

## The Vine SEN college, Torre Drive, Burmantofts, Off-site Highway Works

Date: 10 August 2022

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

### Brief summary

The purpose of this report is to seek approval for the detailed design and implementation of a package of off-site highway works associated with the planning approval granted for the construction of, The Vine SEN college on former scrub land to the south of Torre Drive as outlined in this report and shown on drawing no. 1046-LCC-07-XX-DR-TM-01\_02 and the TRO drawing 1046-LCC-07-XX-DR-TM-TRO\_01 both of which are attached as Appendix A & B.

The Best Council Plan 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 SEND offer by creating a specialist education facility, which forms part of the Council's objective to build an inclusive and 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 Vine SEN College on Torre Drive, as shown on drawing no. 1046-LCC-07-XX-DR-TM-01\_02, which is attached as Appendix A;
- c. Authorise the total expenditure of £50,000, comprising £39,000 works costs, £10,000 staff fees and £1,000 legal fees, which is to be fully funded from the Children's Services Learning Places Capital Programme (previously approved under 33177/LAU/000);

- d. Instruct the City Solicitor to advertise a Traffic Regulation Order to introduce waiting restrictions as shown on the attached drawing no. 1046-LCC-07-XX-DR-TM-TRO-01 (Appendix B) and to advertise notices under the provision of s90C of the Highways Act 1980 associated with the introduction of a traffic calming feature.
- e. If no valid objections are received, to instruct the City Solicitor to subsequently make, seal and implement the Traffic Regulation Order and implement the traffic calming feature utilising the powers under s90C of the Highways Act 1980 all as advertised.

### **What is this report about?**

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. Planning approval for the construction of The Vine SEN college including 2 storey building, car parking and landscaping on scrub land to the south of Torre Drive, Burmantofts LS9 7DH was granted in July 2021 (Planning Application Ref. 21/03356/FU). The planning consent (Condition 13) requires a package of off-site highway works to facilitate safe pedestrian and vehicle access to and from development.
3. 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 Vine SEN college, consisting of the removal of an existing speed hump, the construction of the school access, the introduction of a new speed table feature with an associated informal pedestrian crossing facility on Torre Drive and the introduction of new waiting and stopping restrictions in the locality, as shown on the attached drawings no. 1046-LCC-07-XX-DR-TM-01\_02 & 1046-LCC-07-XX-DR-TM-TRO-01 (Appendix A & B).
4. This report also seeks approval to advertise a Traffic Regulation Order to introduce various waiting and stopping restrictions and a notice under the provisions of s90C of the Highways Act 1980 associated with the introduction of a traffic calming feature (under the powers contained within s90C of the Act) and if no valid objections are received, to make, seal and implement the Traffic Regulation Order and implement the traffic calming feature all as advertised.

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

5. As shown in the EDCI (appendix C) the scheme is anticipated to have the following benefits:
  - a. Improvements to the existing informal crossing points in the area to meet the latest accessibility standards.
  - b. Introduction of an accessible informal crossing point situated on a flat top traffic calming feature, providing a safer passage for all pedestrians, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people.
  - c. Greater independence and choice for children travelling to and from school using more sustainable modes of travel.
  - d. Make it more pleasant to walk or cycle, thus encouraging a healthier lifestyle.
  - e. Improve quality of life for the local community.

- f. Remove unsafe and obstructive parking in the vicinity of the school and crossing points, improving the visibility between pedestrians and drivers, thus improving crossing safety and allow access by minibuses into the school car park.
- g. The improvement of traffic calming features will further assist in slowing driver speeds thus improving the road environment for all road users.

6. The negatives impacts consist of:

- a) The proposed parking restrictions will have an impact on residential parking availability

7. 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 kerb-to-kerb speed table feature incorporating an informal crossing point on Torre Drive.
- b. The construction of the new access roads for the new school.
- c. The removal of the existing speed hump, to allow unimpeded vehicle access for the school entrance.
- d. The improvement of informal pedestrian crossing facilities on the junctions of Torre Drive in the area.
- e. The resurfacing of the adjacent footway.
- f. The introduction of new waiting and stopping restrictions along part of Torre Drive.

### **How does this proposal impact the three pillars of the Best City Ambition?**

Health and Wellbeing

Inclusive Growth

Zero Carbon

- 8. The proposals support objectives across the three pillars. Firstly, it is to be noted that the proposed highway works accord with Core Strategy policies T1 and T2, West Yorkshire Local Transport Plan and other policies in that they provide safe and sustainable means of access for all users.
- 9. The scheme has the envisaged benefits of promoting modal shift, supporting active travel and facilitating a reduction in dependence on private motor vehicles.
- 10. 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.
- 11. Regarding being the best child-friendly city, Leeds Children and Young People's Plan and the 3As Strategy (attendance, attainment, and achievement) the proposal will increase the attractiveness and desirability of the new SEND (special educational needs and disabilities) provision and encourage the usage.
- 12. Regarding inclusive growth, the installation of the proposed traffic calming feature and informal crossing facilities will increase accessibility for people attending the local schools.
- 13. Most of the students at the college will be non-ambulant and due to the nature of this facility, this means a higher-than-average percentage of students will be arriving by minibuses from across the city.
- 14. The VINE will have several electric charging points and passive provision for 100% of all spaces to have chargers. Therefore, the proposed development will have the required infrastructure to encourage sustainable travel and reduce its carbon footprint. The proposals

contained in this report therefore contribution to Leeds target of net zero carbon emissions by 2030 by improving facilities for walking, cycling, public transport, and use of electric vehicles.

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

Wards affected: Burmantofts & Richmond Hill

Have ward members been consulted?       Yes       No

15. Ward Members for the Burmantofts & Richmond Hill ward were consulted on the proposed off-site highway works by email on the 25 May 2022. No responses were received, and a follow-up email was sent on 15 June 2022 directly to each member. No further responses were received.
16. Emergency Services and West Yorkshire Combined Authority were consulted on the proposed off-site highway works by email on the 25 May 2022. No adverse comments were received in response to the consultation.
17. Local residents were consulted on the proposed off-site highway works by means of a letter drop on the 20 June 2022. No residents' responses have been received.
18. Road Safety Audit; A combined Stage 1 & 2 Road Safety Audit on the proposed highway works was requested in June 2022. Any issues raised in the audit will be taken on board and the scheme may be altered to suit.
19. 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?**

20. The estimated total cost to implement this scheme is £50,000, comprising £39,000 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 key risks and how are they being managed?**

21. 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.
22. The finished school is due to open in September 2022. Failure to implement the scheme will reduce the safety on route to the school for pedestrians.
23. The overall scheme implementation is subject to resolving any objections which may be received from the advertisement of the TRO and s90c notices. This risk has been mitigated as far as possible to date by the undertaking of consultation.
24. They are contingency costs built into the estimate for any issues arising during or after construction including third party claims.

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

25. 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.

26. 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 consideration, including duties under the Equalities Act.
27. The proposals regarding elements such as the introduction of the traffic calming feature in particular are to be pursued via the statutory powers available to the Council as highway authority under the provisions of the Highways Act 1980.
28. The TROs will be introduced using the powers contained within the Road Traffic Regulation Act 1984. Further, the procedural steps undertaken will fully comply with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489.

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

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

29. The scope of the highways access and other works were assessed and agreed at the planning application stage, such that the undertaking of these works was a condition of the permission granted (and remaining extant). No other options therefore formed part of this proposal.
30. This part of Torre Drive is in a 20 zone with traffic calming. It is a no through route with only access to the old Burtons factory and some houses, therefore traffic flows are low apart from peak school times when speeds are even lower.
31. Most of the students at the college will be non-ambulant and due to the nature of this facility, other students will be arriving at the site from across the city in minibuses and taxis rather than independently. Therefore, the benefits of a more active travel focused scheme are limited.

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

32. Delivery of the highway works to support the planning consent, thereby achieving the social, environmental, and economic benefits to the City with an improvement of conditions for all stakeholders at the location.
33. Clear access to the school gates by introducing a TRO to prevent obstructive parking.
34. If the scheme is delivered within the £50,000 allocated sum.
35. If the new road layout complies with accessibility standards.

### **What is the timetable and who will be responsible for implementation?**

36. The scheme's implementation is anticipated to be completed within the 2022/23 financial year, subject to objections and opposition to the TRO and s90C notices for the traffic calming feature.
37. It will be delivered by Leeds City Council traffic engineering and Colas working closely with LCC who are building the school.

## **Appendices**

- 38. Appendix 1: General Arrangement Drawing 1046-LCC-07-XX-DR-TM-01\_01
- 39. Appendix 2: TRO Drawing 1046-LCC-07-XX-DR-TM-TRO\_01
- 40. Appendix 3: EDCI

## **Background papers**

- 41. None.