

Highways Supporting Statement

Proposed Extension to Operating Hours – 293 Roundhay Road

6th October 2022

Introduction

Andrew Moseley Associates (AMA) have been commissioned to prepare a Highways Supporting Statement (HSS) in relation to proposals to extend the operational hours of 293 Roundhay Road, Leeds. This HSS will review the potential highways and traffic impacts associated with these proposals.

Site Location, Existing Operation and Proposals

The site is located at 293 Roundhay Road in Harehills, approximately 2.7km northeast of Leeds city centre. The site is bound to the north by commercial uses; to the east by Roundhay Road; to the south by Harehills Lane; and to the west by residential development.

The site is currently occupied by Shimlas Restaurant, which is frequented by dine-in customers as well as offering a collection service, and a delivery service through Uber Eats.

Planning permission was granted in 2018 for the change of use of the site from a bank to a restaurant / café and hot food takeaway (18/00776/FU). Condition 5 of the permission restricts the opening hours of the premises to 10:00-23:00 Monday to Sunday and bank holidays. Condition 6 restricts the hours for the use of loading, unloading and deliveries (including waste) to 08:00-10:00, in the interests of amenity and highway safety.

Vehicular access to the site is taken from Harehills Lane, in the form of a priority junction. Pedestrian access to the restaurant is taken from Roundhay Road. A car park and service yard are provided to the rear of the site.

The proposals are to extend the existing operating hours of the site (for serving food and drink) to 03:00 Monday to Saturday and to 02:30 on Sundays. No changes are proposed to the use of the site, or external operations. Music will not be played outside the hours of 11:00 and 00:00.

Access by Sustainable Modes – Walking, Cycling and Public Transport

The site is considered to be highly sustainable, situated within an existing commercial area in the suburb of Harehills. Substantial footways are provided along Roundhay Road, providing high capacity for pedestrian movements. Controlled, staged crossings are provided across the junctions within the immediate vicinity of the site, ensuring safe permeability of the local area for pedestrians. Beyond the immediate commercial area and uses, surrounding the site, there is a large catchment of residential uses, providing the opportunity for many customers to travel to the site on foot.

A shared bus / cycle lane is provided along the site frontage on Roundhay Road, which goes on to take the form of advisory cycle lanes to the north of the site, provided on both sides of the carriageway. Cycle crossing facilities are provided over Roundhay Road immediately north of the site. Beyond the immediate commercial area and uses, surrounding the site, there is a large catchment of residential areas and cycling provides a feasible option for food delivery to serve these.

A bus stop is located on the site frontage onto Roundhay Road and is provided with an off-carriageway layby, shelter and seating. Additional stops are provided to the north and south on Roundhay Road, to the east on Easterly Road and to the west on Harehills Lane. The relevant services calling at these stops are summarised in **Table 1** below.

Table 1 Local Bus Services

No.	Route	Frequency		
		Mon-Fri	Sat	Sun
12	White Rose Centre - Leeds - Harehills - Roundhay Park - Chapeltown	15 mins	15 mins	30 mins
13	Middleton - Leeds - Harehills - Gledhow	30 mins	30 mins	Hourly
13A	Middleton - Leeds - Harehills - Chapeltown	30 mins	30 mins	Hourly
49	Bramley - Kirkstall - Hyde Park - Leeds - Harehills - Seacroft	15 mins	20 mins	30 mins
50	Horsforth - Kirkstall - Hyde Park - Leeds - Harehills - Seacroft	24 mins	24 mins	Hourly
50A	Horsforth - Kirkstall - Hyde Park - Leeds - Harehills - Seacroft	24 mins	24 mins	Hourly
91	Pudsey - Bramley - Kirkstall - Headingley - Chapel Allerton - Harehills - Halton Moor	30 mins	30 mins	30 mins
X98	Leeds - Oakwood - Collingham - Wetherby	Hourly	Hourly	-
X99	Leeds - Oakwood - Collingham - Wetherby	Hourly	Hourly	Hourly

Given that set out above, it is considered that the development site is in a highly sustainable location, where journeys can be undertaken on foot or by cycle. Those journeys slightly longer in nature can be undertaken by public transport.

Highway Considerations

A number of objections have been received from local residents, Councillors and from Leeds City Council's (LCC) Environmental Protection Team. Consideration is given to each of the highway-related objections below.

Additional Vehicle Movements

A number of concerns have been raised with regard to the increase in vehicle movements to and from the site as a result of the proposed extension to the operating hours. These concerns primarily relate to noise disturbance from customers and delivery drivers, as well as the impact on the nearby road junction of Harehills Lane and Roundhay Road.

In order to understand the impact of the proposals, a review of the TRICS trip rate database has been undertaken. Consideration has been given to both restaurant and take away uses, and the traffic they generate between 23:00 and 03:00. None of the surveys undertaken within TRICS go beyond 01:00, however, the trip rates and associated trip generation of the development for the available hours is summarised in **Table 2** below.

Table 2 Trip Rates and Trip Generation

	Trip Rate		Trips (290sqm)	
	Arrivals	Departures	Arrivals	Departures
Restaurant				
23:00-00:00	0.265	0.505	1	1
00:00-01:00	0.211	0.211	1	1
Take Away				
23:00-00:00	0.138	0	0	0
00:00-01:00	-	-	-	-

It can be seen that in the extended hours that the restaurant will be open, it is likely to generate just two vehicle movements per hour. It is not considered that this level of vehicle movements would result in a notable increase in vehicle-associated noise, particularly given the busy nature of the surrounding road network.

Furthermore, as part of the original planning permission, loading, unloading and deliveries (including waste) is restricted to 08:00-10:00. Therefore, the proposals will not result in any increase to noise associated with deliveries and servicing of the site.

Highway Safety

Concerns have been raised around highway safety, both for vehicles and pedestrians. It has been cited that the site is located next to a busy junction and the proposals will increase the risk of road traffic and pedestrian accidents.

Personal Injury Collision (PIC) data has been obtained from LCC for the local road network, covering the latest five-year period. The collision plot is included at **Appendix A**. In total, 20 collisions were recorded, of which three were classified as 'serious' in severity, and the remaining as 'slight'.

No incidents were recorded at the site frontage onto Roundhay Road.

Just one of the recorded incidents involved pedestrians. This incident occurred at the junction of Easterly Road and Harehills Lane and was the result of two children running out into the road into the path of a vehicle. This incident was classified as 'slight' as the driver was able to slow down sufficiently to avoid causing serious injury.

The primary causation factor of incidents was drivers / riders failing to look properly. No incidents occurred as a result of the existing road layout.

It does not appear that there is a pattern to the road safety record that could be attributed to the site. Furthermore, as noted above, the proposed extension to the operating hours is expected to have a minimal impact in terms of trip generation. As such, it is not expected that the proposals will worsen the existing safety record to a material extent.

Parking

A number of concerns have been raised in relation to parking, including allegations of indiscriminate parking by customers on the footway and on local streets.

The site has a car park to the rear, which has capacity to accommodate ten vehicles. It is not considered that a high number of customers will be visiting the site within the extended opening hours and therefore this level of provision should be sufficient to accommodate demand. Given the minimal number of dine-in customers during these times, delivery drivers will be able to make use of the car park when collecting orders.

The site has been shown to be in a highly sustainable location, where customers, and delivery personnel, will not be reliant on the private car. The extended operating hours are also at a time when other local businesses are not operational, and therefore any publicly available parking is likely to have spare capacity.

Furthermore, the above trip generation exercise has demonstrated that the site will generate a minimal level of vehicle movements during the extended operating hours, and therefore it is not expected that demand for parking will notably change from the existing situation.

Summary and Conclusions

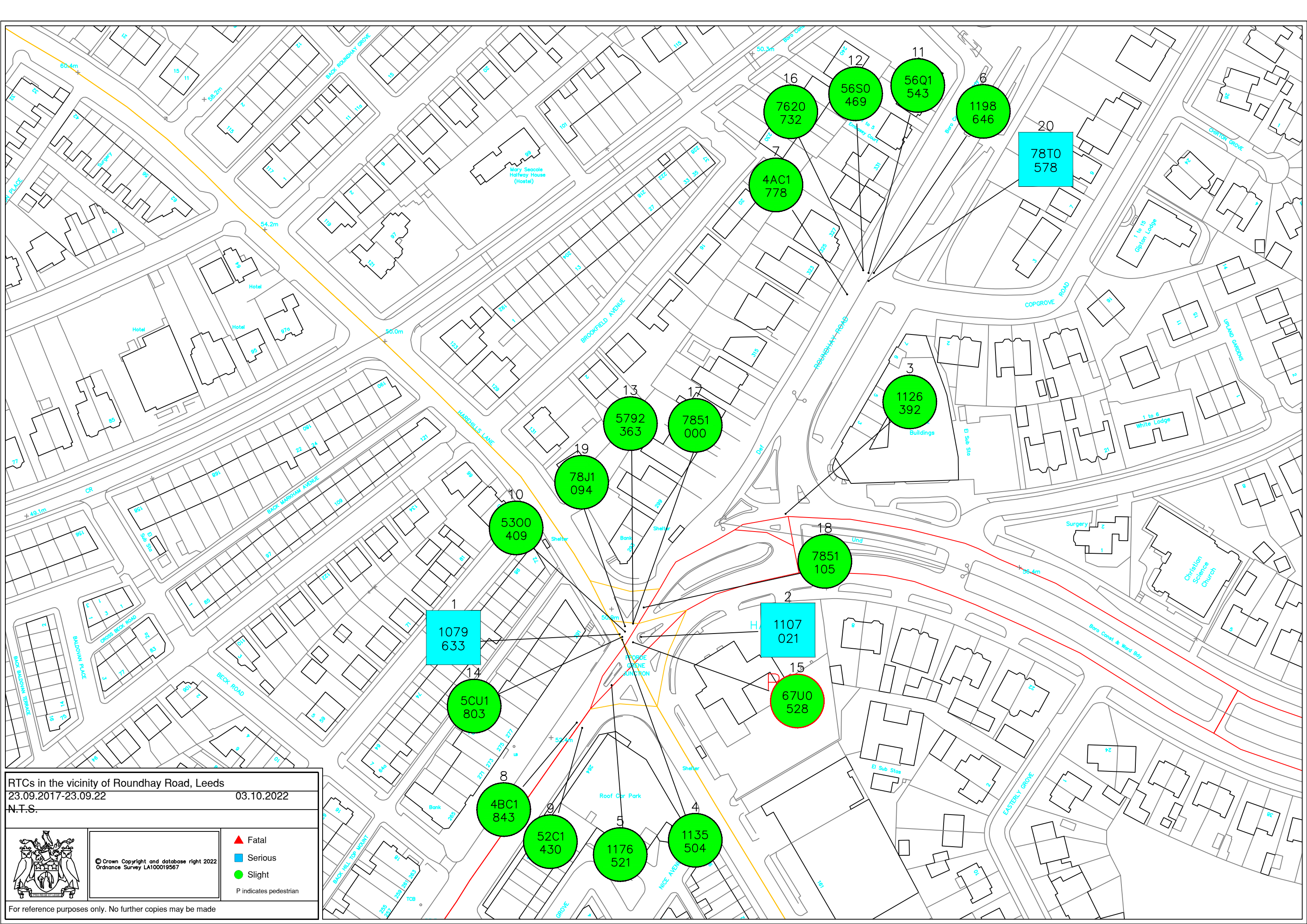
It is considered that the information contained in this Statement provides sufficient detail to demonstrate that the impact of the proposals will not be detrimental to the local highway network, nor will the highway impact lead to significant changes to existing noise levels, safety records, or parking demand.

The extension to the operating hours will not result in a notable increase in vehicle trips to and from the site. As such, the concerns relating to increased noise disturbance, indiscriminate parking and road safety are unsubstantiated and are not sufficient reasons to refuse the proposed extension to operating hours.



Appendix A

Personal Injury Collision Plot



RTCs in the vicinity of Roundhay Road, Leeds
 23.09.2017-23.09.22 03.10.2022
 N.T.S.

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 Ordnance Survey LA100019567

Fatal
 Serious
 Slight
 P indicates pedestrian

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