

Benton Park School Expansion Scheme – Objection Report

Date: 26 July 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 package of off-site highway works associated with the expansion and planning approval of Benton Park High School.
- Following approval of a report to the Chief Officer (Highways and Transportation) in July 2020, notices under Section 90c of the Highways Act 1980, and Section 23 of the Road Traffic Regulation Act 1984 were advertised between the 30th of October and 27th of November 2020. During this period two objections were raised, and a summary of these can be found in Appendix B.
- This report seeks approval of the Chief Officer (Highways and Transportation) to consider and 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 Section 90c notice placed under the Highways Act 1980.
3. Request the City Solicitor to make, seal and implement the above order.

Why is the proposal being put forward?

- Leeds has an extremely dynamic and growing economy, which makes the city a very attractive proposition for families and businesses to move to. As a result, the city's population is growing rapidly, at a faster rate than many of our neighbouring cities and this is reflected in the increasing demand for school places.
- As a consequence of this growth, it was necessary to expand provision at Benton Park School, with 300 more 11-16 students (rising from 1200 to 1500) and 22 additional members of staff (138 to 160) expected to join upon completion of the expansion works.
- As part of this expansion it was identified that a package of off-site highway works should be introduced to improve road safety in the surrounding area.

Wards Affected:

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, outlining the impact of the scheme. This can be found replicated Appendix A with a summary found below:
- 2 The positive impacts of the scheme are:
 - i. Provide safer passage whilst crossing the road to all pedestrians, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people;
 - ii. Greater independence and choice for children travelling to school
 - iii. Make it more pleasant to walk or cycle, encouraging a more healthy lifestyle
 - iv. Improve quality of life for the local community
 - v. By providing a formal crossing place, this will better enable those parents/ carers with pushchairs to cross, as well as those pedestrians using wheelchairs and those with limited mobility; and
 - vi. By removing undesirable parking in the vicinity of the school and crossing points, visibility for pedestrians wishing to cross and drivers approaching the waiting pedestrians is enhanced, thus improving crossing safety.
 - vii. The implementation of traffic calming features will assist in slowing driver speeds thus improving the road environment for all road users

The negative impacts of the scheme are:

- i. The possibility of a reduction in air quality due to lower traffic speeds.
- ii. Displacement of existing on street parking, potentially to areas where it may create a problem.

What consultation and engagement has taken place?

- 3 Guiseley & Rawdon Ward Members, Emergency Services and the West Yorkshire Combined Authority were all consulted by email on the 29th June 2020. Ward Members were supportive of the proposed highway works and requested additional waiting restrictions, which have been included. No adverse comments were received from the Emergency Service or the West Yorkshire Combined Authority.
- 4 The general public were consulted via notices placed on street lighting columns, along with an advert placed in the Yorkshire Post newspaper and on Leeds City Council's webpage.
- 5 Local residents directly affected by the proposals were consulted via letter in August 2020.
- 6 Due to the fact that works could not begin until closure of the temporary vehicular access into the school, there has been delay between consultation, and bringing this report before the Chief Officer.

What are the resource implications?

- 7 These works were approved in a previous report dated 28/07/2020 and there are no further resource implications above and beyond those highlighted there.

What are the legal implications?

- 8 The schemes implementation is subject to resolving the objections, but it is anticipated that the scheme will be completed in the 2022/2023 financial year.
- 9 The recommendations set out in this report require the decision maker to consider the objection received during the statutory consultation period before considering whether the Order may be made. This will enable the Council to comply with the requirement of the Road Traffic Act 1984, as well as the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489.
- 10 This report is not eligible for call-in, as it does not require a decision to be made on the spending of LCC funds.

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

- 11 Failure to approve the recommendations detailed within this report will prevent the legal order from being implemented and therefore the benefits outlined above would not be attained.
- 12 There is a risk that the objections may result in compensation claims against the council for devaluing nearby properties

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 helping all residents access local education thereby improving their skills. The proposals promote walking and cycling around the school by introducing safe crossing points and lowering the speed of traffic thus promoting Health and Wellbeing. Similarly, should residents choose to walk or cycle to take advantage of these improved provisions, this promotes sustainable travel and reduces carbon emissions.

Options, timescales and measuring success

a) What other options were considered?

- 14 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.
- 15 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?

- 16 There are no defined parameters onto which the success of this project will be measured. Feedback from local Ward Members, the school & local residents will be taken on board before, during and after the delivery of the project and any suggestions for improvement have been duly considered for inclusion in the proposals.

c) What is the timetable for implementation?

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

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.

Directorate: Highways Services	Service area: Traffic Management
Lead person: Andrew Richardson	Contact number: 0113 378 7489

1. Title: Benton Park School Expansion Scheme – Associated Highway Works		
Is this a:		
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Strategy / Policy	Service / Function	Other
If other, please specify		

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

The screening focuses on a report to the Highways and Transportation Board, requesting the authority to implement a series of highway improvement measures associated with the Benton Park School expansion scheme. These include the implementation of both formal and informal pedestrian crossing facilities, implementation of parking restrictions and the installation of traffic calming measures on a key pedestrian route.

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?**

(**think about** 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)

Consultation has taken place with Local Ward Members, the Emergency Services and West Yorkshire Combined Authority.

Consultation has also taken place with directly affected parties and via a series of public advertisement notices, placed on lighting columns and in the Yorkshire Post newspaper.

- **Key findings**

(**think about** 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)

Scheme features:

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

- Provide safer passage whilst crossing the road to all pedestrians, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people;
- Greater independence and choice for children travelling to school
- Make it more pleasant to walk or cycle, encouraging a healthier lifestyle
- Improve quality of life for the local community
- By providing a formal crossing place, this will better enable those parents/ carers with pushchairs to cross, as well as those pedestrians' using wheelchairs and those with limited mobility; and
- By removing undesirable parking in the vicinity of the school and crossing points, visibility for pedestrians wishing to cross and drivers approaching the waiting pedestrians is enhanced, thus improving crossing safety.
- The implementation of traffic calming features will assist in slowing driver speeds thus improving the road environment for all road users

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

- Slight reduction in air quality due to lower speeds.
- Displacement of existing on street parking, potentially to areas where it may create a problem.

- **Actions**

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

Comments received from members of the public towards the proposals will be duly considered in the design process. Should there be a comment raised that we feel requires accommodation within the scheme and is safe and reasonable to do so, then it shall be done.

Post-scheme implementation monitoring of the site will be carried out. Should there be a need for further works to alleviate post-implementation issues then this will be duly considered at the time.

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)	Andrew Richardson – Senior Traffic Engineer

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

Date screening completed	15/06/22
Date sent to Equality Team	
Date published (To be completed by the Equality Team)	

Appendix 2:

List of objections to the Benton Park School Expansion Scheme:

Details of the Objections	Highways Response
<p>Objector One:</p> <p>The proposed traffic calming is limited in scope and does not cover the north-west section of Quakers Lane. This section:</p> <ul style="list-style-type: none"> - Is narrow for traffic & pedestrians; - Is busy with pedestrians; - Has a blind summit halfway down; - Is a rat run for traffic; - Has parked vehicles creating bottlenecks for traffic; - Has issues with the speed of traffic. 	<p>The proposed scheme forms part of the School Expansion works that are required as part of the planning conditions for construction of the school. As such there is limited scope to deliver further traffic calming measures from the budget of this work.</p> <p>There is a package of works within Leeds to review existing 20mph speed limits, their effectiveness and whether additional engineering measures are required to slow traffic further. Following the introduction of this scheme, surveys will be carried out on the north-west section of Quakers Lane to ensure general compliance with the speed limit, and if required, additional measures will be proposed along this length.</p>
<p>Objector Two:</p> <p>The school should have two pedestrian accesses constructed at either end of its boundary which would negate the need for the additional crossing</p> <p>The proposed crossing will have an effect on our home life and will affect the appeal & value of our property – this has been confirmed by an Independent Estate Agent.</p>	<p>The internal layout of the school has been approved by the Plans Panel and is already under construction. As such, the crossing is most beneficial in its proposed position.</p> <p>The impact of highway measures on the value of a property is negligible and there is no evidence to support that the introduction of a crossing lowers the value of nearby properties.</p> <p>The crossing must be positioned in the proposed location, if it were to be moved further south-westwards it would no longer be on the desire line for pedestrians leaving via the new entrance, and if it were moved further north-eastwards, it would then be too close to the existing signalised crossing (near the Stone Trough Public House) causing delays to traffic on a key strategic route.</p>

Background papers

18 None.