

Streets for People: The Recreations, Holbeck. Approval to advertise Traffic Regulation Orders and other matters

Date: 14 December 2021

Report of: Traffic Engineering

Report to: Chief Officer (Highways & 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 West Yorkshire Transport Strategy aims to create high quality places for people, aiming to improve physical activity and air quality. The Streets for People initiative, where each district in the county is able to develop a demonstration project, aims to facilitate meeting these ambitions.
- Leeds City Council has selected the Recreations area of Holbeck for its Streets for People project,
- On 17th November 2021 Leeds City Council's Executive Board approved a report seeking endorsement of the Recreations as the Streets for People project, based on current levels of deprivation low car ownership and the lack of reasonable opportunities to use the built environment for active lifestyles, and approved expenditure of £900,000 to design and deliver the project on site.
- This report seeks approval to advertise the necessary Traffic Regulation Orders associated with the project, and to inject the funding into the Traffic Engineering works programme to construct the project.

Recommendations

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

- a) Note the contents of this report and the approval granted by Executive Board on 17th November 2021 for the project and the expenditure of £900,000; and
- b) Instruct the City Solicitor to advertise Traffic Regulation Orders associated with the project, and subject to no objections being received to make and seal the Orders as advertised; and
- c) Instruct the City Solicitor to advertise notices under the provision of Section 90c of the Highways Act 1980 to provide vertical traffic calming on the scheduled roads, and to note

that any objections will be reported to the Chief Officer (Highways & Transportation) for consideration.

- d) Give authority to display notices on site under the provisions of Section 23 of the Road Traffic Regulation Act 1984 in order to inform the public of the proposed Zebra pedestrian crossing;
- e) Approve the injection of £900,000 into the Traffic Engineering Capital Programme to enable the project to be delivered on site.

Why is the proposal being put forward?

- 1 As noted in the report to Executive Board on 17th November 2021 the West Yorkshire Transport Strategy aims to create high quality places for people and to provide better walking and cycling links. As part of this strategy the West Yorkshire Combined Authority allocated £5m for demonstration projects across the five West Yorkshire authorities, with Leeds City Council selecting the Receptions for their £1m investment.
- 2 Proposals have been developed to make substantial changes to the built environment
- 3 To facilitate these proposals a Traffic Regulation Order is required to introduce a number of traffic restrictions which support or create some of the design elements. These are summarised in point 7 below.
- 4 In addition, a notice under Section 90C of the Highways Act 1980 is required to be advertised prior to the introduction of vertical traffic calming features within the project, and a notice under Section 23 of the Road Traffic Regulation Act 1984 to establish the Zebra crossing on Brown Lane East.

What impact will this proposal have?

Wards Affected: Beeston and Holbeck

Have ward members been consulted? Yes No

- 5 As described in the report to Executive Board the proposal aims to introduce transformational changes to the street environment within the Receptions, to encourage activity on the streets and consequent improvements to health and wellbeing through increased levels of walking and cycling.
- 6 Advertising the necessary Traffic Regulation Orders, Section 90C and Section 23 notices will allow the proposal to be facilitated and the engineering interventions to be realised. These include point closures, greening of streets, tree planting and segregated cycle facilities linking to the recently delivered cycle superhighway routes.
- 7 The Traffic Regulation Orders include:
 - No Waiting At Any Time, covering junction radii and turning head areas on;
 - Junctions of Brown Lane East with Ingram Road, Crosby Street & Rydal Place
 - Junction of Crosby Street with Recreation Street
 - Junction of Rydal Place with Crosby Street
 - Junction of Cleveleys Avenue with Recreation Row and Colenso Place
 - And on exctions of Rydal Terrace, Rydal Street, Crosby Road, Runswick Street, Colenso Terrace, Colenso Place, Colenso Mount, Recreation

Crescent, Recreation Row, Recreation Place, Recreation View, Recreation Mount and Recreation Grove

- Prohibition of Motor Vehicles on;
 - Colenso Terrace, Cleveleys Road, Crosby Avenue, Rydall Terrace, Rydall Street, Crosby Road & Colenso Mount
- Prohibition of Vehicles on;
 - Recreation View, Recreation Mount & Runswick Street
- One Way traffic flows on Rydall Place & Recreation Place

These are all shown on the attached drawing TM/05/464/TRO/01

- 8 These TROs will be subject to further consultation through the ongoing residential consultation and via the statutory advertisement process.

What consultation and engagement has taken place?

- 9 The report to Executive Board details the extensive consultation that has been undertaken to develop support for the project and to shape the draft proposals.
- 10 Consultees included local ward members, initially at a meeting on 9th July 2019 and at subsequent ward member briefings.
- 11 The Executive Member for Infrastructure and Climate was briefed on the proposals on 15th April 2020 and offered strong support for the ambition and concept.
- 12 As noted in the report to Executive Board initial consultation has been undertaken with emergency services and WYCA and further consultation will take place ahead of delivery. There are no specific or general concerns regarding the proposal and partners will be engaged with and updated on any detailed design issues that arise through the delivery phase.
- 13 As noted in the report to Executive Board an extensive programme of consultation has taken place with local residents and other key stakeholders. This has been supplemented with a written consultation taking place starting week commencing 22nd November 2021.

What are the resource implications?

- 14 The proposals detailed in this report are estimated at £900,000, comprising £800,000 works and £100,000 of development and delivery costs. This will be met entirely from the Streets for People fund provided by the West Yorkshire Combined Authority, with expenditure being approved by the Executive Board on 17th November 2021.
- 15 Maintenance of the new highway infrastructure will be undertaken as part of the general maintenance of the public highway. A commuted sum will be provided from the scheme budget for Parks & Countryside to maintain the new green spaces.
- 16 Design and supervision of the project will be undertaken by Leeds City Council's Traffic Engineering service using existing staff resources – this project forms part of the planned annual programme.

What are the legal implications?

The Traffic Regulation Orders and notices under Section 90C of the Highways Act 1980 can be approved for advertisement under the delegated powers afforded to the Chief Officer (Highways & Transportation).

- 17 The advertisement processes will be completed in line with the statutory requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and objections to the advertised Orders, and the notices under Section 90C of the Highways Act 1980, will be reported to the Chief Officer for consideration.
- 18 An EDCI screening for the overall project was completed (appended to this report) and included key findings:

“The improvements will have a positive impact on older people and people with disabilities by increasing confidence that their journeys can be completed safely and independently”

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

- 19 Key risks for this proposal relate to the potential for objections to the advertised Traffic Regulation Orders and to the 90C notices.
- 20 These risks have been managed through the initial consultation detailed at length in the Executive Board report, and through further written consultation which is ongoing and is detailed above. These consultations have drawn out key issues and have informed the design – this process will minimise opposition to the advertised Orders.

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

Inclusive Growth

Health and Wellbeing

Climate Emergency

Inclusive Growth.

- 21 As noted in the report to Executive Board of 17th November 2021 the Receptions is one of the most deprived areas in Leeds with large percentages of the local population experiencing employment and income deprivation. Creating an environment which facilitates and supports active travel in an area of limited transport options will improve access for residents to the wider employment and education opportunities in the city centre and particularly in the adjacent South Bank which is expected to be the focus of the expanded offer for Leeds in these areas. The proposals in this report facilitate the physical infrastructure changes which are needed to create this environment and to deliver on the proposals approved by Executive Board.

Health and Wellbeing.

- 22 As noted in the report to Executive Board of 17th November 2021 the proposals encourage active travel and lifestyle by creating a built environment with fewer barriers to movement and with a more attractive streetscape. This is expected to increase activity amongst local residents as a contribution to improved health and wellbeing. The proposals in this report facilitate this ambition.

Climate emergency

- 23 As noted in the report to Executive Board of 17th November 2021 the proposals offer significant improvements to the built environment which supports active travel and a consequent reduction in dependency on motor vehicles, supporting a reduction in CO2 emissions and the wider Climate Emergency agenda. The proposals in this report facilitate these improvements.

Options, timescales and measuring success

a) What other options were considered?

- 24 The Traffic Orders and exercising of other statutory powers detailed in this report are required to facilitate the project approved by Executive Board on 17th November 2021. There are no other legal procedures which would enable the project to be delivered in its approved form.

b) How will success be measured?

- 25 The report to Executive Board notes a number of measurements of success for the overall project. The success of the proposals in this report would be judged on the outcomes of the legal processes listed above.

c) What is the timetable for implementation?

- 26 The Traffic Regulation Order and Section 90C notices will be advertised on site in January/February 2022. Subject to no objections being received it is likely that these can be made and sealed in line with the construction works which are expected to run through spring 2022.

Appendices

- 27 Appendix A: Equality, Diversity, Cohesion and Integration Screening
28 Appendix B: General Arrangement
29 Appendix C: Proposed TRO's

Background papers

- 30 None.

Appendix A



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.

Directorate: City Development	Service area: Highways & Transportation
Lead person: Chris Way	Contact number: 0113 37 87493

1. Title: Healthy Streets – the Receptions

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify

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

Delivery of a highway infrastructure project to make transformational changes to the built environment in the Receptions, designed to encourage street activity and sustainable transport and improve health and wellbeing.

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. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.

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"> • Eliminating unlawful discrimination, victimisation and harassment • Advancing equality of opportunity • Fostering good relations 	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**.

4. Considering the impact on equality, diversity, cohesion and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **How have you considered equality, diversity, cohesion and integration?**

The project provides changes to the built environment including point closures, green space, traffic calming and segregated cycle infrastructure.

The project offers opportunities to make improvements to the current pedestrian provision, including to those with mobility or other impairments, and to remove barriers to active travel .

The project contributes to a number of corporate policies and targets aiming to improve equality and diversity, including the Inclusive Growth strategy, by promoting equality of access and opportunity.

- **Key findings**

The improvements to the built environment, and the deemphasis on the private car, open up opportunities to people with disabilities, older people and young people.

Reducing the reliance on private car use will help making the streets more accessible to residents of all backgrounds

The improvements will have a positive impact on older people and people with disabilities by increasing confidence that their journeys can be completed safely and independently.

Safe pedestrian and cycling facilities allow older and younger people, as well as those with mobility impairments, travel more freely and with confidence that they can do so without conflict from motor traffic and other road users.

- **Actions**

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

Removing some of the barriers of motorised traffic and improving street environment through enabling active travel has the potential to improve community integration through offering opportunities to mix and interact.

<p>5. If you are not already considering the impact on equality, diversity, cohesion and integration you will need to carry out an impact assessment.</p>	
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)	

<p>6. Governance, ownership and approval</p> <p>Please state here who has approved the actions and outcomes of the screening</p>		
Name	Job title	Date
Nick Hunt	Traffic Engineering Manager	7 th October 2021
Date screening completed		7 th October 2021

<p>7. Publishing</p> <p>Though all key decisions are required to give due regard to equality the council only publishes those related to Executive Board, Full Council, Key Delegated Decisions or a Significant Operational Decision.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> • Governance Services will publish those relating to Executive Board and Full Council. • The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions. • A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record. <p>Complete the appropriate section below with the date the report and attached screening was sent:</p>	
For Executive Board or Full Council – sent to Governance Services	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent:

All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: