Proof of Evidence of The Leeds Railway Station (Southern Entrance) Order
(LSSE.PTE/P/6.3)
Highways and Public Rights of Way
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1 Introduction

1.1 Qualifications, Experience and Scope

1.1.1 The details of my qualifications and experience are given in Section 1.1 of my main Proof of Evidence.

1.1.2 My evidence covers traffic regulation measures on the highway, temporarily during construction and in the permanent case. It also covers modifications to public rights of way.

2 Access Rationale

2.1.1 The Leeds Station Southern Entrance (LSSE) is intended to provide improved pedestrian access from the railway station to the redeveloped and upcoming areas to the south, such as Granary Wharf and Holbeck Urban Village. It is not intended to encourage vehicular pick up and drop off as this would adversely affect access for local businesses and residents; as well as impacting on wider traffic flows in the centre of Leeds.

2.1.2 The permanent traffic regulation measures are consistent with the overall approach by the Promoters to maximise benefits for pedestrians and minimise impacts on local streets.

2.1.3 Passengers wishing to be picked up or dropped off by motor vehicle would continue to use the designated facility at the station’s northern entrance on Princes Square; or the existing taxi rank at New Station Street.

3 Highways within Order Limits

3.1 Temporary Rights

3.1.1 Where feasible, construction materials will be brought to site by barge in order to minimise disruption to local streets in the vicinity of LSSE. However, some access restrictions and construction working areas will still be required and these are provided for through traffic regulation measures. This is necessary to facilitate the safe construction of the authorised works.

3.1.2 My Proof provides short explanations of the types of traffic regulation measures proposed and how they would restrict highway users.

3.1.3 Article 9 provides for rights to temporarily close those streets which are listed in Schedule 6 of the Order. It also allows for the temporary closure of streets not specifically listed in Schedule 6 although this is subject to the consent of the relevant street authority. At this time the Promoters do not foresee that additional temporary closures beyond those in Schedule 6 would be required. However the detailed design has not been completed and some flexibility may be required to expedite the authorised works. This pragmatic approach has been approved previously on similar schemes.

3.1.4 The Order requires that reasonable access be provided for pedestrians going to and from premises abutting a street affected by a closure. Furthermore this is a requirement of planning condition 15. In my Proof I set out the relevant measures for maintaining such reasonable access.
3.2 Permanent Traffic Regulation Measures

Introduction

3.2.1 Article 39 of the draft Order would give the Promoters the ability to regulate traffic on certain streets included in Schedule 11.

3.2.2 The Promoters have sought specific appropriate powers on adopted highways to control vehicular movement on Little Neville Street and in the vicinity of Granary Wharf. These are sufficiently robust to deter pick up and drop off of passengers at times when this would create congestion, safety conflicts and inconvenience to local occupiers; but which also do not unduly interfere with the operations of local site occupiers.

Little Neville Street area

3.2.3 The traffic regulation measures sought on Little Neville Street would restrict vehicular access to prevent private vehicles, taxis and private hire vehicles from picking-up or dropping-off passengers at LSSE. This is necessary to reduce conflicts between vehicles that are manouevring in a confined area which is occupied by large numbers of pedestrians moving in various directions.

3.2.4 The creation of a Pedestrian Zone with accompanying surface level changes and finishes, along with signage and tree planting would serve two purposes. Firstly it would help create a perception of a pedestrian dominated space where vehicles would more likely to give way to pedestrians. Secondly it would help deter unauthorised vehicles from using Little Neville Street due to the change in nature of the space.

3.2.5 In respect of loading and unloading from vehicles, the main change from the existing situation would be that this would be limited to outside the peak hours of 7am to 10am and 4pm to 7pm. This is necessary to prevent goods vehicles manouevring in conflict with the significantly increased pedestrian flows leading to safety issues in a confined environment. General access for all other vehicles would be restricted to between 10pm and 7am during which time the existing “No waiting at any time” restriction would remain.

Canal Wharf and Wharf Approach

3.2.6 The Promoters propose to include within the draft Order (Schedule 11) “No Waiting at any time and No Loading at any time restrictions” on Wharf Approach. This is necessary and appropriate in order to prevent vehicles from blocking the single access point to the Granary Wharf Estate.

3.2.7 On Canal Wharf the Promoters propose “No Waiting at any time restrictions”. Vehicles would only be allowed to wait for the for the purpose of loading or unloading goods from a vehicle. This is considered necessary and proportionate in order to maintain good access for the businesses along the street.

3.2.8 I consider that these measures are necessary to prevent unwelcome use of Canal Wharf and Wharf Approach for pick up and drop off of pedestrians from LSSE. I consider that these measures will not unduly affect adjoining premises all of which have off street access and parking; and I note that none of the owners/ occupiers of these premises has objected on this basis.
Granary Wharf

3.2.9 Granary Wharf (immediately north of and accessed via Wharf Approach) is a private estate and is not subject to existing Traffic Regulation Orders. It is a pedestrianised area with servicing and loading permitted to the properties in Granary Wharf via Wharf Approach.

3.2.10 There are no provisions sought in the draft Order to impose vehicular access control solutions on Granary Wharf. It is a private estate and therefore its owners already have the powers to control access as they see fit.

3.2.11 The only rights sought by the promoters in the permanent case are for (vehicular) maintenance access and a pedestrian right of access across Granary Wharf to LSSE. This would not prevent the owners developing their own access control solutions or compromise any such day to day access restrictions.

4 Public rights of Way within Order Limits

4.1 Temporary Rights

4.1.1 One pedestrian route is proposed to be stopped up and replaced with an alternative route temporarily during construction. This is the existing path which links the end of the path on the south side of the River Aire (adjacent to the Asda car park) through to the northern footway of Water Lane (at Bridge End). This is a short diversion adding around 40 metres on the main pedestrian desire lines.

4.2 Permanent Rights

Dark Neville Street

4.2.1 The existing pedestrian route along the footbridge on the south side of Dark Neville Street is to be permanently stopped up and replaced with Work No. 1A – ie with the new pedestrian footbridge. An alternative pedestrian route already exists via the main bridge which is situated immediately adjacent to the footbridge to be removed and can be used during construction of the works.

Granary Wharf Estate

4.2.2 Through Article 25 and Schedule 9 of the draft Order the Promoters seek new rights over land within the Granary Wharf Estate between the adopted highway at Wharf Approach and the authorised works.

4.2.3 The powers of compulsory acquisition for land in Schedule 9 are limited to:

a) Pedestrian access to train passengers and visitors to Leeds Railway Station and from the scheduled works and the adopted highway at Wharf Approach;

b) The creation of an easement or rights to allow the passage of persons or vehicles in connection with the construction or future maintenance of the authorised works.

4.2.4 I consider that these new rights are necessary in order to provide construction access and ensure long term maintenance access to LSSE. I also consider it necessary for the Promoters to acquire a right of pedestrian access across the Granary Wharf Estate so that the journey time saving benefits of LSSE can be guaranteed for those who live and work in the Canal Wharf and Holbeck Urban Village areas.