

# Laurence Calvert Secondary School, Middleton – Off-site Highway Works

Date: 30 November 2021

Report of Traffic Engineering

Report to the 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**

- Planning approval for the development of the former Highways & Transportation office site off the Ring Road, Middleton was granted (Planning Application Ref. 21/06951/FU) in August 2021, consisting of the construction of secondary school with associated sports pitches, landscaping, accesses, and parking. The location of the development site is provided on drawing No. PPLPTM1 in Appendix D just off St Georges Road, Middleton with access coming from the car park of the St Georges Centre.
- To meet the requirements of the planning permission, the City Council is responsible for designing and implementing the off-site highway works associated with the approved planning application – this is as provided for in several of the planning conditions.
- The purpose of this report is to further detail the off-site highway works associated with the Laurence Calvert Secondary school site. It seeks approval for the detailed design and implementation of the package of off-site highway works associated with the planning approval granted for construction of the Laurence Calvert Secondary school on the old Highways & Transportation offices, as outlined in this report and shown on drawing no. 809-LCC-HWT-XX-DR-TM-01\_01a as attached at Appendix A.
- 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 and will contribute to them by providing a safer and more user friendly highway environment, which will actively encourage children into more active modes of travel on journeys to and from school. In this way, the works will also contribute to the Leeds Education Challenge, which forms part of the Council's objective to build a child friendly city.

## Recommendations

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

- a) Note the content of this report;
- b) Approve the detailed design and implementation of a package of highway works associated with the construction of the Laurence Calvert Secondary School, as shown on drawing no. 809-LCC-HWT-XX-DR-TM-01\_01a, as attached at Appendix A;
- c) Approve with reference to the powers contained in Section 66(4) of the Highways Act 1980, that the relevant lengths of footway shown on attached drawings (809-LCC-HWT-XX-DR-TM-TRO\_01) as proposed cycle tracks are removed and that following the removal of the footways, cycle tracks are constructed under the powers contained under the provisions of section 65(1) of the Highways Act 1980 for segregated or shared joint use by pedal cyclists and pedestrians.
- d) Note the total cost of £55,000, comprising £44,000 works costs, £10,000 staff fees and £1,000 legal fees, and give authority to incur the expenditure, which is to be fully funded from the Children's Services Learning Places Capital Programme (previously approved);
- e) Instruct the City Solicitor to advertise a Traffic Regulation Order to introduce waiting restrictions as shown on the attached drawing no. 809-LCC-HWT-XX-DR-TM-TRO\_01 (Appendix B) and to advertise notices under the provision of Section 23 of the Pedestrian Crossing Road Traffic Regulation Act 1984 and 90C of the Highways Act 1980 associated with the provision of a formal pedestrian crossing facility and the introduction of a traffic calming feature
- f) If no valid objections are received, to instruct the City Solicitor to subsequently make, seal and implement the Traffic Regulation Order and implement the pedestrian crossing and traffic calming feature all as advertised.

## Why is the proposal being put forward?

1. The Learning Places programme represents the Council's response to the demographic growth pressures in school place provision. The increasing birth rate in Leeds has required Leeds City Council to approve an increasing number of new school places since 2009 to fulfil its statutory duty.
2. Since 2009, Leeds City Council's Learning Places Programme has created over 11,500 primary school places across the city in response to rising birth rates which increased from 7,500 per year in 2001 to a peak of 10,350 in 2012. Whilst from a primary perspective the demand for places has peaked and is now starting to decline. This is as expected, as children move through primary and into secondary school. The demand for year 7 places has started to rise with 9254 places allocated for the academic year 2019/20 (an increase by nearly 300 children on the previous year). Projections estimate that in 2020/21 it will increase by nearly 500 children and then by a similar amount in 2021/22.
3. The growing pressure in South Leeds has been known for some time and consequently several bulges and expansions have already taken place at local schools to address the ongoing pressure in the South Leeds area. In 2017, the Council supported a successful wave 12 Free School application from Cockburn Multi Academy Trust for the creation of a new 7 form entry (FE) free school – Cockburn Laurence Calvert located on the site of the former Highways & Transportation offices in Middleton.

4. Planning approval for the development of the former Highways & Transportation offices site in Middleton was granted in August 2021 (Planning Application ref. 21/06951/FU), consisting of the construction of secondary school with associated sports pitches, landscaping, accesses, and parking.
5. This report seeks approval for the detailed design and implementation of a package of off-site highway works associated with the planning approval granted for the Laurence Calvert Secondary school, consisting of the installation of a parallel crossing facility on St George's Road, the removal of an existing pedestrian refuge, the introduction of a speed table feature that will facilitate the new parallel crossing, the introduction of informal pedestrian crossing facilities on St George's Road and the introduction of new waiting restrictions in the locality, as shown on the attached drawings no. 809-LCC-HWT-XX-DR-TM-01\_01a & 809-LCC-HWT-XX-DR-TM-TRO\_01 (Appendix [A & B]).
6. This report also seeks approval to advertise notices under the provisions of Section 23 of the pedestrian crossing road traffic regulation act 1984 and 90C of the Highways Act 1980 associated with the provision of a formal pedestrian crossing facility and the introduction of a traffic calming feature and if no valid objections are received, to make, seal and implement the Traffic Regulation Order and implement the pedestrian crossing and traffic calming feature all as advertised.

### What impact will this proposal have?

**Wards Affected:** Middleton Park

Have ward members been consulted?

Yes

No

7. The scheme is anticipated to have the following benefits:
  - a) Introduction of accessible formal crossing points situated on a flat top traffic calming feature, providing a safer passage for cyclists and all pedestrians, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people.
  - b) Greater independence and choice for children travelling to and from school using more sustainable modes of travel.
  - c) Make it more pleasant to walk or cycle, thus encouraging a healthier lifestyle.
  - d) Improve quality of life for the local community.
  - e) Remove unsafe parking in the vicinity of the school and crossing points, improving the visibility for pedestrians wishing to cross and drivers approaching the waiting pedestrians is enhanced, thus improving crossing safety;
  - f) Introduction of a Parking Places Order in the car park for St Georges Centre for a "park in marked bays" restriction to prevent indiscriminate parking as a result of the extra traffic for the school; and
  - g) The amendment of traffic calming features will further assist in slowing driver speeds thus improving the road environment for all road users.

8. The improvements proposed as part of the scheme are illustrated in the drawings shown in Appendix A & B and consist of;
  - a) The introduction of a formal pedestrian/cycle 'parallel' crossing on St George's Road.
  - b) The introduction of a speed table feature that will facilitate the new formal parallel crossing.
  - c) The removal of the existing pedestrian refuge, to allow the installation of the new formal parallel crossing.
  - d) The introduction of informal pedestrian crossing facilities on St George's Road; and
  - e) The introduction of new waiting restrictions along St George's Road.

### **What consultation and engagement has taken place?**

9. Ward Members for the Middleton park ward were consulted on the proposed off-site highway works by email on the 23 July 2021. The Ward Members support the proposals in their areas and engagement, updates and general discussions have continued with them throughout the development of the scheme.
10. Emergency Services and the bus operators were consulted on the proposed off-site highway works by email on the 23 July 2021. No adverse comments were received in response to the consultation.
11. Local residents and businesses were consulted on the proposed off-site highway works by means of a letter drop on the 6 October 2021. Any residents' responses will be factored into the scheme.
12. Road Safety Audit; A Stage 1 & 2 Road Safety Audit on the proposed highway works was undertaken on 28 July 2021. The issues raised in the audit were taken on board and the scheme altered to suit.
13. 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.

### **What are the resource implications?**

14. The estimated total cost to implement this scheme is £55,000, comprising £44,000 works costs, £10,000 staff fees and £1,000 legal fees, all being funded from the Children's Services Learning Places Capital Programme (previously approved).

### **What are the legal implications?**

15. The works are exempt from call in being a consequence of and in pursuance of a regulatory decision and as it is not a key decision.
16. The overall scheme implementation is subject to resolving any objections which may be received from the advertisement of the TRO and the Section 23 of the pedestrian crossing road traffic regulation act 1984 and 90c notices.
17. All work will lie within the framework of highways legislation and national and local standards for design where applicable. All other relevant legislation will also be taken into considering, including duties under the Equalities Act.

18. The TROs will be introduced using the powers contained within the Road Traffic Regulation Act 1984, the Highways Act 1980 and the Local Government Miscellaneous Provisions Act 1976. Further, the procedural steps undertaken will fully comply with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489.

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

19. Failure to approve the recommendations detailed within this report will prevent the off-site highways works associated with the planning approval from being implemented and therefore the benefits outlined above would not be attained.
20. The finished school is due to open in September 2022 however the temporary school is currently open. Failure to implement the scheme will reduce the safety on route to the school for pedestrians.

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

Inclusive Growth       Health and Wellbeing       Climate Emergency

21. The scheme has the envisaged benefits of promoting modal shift, supporting active travel and facilitating a reduction in dependence on private motor vehicles.
22. Regarding 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.
23. Regarding inclusive growth, the installation of the proposed traffic calming feature and both the formal and informal crossing facilities will increase accessibility on a key walking route, between the New Forest area, the Laurance Calvert school and local amenities. 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?**

24. The retention of the existing pedestrian refuge was considered, but it was felt that with the impending increase in pedestrian footfall in the area because of the proposed school, a formal crossing facility would provide a safer and more attractive provision for both pedestrians and cyclists. For this reason, the formal parallel crossing was included in the off-site highway works.
25. It was considered whether the traffic calming measure that will facilitate the formal crossing facility was beneficial, but it was felt that the traffic calming feature provided benefits in terms of road safety and accessibility.

#### **b) How will success be measured?**

26. An improvement of conditions for pedestrians and cyclists crossing in the location of the proposals. This will be assessed through the school travel team and the school travel plan to determine whether walking and cycling has improved as a result of the scheme.

**c) What is the timetable for implementation?**

27. The scheme's implementation is anticipated to be completed within the 2021/22 financial year, subject to objections and opposition to the TRO and Section 23 of the pedestrian crossing road traffic regulation act 1984 and 90C notices for the pedestrian crossing and traffic calming feature respectively.

**Appendices**

**Appendix A: General Arrangement Drawing**

**Appendix B: TRO Drawing**

**Appendix C: EDCI**

**Background papers**

28. None.