

Local Centres Programme – Boston Spa

Date: 10 August 2022

Report of: Traffic – Highways & Transportation

Report to: Chief Officer of Highways and Transportation and Chief Officer of Asset Management & Regeneration

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

- Town and local centres across Leeds play a crucial role in supporting places and communities to respond to economic change. The Council's Inclusive Growth Strategy recognises their importance as economic, social and service hubs and the need to continue to deliver improvements that promote enterprise and connect people to jobs and opportunities within them. Targeting improvements to local centres will assist in delivering the Best Council Plan ambition of promoting sustainable and inclusive economic growth.
- The scheme consists of:
 - Upgraded footway using flagged paving between St Mary's Street to Shires Court, to uplift the Millennium Gardens area;
 - The introduction of a raised plateau carriageway from Lee Orchards to Shires Court, improving the aesthetics of the centre, attracting visitors and reducing the speed of traffic through this central area;
 - The introduction of a 'courtesy' style informal crossing point on High Street and a 'courtesy' style informal crossing point on Bridge Road;
 - The removal of the cobble paved area on the corner of Royal Terrace, to provide a usable pedestrian/seating area, as well as a Copenhagen style junction;
 - The minor widening of the northern and southern footway, to improve pedestrian throughfare along High Street;
 - The introduction of a Traffic Regulation Order (TRO) to accommodate the follow:
 - The introduction of a Restricted Parking Zone (RPZ) except in signed bays on High Street to ease congestion;
 - The introduction of a Loading Bay for a maximum period of 10 minutes, to accommodate business deliveries,
 - The introduction of No Waiting at Any Time on various streets in Boston Spa to support the works;
 - The relocation of existing planters and introduction of new trees, and
 - Other ancillary works such as street lighting works, drainage, seating, etc.

- The project will support the Best Council Plan 2019-21 objectives to promote Inclusive economic growth and support the local community and businesses through increased public realm and improved visual aspects of the area for the community, businesses and visitors to Boston Spa.

Recommendations

- a) The Chief Officer (Highways and Transportation) is requested to:
- Approve the detailed design of a package of measures in the centre of Boston Spa, as outlined in Appendix B (798-LCC-33-XX-DR-TM-01_01d) and give authority to implement the works;
 - Note the required expenditure of £460,000, comprising £380,000 works costs, £75,000 staff fees and £5,000 legal fees, with:
 - £75,000 funded from the Regeneration Local Centres Capital Programme
 - £325,000 from Section 106 contributions

○ Churchfields S106 Highways:	£200,000
○ Moorland, land off Grove Road, S106:	£10,000
○ Churchfields S106 Public Transport:	£115,000
 - £60,000 from CIL Neighbourhood Fund
 - Give approval to inject and spend £385,000 from the Capital Programme with funding from:
 - £325,000 from Section 106 contributions

○ Churchfields S106 Highways:	£200,000
○ Moorland, land off Grove Road, S106:	£10,000
○ Churchfields S106 Public Transport:	£115,000
 - £60,000 from CIL Neighbourhood Fund
 - Authorise the City Solicitor to advertise a notice under the provisions of Section 90c of the Highways Act 1980 and advertise draft Traffic Regulation Order and if no valid objections are received, to make, seal and implement the Traffic Regulation Order as advertised.
- b) The Chief Officer (Asset Management & Regeneration) is requested to:
- Note the contents of the report, and
 - Give authority to spend £75,000 funded from the Regeneration Local Centres Capital Programme.

Why is the proposal being put forward?

- 1 In November 2017 the Executive Board agreed to introduce a Council funded programme of support and interventions to increase the vitality and viability of local and neighbourhood centres through the development of a ward-based bidding process supported by Council services and local agencies. The Local Centres Programme (LCP) was launched in December 2017 and sought bids for the first tranche of schemes.
- 2 Highways have been working with Wetherby Ward Members and Boston Spa Parish Council for several years to devise a scheme in the centre of Boston Spa and this was

identified and submitted for a highway infrastructure-based project through Round 1 of the LCP, which was subsequently approved for delivery by the LCP Programme Board.

What impact will this proposal have?

Wards Affected: Wetherby

Have ward members been consulted? Yes No

In Appendix A (EDCI Screening) we have highlighted how we have considered impacts on equality, diversity, cohesion, and integration, our key findings which are also listed below, and the actions we are carrying out promote positive impact and reduce negative impact.

3 Positive Impact:

- The scheme will provide an attractive public realm area that will benefit the local community and remove the domination of vehicular traffic and the carriageway, thus making the area a more pleasant and accessible location – especially for those with mobility issues and carers supporting wheelchairs and pushchairs;
- The improvement of the pedestrian routes and crossing facilities on High Street will provide better connectivity across the centre of Boston Spa;
- The introduction of more landscaping and trees will encourage a more active use of the public domain, support economic growth and access to businesses, which in turn will increase the presence of this local centre and thereby encourage visitors to the area and assist the vitality of existing and new local businesses;
- The introduction of a road plateau and new courtesy crossings will increase pedestrian priority, reducing speeds, and making the environment safe for all.
- The use of higher specification/quality material will improve the aesthetics of the area and make the centre a more pleasant and attractive environment.

4 Negative Impact:

- Displacement of existing on street parking, the effects of which may be unclear. Some business owners have expressed a concern on an impact of passing trade because of loss of parking, however the scheme overall will bring wider benefit to the area. A ten-minute loading bay has been provided. Throughout the duration of the works, we will provide temporary signage stating businesses are still open. There will also be a review of signing to improve usage of the three Boston Spa car parks.

What consultation and engagement has taken place?

- 5 Wetherby Ward Members have been involved in the development of this scheme since its conception several years ago and have been party to all discussions and meetings throughout the design process. The Ward Members are in full support of the proposals and improvements to the centre of Boston Spa.
- 6 Boston Spa Parish Council have been involved in the development of this scheme since its conception several years ago and have been party to all discussions and meetings throughout the design process. The Parish Council are in full support of the proposals and improvements to the centre of Boston Spa.

- 7 The Emergency Services and WYCA were formally consulted via email on the 25th of January. Original designs proposed the relocation of the bus stop opposite property 169 High Street. WYCA have stated that the bus stop needs to be retained in its current position as relocating it moves the bus stop from its catchment area. We have agreed to not relocate the bus stop as part of our scheme. Amendments were made to the design to consider this. The Police have noted that congestion on Boston Spa High Street around the road leading to the bridge and the issues that arise from it can be problematic. They believe the proposed works seem reasonable.
- 8 Local residents and businesses were consulted via a letter drop on the 28th of October and public drop-in sessions on the 11th of November organised by the Ward Members. At the public drop-in session attendees were encouraged to provide their views and comments. This saw 130 responses being received, of which 95 stated their support for improving the centre of Boston Spa and 35 objected to the overall scheme.
- 9 In addition to the responses of both support and objection, various points were raised with regards certain elements of the scheme, which have been considered and reflected in the final design. The concerns and amendments are listed below:
 - The plan in which was consulted proposed the removal of the signalled crossing and introduction of three courtesy crossings rather than two. This received 56 objections, including a Rehabilitation Officer (Visual Impairment), visually impaired residents of Boston Spa, and also a spokesperson from a nearby primary school. We therefore proposed to retain the signalled crossing and introduce just two courtesy crossings.
 - There were mixed opinions raised regarding the removal of on street parking and concerns were raised regarding the lack of loading provision on High Street as part of the proposals. All opinions and concerns were acknowledged and a subsequent meeting with businesses was arranged to determine the best amendments to the proposals.
- 10 On Wednesday 9th March, there was a meeting which all businesses from Church Street to Hudson Mews were invited. Businesses were in favour of the full scheme however asked for certain items to be considered. The design considerations include a time limited loading bay, and a review of all signing to the three car parks within Boston Spa.
- 11 A full and independent Road Safety Audit is to be undertaken on these proposals prior to the detailed design and subsequent implementation. Any points raised by the Road Safety Audit team will be carefully considered and any necessary changes to the proposals adopted accordingly.

What are the resource implications?

- 12 The total estimated cost of the scheme is of £460,000, comprising £380,000 works costs, £75,000 staff fees and £5,000 legal fees, with:
 - £75,000 funded from the Regeneration Local Centres Capital Programme
 - £325,000 from Section 106 contributions
 - £60,000 from CIL Neighbourhood Fund

- 13 Early engagement with the Term Contractor has taken place to discuss deliverability and the overall scheme costs to ensure that the scheme can be delivered on programme and within budget.

What are the legal implications?

- 14 All works shall be contained within the publicly adopted highway and are being delivered under Section 62 Highways Act 1980, which gives the Council as Local Highway Authority the power to undertake works for the general improvement of the Highway.
- 15 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.
- 16 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.
- 17 This report is not subject to Call-In. All works shall be contained within the publicly adopted highway and are being delivered under Section 62 Highways Act 1980, for the improvement of the Highway.

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

- 18 Construction risks are limited to those normally encountered when working in the public highway, and no significant risks have been identified which relate to this project.
- 19 There is a risk of not delivering the scheme within the budget and on time. The contractor will be reminded to provide regular programmes and will be expected to attend regular site measures.

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

Inclusive Growth Health and Wellbeing Climate Emergency

- 20 Inclusive Growth: Carrying out the necessary highway works supports the City's economic recovery from COVID-19 and building longer-term economic resilience. It also supports growth and investment, as well as promoting local tourism / tourist visiting, helping everyone benefit from the economy to their full potential.
- 21 Health and Wellbeing: Providing safer pedestrian movement supports healthy, physically active lifestyles.
- 22 Climate Emergency: We are improving the environment of Boston Spa centre, by planting trees, promoting more sustainable ways of travelling within the area. This will improve air quality and reduce pollution.

Options, timescales and measuring success

a) What other options were considered?

- 23 Feasibility designs and discussions have taken place to determine the most appropriate measures to introduce. The proposal being taken forward is the agreed best option.

Blocked paved carriageway was proposed however due to maintenance and timescale implications, the design will now consider bituminous material carriageway.

b) How will success be measured?

24 Success will be measured through time of completion, as well as public opinion, speed surveys and injury related road incidents before and after the completion of the works.

c) What is the timetable for implementation?

25 The programmed date for commencing works is Autumn 2022 and it is provisionally expected that the duration of the works will be six months to completion.

Appendices

26 Appendix 1 - Equality, Diversity, Cohesion and Integration Screening

27 Appendix 2 - Drawing 798-LCC-33-XX-DR-TM-01_01e

Background papers

28 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.

Directorate: Development	Service area: Traffic Management
Lead person: Jack Young	Contact number: 0113 37 87502

<p>1. Title: Local Centres Programme – Boston Spa</p> <p>Is this a:</p> <p> <input type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input checked="" type="checkbox"/> Other </p> <p>If other, please specify Environmental Improvement Scheme</p>

<p>2. Please provide a brief description of what you are screening</p> <p>The screening focuses on a report to the Highways and Transportation Board requesting authority to introduce various environmental improvement measures in Boston Spa.</p> <p>The scheme proposes to introduce a package of works to increase the vitality and viability of the Boston Spa local centre which include:</p> <ul style="list-style-type: none"> • Upgraded footway using flagged paving between St Mary’s Street to Shires Court, to uplift the Millennium Gardens area; • The introduction of a raised plateau carriageway from Lee Orchards to Shires Court, improving the aesthetics of the centre, attracting visitors and reducing the speed of traffic through this central area; • The introduction of a ‘courtesy’ style informal crossing point on High Street and a ‘courtesy’ style informal crossing point on Bridge Road; • The removal of the cobble paved area on the corner of Royal Terrace, to provide a usable pedestrian/seating area, as well as a Copenhagen style junction; • The minor widening of the northern and southern footway, to improve pedestrian throughfare along High Street;
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- The introduction of a Traffic Regulation Order (TRO) to accommodate the follow:
 - The introduction of a Restricted Parking Zone (RPZ) except in signed bays on High Street to ease congestion;
 - The introduction of a Loading Bay for a maximum period of 10 minutes to accommodate business deliveries,
 - The introduction of No Waiting at Any Time on various streets in Boston Spa to support the works;
- The relocation of existing planters and introduction of new trees, and
- Other ancillary works such as street lighting works, drainage, seating, etc.

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"> • 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 on the proposals has taken place/will take place with the following stakeholders:

Local Ward Members
Boston Spa Parish Council
Emergency Services (Police, West Yorkshire Fire and Ambulances Services)
West Yorkshire Combined Authority
Local Residents and businesses

Local residents and businesses were consulted via a letter drop on the 28th of October and public drop-in sessions on the 11th of November organised by the Ward Members. At the public drop-in session, attendees were encouraged to provide their views and comments. This saw 130 responses received, including from a local school, from a visual impairment rehabilitation officer and disabled residents.

A meeting was carried out which all businesses from Church Street to Hudson Mews were invited, where it was agreed the design would give consideration and include a time limited loading bay, and a review of signing to the three car parks within Boston Spa.

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)

Positive Impact:

- The scheme will provide an attractive public realm area that will benefit the local community and remove the domination of vehicular traffic and the carriageway, thus making the area a more pleasant and accessible location especially for those with mobility issues and carers supporting wheelchairs and pushchairs;
- The improvement of the pedestrian routes and crossing facilities on High Street will provide better connectivity across the centre of Boston Spa; giving older and disabled people more opportunities to cross thanks to the introduction of additional accessible crossing points.
- The introduction of more landscaping and trees will encourage a more active use of the public domain, the shade and shelter offered by trees and seating benefits in particular older people;
- Wider footways will benefit all, but especially older people, disabled people, carers and children;
- Continuous footway delivered as part of the Copenhagen style junction will benefit older people disabled people and carers.
- Removal of cobbles and re-paving will benefit people with a mobility impairment.

Negative Impact:

- Displacement of existing on street parking – this can negatively affect older people and disabled people wishing to access local facilities.

- **Actions**

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

The initial proposals stipulated the replacement of the existing signal-controlled crossing with three courtesy crossings. The consultation process has identified negative impacts that the replacement of the existing pedestrian crossing would have on children, older people and disabled people. The proposals have therefore been amended and the formal crossing is being retained, with additional informal crossing points also provided.

The speed table has been amended to retain an upstand that would be detectable to white cane users (except at crossing points). The colour contrast between the footway and the carriageway will assist visually impaired people identifying the footway boundary.

The loss of on street parking and the impact on disabled people and older people will be alleviated by the changes to the provision of Blue Badge parking in the adjacent car park, bringing that provision closer to crossings and amenities.

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
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Date to complete your impact assessment	N/A
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Lead person for your impact assessment (Include name and job title)	
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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	01/08/2022

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.

If this screening relates to a **Key Delegated Decision, Executive Board, full Council** or a **Significant Operational Decision** a copy should be emailed to Corporate Governance and will be published along with the relevant report.

A copy of **all other** screening's should be sent to equalityteam@leeds.gov.uk. For record keeping purposes it will be kept on file (but not published).

Date screening completed	
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If relates to a Key Decision - date sent to Corporate Governance	
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Any other decision – date sent to Equality Team (equalityteam@leeds.gov.uk)	
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