

# Environmental Improvement Works - High Street, Yeadon Objection Report

Date: 13 June 2022

Report of: Traffic Engineering

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 purpose of the report is to inform the Chief Officer of Highways and Transportation of objections raised to a highway improvement scheme in Yeadon and seek to fully consider and overturn these objections.
- The scheme that this report relates to seeks to deliver a package of measures to improve accessibility for pedestrians on Yeadon High Street, an issue which has been raised for many years at this junction.
- Following approval of a report to the Chief Officer (Highways and Transportation) in February 2022, the required speed limit & movement orders were advertised between the 31<sup>st</sup> of March and 25<sup>th</sup> of April 2022. During this period two objections were raised, and a summary of these can be found in Appendix 2.
- This report seeks approval of the Chief Officer (Highways and Transportation) to consider and, taking into account the comments received, over-rule the reported objections.

## Recommendations

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

1. Note the content of this report;
2. Consider and over-rule the objections to the proposed Traffic Regulation Order "Leeds City Council (Traffic Regulation) (Movement Restriction) (No.8) Order 2022" and "Leeds City Council (Speed Limit) (No.6) Order 2022";
3. Request the City Solicitor to make, seal and implement the above Orders; and

4. Request the City Solicitor to write to the objectors informing them of the decision taken by the Chief Officer (Highways & Transportation).

### **Why is the proposal being put forward?**

- For several years, Otley & Yeadon Ward Members and officers have identified this area of Yeadon as an area where environmental improvements would be beneficial.
- The proposals will benefit pedestrians and road safety at a busy junction close to the centre of Yeadon High Street, by providing easier crossing opportunities and better accessibility for pedestrians which should help attract people to the area further supporting this local centre and the commercial properties within.

#### **Wards Affected: Otley & Yeadon**

Have ward members been consulted?

Yes

No

### **What impact will this proposal have?**

- 1 An equality, diversity, cohesion and integration screening was completed in the original report approving these works and can be found replicated in Appendix One.
- 2 The positive impacts of the scheme are:
  - i. Improvements to pedestrian accessibility to Yeadon High Street by providing shorter crossing distances and a route around the existing set of stairs which are not compliant with the Equality Act;
  - ii. The lowered speed limit will improve road safety by slowing the speed of traffic outside the commercial properties creating a more attractive, safe and sustainable environment for all road users;
  - iii. The one-way system will create a less cluttered road environment and rationalise the existing junction thereby making traffic movements more predictable and improving the safety for all road users;
  - iv. Improvements to the aesthetics of this area, through replacement of existing pedestrian guardrail with new “heritage style” barriers that will complement the area and bring it into line with the rest of the High Street.

The negative impacts of the scheme are:

- i. The introduction of a one-way system here will increase a limited number of journey times in the area, but this will be offset by the benefits outlined above.

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

- 3 Consultation with the Otley & Yeadon Ward Members has been ongoing as part of the development of the scheme, and they are in full support of the scheme as proposed.

- 4 Consultation with Emergency Services and the West Yorkshire Combined Authority (on behalf of bus operators) was undertaken on the 22nd of September 2021 and no adverse comments were received from the Emergency Services.
- 5 The West Yorkshire Combined Authority queried if buses would still be able to manoeuvre around this junction, as this represents part of the route to Leeds & Bradford Airport which uses 12-metre-long buses. Drawings showing the tracked movements of such vehicles were provided to the operators confirming that their current manoeuvre would not be affected by the works.
- 6 Residents and businesses were consulted on the proposals via a letter drop, and via the legal advertisement of the traffic order between the 31<sup>st</sup> of March 2022 and the 25<sup>th</sup> of April 2022. This included an advertisement placed in the Yorkshire Post and notices posted on street lighting columns throughout the area.

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

- 7 These works were approved in a previous report dated 07/02/2022 and there are no further resource implications above and beyond those highlighted there.

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

- 8 The scheme's implementation is subject to resolving the objections and it is anticipated to be completed in the 2022/2023 financial year.
- 9 The recommendations set out in this report require the decision maker to consider the objections received during the statutory consultation period before considering whether the Orders may be made. This will enable the Council to comply with the requirement of the Road Traffic Regulation Act 1984, as well as the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489.
- 10 All work proposed lies within the framework of highways legislation and national and local standards for design where applicable. All other relevant legislation will also be taken into consideration, including duties under the Equalities Act.
- 11 This report is not eligible for call-in, being in consequence of and in pursuance of a regulatory decision.

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

- 12 Failure to approve the recommendations detailed within this report will prevent the legal orders 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

- 13 The proposal is in line with The Best Council Plan 2020-2025 of promoting Inclusive Growth, by directly seeking to uplift a designated local centre, making it more attractive to visitors and safer for all to use.
- 14 The proposals promote pedestrians walking to and around Yeadon High Street, thus promoting Health and Wellbeing. Similarly, should residents choose to walk, cycle or take public transport to Yeadon to take advantage of these improved provisions, this promotes sustainable travel and reduces carbon emissions in the town.

### **Options, timescales and measuring success**

#### **a) What other options were considered?**

- 15 The proposals contained within this report are the result of dialogue over time with Otley & Yeadon Ward Members and have been through various options and iterations before this final proposal was agreed as meeting the desires of the local representatives, as well as being deliverable and acceptable for provision upon the Public Highway.
- 16 It was also considered that the scheme could not be delivered in its entirety given the objections to the works, but this would not provide the benefits that have been outlined above.

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

- 17 There are no defined parameters onto which the success of this project will be measured. Feedback from local Ward Members and residents/businesses in Yeadon that this project directly impacts will be taken on board before, during and after the delivery of the project and any suggestions for improvement will be duly considered for inclusion into the proposals.

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

- 18 Subject to resolving the objections, it is anticipated to be completed in the 2022/2023 financial year.

### **Appendices**

- 19 Appendix 1 – EDCI Screening
- 20 Appendix 2 - List of objections to the Environmental Improvement Works, High Street, Yeadon
- 21 Appendix 3 – Drawing TE-27-575-TRO-01
- 22 Appendix 4 – Drawing TM-27-575-HB-01

### **Background papers**

- 23 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: Development</b>	<b>Service area: Traffic Management</b>
<b>Lead person: Andrew Richardson</b>	<b>Contact number: 0113 37 87489</b>

<b>1. Title: Yeadon Town Centre Improvement, Yeadon</b>						
Is this a:  <table><tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input checked="" type="checkbox"/></td></tr><tr><td><b>Strategy / Policy</b></td><td><b>Service / Function</b></td><td><b>Other</b></td></tr></table> <b>If other, please specify</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<b>Strategy / Policy</b>	<b>Service / Function</b>	<b>Other</b>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				
<b>Strategy / Policy</b>	<b>Service / Function</b>	<b>Other</b>				

<b>2. Please provide a brief description of what you are screening</b>
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The screening focuses on a report to the Highways and Transportation Board requesting authority to introduce various highway improvement measures on Yeadon High Street.

The scheme proposes to introduce a package of works to increase the vitality and viability of the Yeadon local centre which include:

- The introduction of a widened footway to both the north and south of High Streets junction with Silver Lane/Ivegate;
- New informal crossing facilities provided to shorten existing crossing distances, and to provide a route avoiding an existing set of stairs which are not compliant with the Equality Act;
- The replacement of existing pedestrian guard rail along the westerly section of Town Street to enhance the visual landscape of High Street, and to bring it inline with the existing guardrail along the rest of High Street;
- A new one-way system along the most southerly part of Silver Lane to simplify its junction High Street;
- A new 20mph speed limit on Ivegate to its junction with Wells Court which will bring the entirety of the commercial centre of Yeadon under a 20mph speed limit.
- The introduction of new sett paved areas to act as traffic calming features on Mercury Row and New Market.

### 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> </ul>		X

<ul style="list-style-type: none"> <li>• Advancing equality of opportunity</li> <li>• Fostering good relations</li> </ul>		
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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**.

<p><b>4. Considering the impact on equality, diversity, cohesion and integration</b></p>
<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?</b> (<b>think about</b> 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)</li> </ul> <p>Consultation on the proposals has taken place/will take place with the following stakeholders:</p> <ul style="list-style-type: none"> <li>• Local Ward Members</li> <li>• Emergency Services (Police, West Yorkshire Fire and Ambulances Services)</li> <li>• West Yorkshire Combined Authority</li> <li>• Local Residents and businesses</li> </ul> <p>The Local Ward Members support the proposals.</p>
<ul style="list-style-type: none"> <li>• <b>Key findings</b> (<b>think about</b> 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)</li> </ul> <p>Scheme features:</p> <p>The positive impacts of the scheme have been identified as follows:</p> <ul style="list-style-type: none"> <li>- Improvements to pedestrian accessibility to Yeadon High Street by providing shorter crossing distances and a route around the existing set of stairs which are not Equality Act compliant;</li> <li>- The lowered speed limit will improve road safety by slowing the speed of traffic outside the commercial properties creating a more attractive, safe and sustainable environment for all road users;</li> </ul>

- The one-way system will create a less cluttered road environment and rationalise the existing junction making thereby making traffic movements more predictable, and improving the safety for all road users.
- Improvements to the aesthetics of this area, through replacement of existing pedestrian guardrail with new “heritage style” barriers that will complement the area, and bring it into line with the rest of the High Street.

The negative impacts of the scheme have been identified as follows:

- The introduction of a one-way system here will increase a limited number of journey times in the area.

- **Actions**

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

Whilst increasing the journey times of a limited number of trips in the area, the benefits outlined in the scheme features will offset this by providing a better environment for vulnerable road users.

**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:	N/A
Date to complete your impact assessment	N/A
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
Nick Hunt	Traffic Engineering Manager	18/05/22

**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>	18/05/22
<b>Date sent to Equality Team</b>	
<b>Date published</b> (To be completed by the Equality Team)	

## Appendix 2:

### List of objections to the Environmental Improvement Works, High Street, Yeadon:

<b>Details of the Objections</b>	<b>Highways Response</b>
<p>Objector One:</p> <p>The diversionary route for traffic (due to the new one-way system) would discourage customers from coming to local businesses on Town Street, and increase the traffic on High Street/Hawthorn Avenue/Marshall Street</p> <p>Restrictions should be implemented on Town Street to create further parking opportunities for customers</p>	<p>Whilst the diversionary route would be longer for traffic, the added journey time for vehicles is around 1-2 minutes which should not discourage those wishing to visit businesses in the area.</p> <p>Signage will be put in place as part of the scheme advising of the new one-way system, which will encourage traffic to use nearby well-established traffic routes (such as Haworth Lane/Kirk Lane) and help reduce the traffic diverted down residential streets. Surveys will be conducted pre and post construction to ensure that the traffic is diverted to the preferred routes.</p> <p>Parking restrictions here were not considered as part of this scheme, but investigations are now taking place into whether restrictions along this length would be appropriate. Any restrictions that are found to be beneficial will be promoted as part of the next Traffic Regulation Order in the Otley &amp; Yeadon Ward.</p>
<p>Objector Two:</p> <p>The proposals will not make it safer for pedestrians to cross Silver Lane, and the removal of the requirement for traffic to give way when exiting High Street will mean they will be able to undertake this manoeuvre at speed</p> <p>The diversionary route for traffic (due to the new one-way system) would be convoluted and increase journey times</p>	<p>The proposals will provide a new informal crossing point with better sight lines for approaching traffic from High Street and means traffic should only approach from one direction, rather than two. The buildout of the footway will also reduce the crossing distance by more than two metres, meaning pedestrians need to spend less time in the carriageway when crossing.</p> <p>The buildout provided on the western side of the footway will mean that traffic can no longer drive around this corner at speed, as they will be required to slow and turn to avoid striking the new kerblines. Surveys will be conducted pre and post construction to ensure that the traffic speed here does not increase to unacceptable levels.</p> <p>Whilst the diversionary route would be longer for traffic, most of the traffic using Silver Lane travelling southbound is not accessing Town Street/Ivegate and is instead using the route to access Harper Lane/Henshaw Lane and beyond – it would be beneficial to move this traffic to nearby well-established traffic routes (such as Haworth Lane/Kirk Lane) to help reduce traffic around the commercial centre of Yeadon.</p>

<p>A formal crossing needs to be placed on Silver Lane to help pedestrians cross</p>	<p>A formal crossing has been requested in this location in the past and has not met the criteria for installation. If the proposed scheme is introduced, another assessment will be undertaken given the new road layout and change in driver/traffic behaviour and the requirement for a formal facility will be assessed at this time.</p>
<p>The proposals will allow Nest Bar Café to block the footway with outdoor seating</p>	<p>The widened footway may allow them (and other businesses) to apply for a street café licence should they wish to do so. This licence would grant them outdoor seating on the highway, but as a minimum they would need to leave 2 metres of footway space available for pedestrians to pass. They would not be permitted to install seating without such a licence, and the conditions attached to any such permission would be heavily monitored to ensure compliance.</p>
<p>A stop line should be placed at the bottom of High Street</p>	<p>The criteria for the installation of a stop sign is extremely strict and specifies that the visibility at the junction must fall below 15m which is not the case at this junction. The installation of a new stop sign also requires the express written permission of the Department for Transport who would immediately reject any such location that did not meet the visibility criteria outlined above.</p>