could be charged for a permit.</p>	<p>The Council has considered this proposal, but it cannot be supported for the following reasons:</p> <ol style="list-style-type: none"> I. The scheme retains two unrestricted access routes to and two unrestricted egress routes from Concordia Street for residents (see Objection 1). Consequently, residents of Concordia Street will continue to have good access and egress routes to and from their homes. The Council has a policy of permitting private vehicles to use bus gates or bus lanes only when the introduction of a bus gate or bus lane means that there is <i>no other way</i> to access, or egress from, a premise by private vehicle, without passing through a bus gate or bus lane. As illustrated above, the Leeds Bridge bus gates do not have this effect for residents of Concordia Street. II. Issuing permits to local residents who are affected <i>in some way</i> by the bus gates would set a precedent that could lead to a large number of private vehicles being given

		<p>permission to use bus gates and bus lanes throughout the city centre. This is because a large number of city centre premises stand to be impacted by the new bus gates and lanes in some way, in that at least one of their existing access and/or egress routes will be restricted at certain times, requiring them to use other access and egress routes at these times. These stakeholders could therefore make a case that they should be permitted to use these bus gate or bus lane. Having set a precedent that occupants of affected premises can be exempted from the restrictions if they are impacted by a bus gate or lane <i>in some way</i>, the Council may have little option other than to grant the same exemptions to other applicants. This would reduce the overall efficacy of the bus gates and lanes in the city centre by increasing the number of vehicles that could pass through them.</p> <p>III. Managing a bus gate and bus lane permit system for city centre residents would place an unnecessary and disproportionate administrative burden on the council, both in terms of assessing the requests and ensuring the exemptions were processed in the enforcement process.</p>
8	The cycling improvements will not benefit people with mobility issues.	The bus gates will enable carriageway space to be reallocated to safe cycling infrastructure without delaying buses. While it is recognised that cycling is not a viable means of transport for everyone, the enhancement of cycling facilities in the city (including on Leeds Bridge) will make cycling more accessible for a wider range of people, including disabled people who can cycle. The provision of separate cycleways also reduces the risk of cycle users cycling on the footway, which is hazardous for all pedestrians, including disabled users and people with mobility issues.

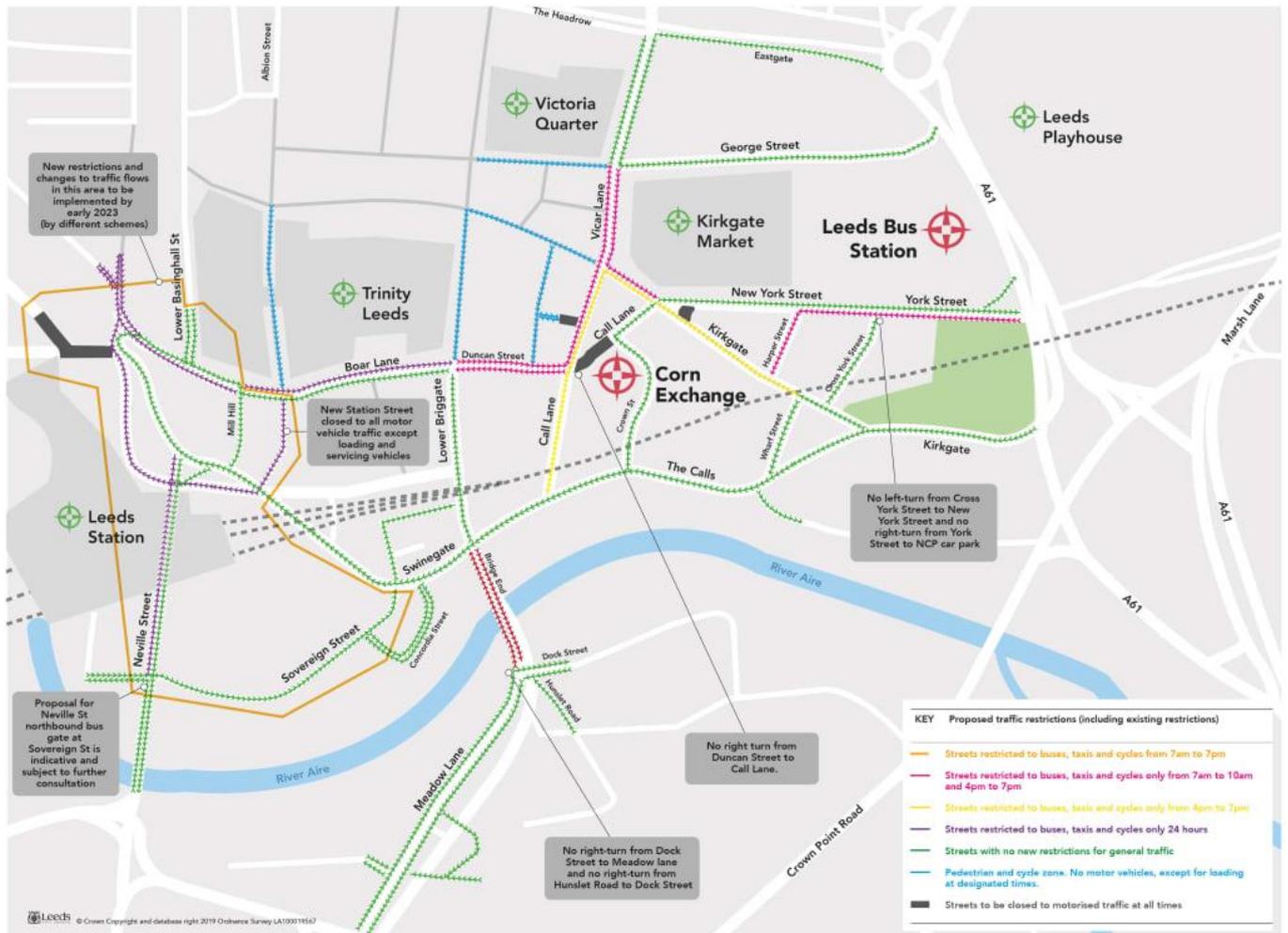


Figure A: Traffic restrictions in the Connecting Leeds schemes on the south side of Leeds city centre (Corn Exchange Gateway, Headrow Gateway, Infirmary Street Gateway, Leeds Station Sustainable Gateway, Sovereign Street and City Square Scheme). This plan is available on the 'Corn Exchange Summer 2020 Update' page of the Connecting Leeds website (see this [link](#)).