

Barwick **And** Scholes **ELOR** Working Party

Report on the dangers anticipated within Scholes of the closure of
Leeds Road

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1. Introduction

The Barwick and Scholes ELOR Working Party herein provides Leeds City Council, the Constructor's ELOR Working Party and Leeds City Council Executive Members with evidence that additional traffic through Scholes will have significant impacts on the village of Scholes.

This brief report explains the effects on safety and the flow of traffic at the junctions within Scholes, and gives regard to the impacts on the safety of residents by the increased flow of traffic through Scholes.

2. Concerns about the traffic at junctions in and around Scholes

The junctions of concern are:

1. Rakehill Road with Station Road/Scholes Lane.
2. A64 York Road junction with Scholes Lane (Scholes Lane End).
3. Main Street with Leeds Road (Coronation Tree)

At each of these junctions there are extant design deficiencies which would adversely impact on current road safety and current levels of accessibility to local services if Leeds Road was closed.

1.1 Rakehill Road with Station Road/Scholes Lane.

Image SRRR 1

[View looking north towards Rakehill Road.](#)

This junction again will see a considerable increase in left and right turning traffic entering and leaving Rakehill Road due to the A64 being the only route in and out of the village if Leeds Road is closed.



Image SRRR 2

[Photograph of the T junction with Rakehill Road on the right-hand side.](#)

The poor sight line for drivers turning out of Rakehill Road in either direction shows the potential danger.

Whilst the danger is known to residents others, who have little experience of driving through Scholes, may underestimate their speed – as the speed limit reduces from NSL to 30mph - and be faced with cars turning into and out of Rakehill Road.



Image SRRR 3

[Photograph of the T junction with Rakehill Road on the right-hand side.](#)

This image shows the poor sightlines for drivers wishing to access Station Road.



SRRR4

[Photograph of the T junction with Rakehill Road on the left-hand side as approached from the A64.](#)

Turning left into Rakehill Road means that drivers must slow to a crawl to get round the junction into Rakehill Road.

Drivers cross the centre line into the opposite lane at the junction because of the tight angle of the bend.

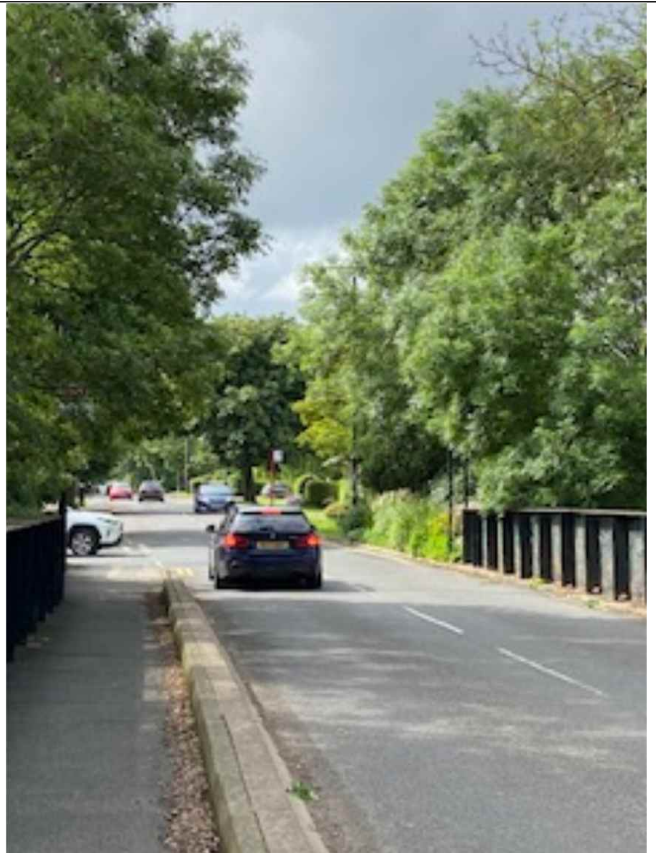
This manoeuvre is very difficult when there are cars at the junction waiting to turn right and drivers frequently allow the car(s) out first before turning left.



SRRR 5

[Photograph of the T junction with Rakehill Road on the left-hand side.](#)

Black car seen approaching Rakehill Road (on the left after the bridge gantry) braking as the white car approaches the Give Way mark.



1.2 Scholes Lane End and A64 York Road Junction

The following photographs show this junction in operation. The closure of Leeds Road will overload this for long periods of the day, throughout the closure period.

SLEA64 1

[Photograph of the T junction with the A64. Route to Seacroft and Leeds to the left-hand side and towards the A1 and York on the right-hand side.](#)

Vehicles leaving Scholes will be forced to use this junction to access the key route towards Leeds.

Right turning traffic leaving Scholes must cross the A64.

2 or more cars attempting this tricky manoeuvre will block the progress of cars attempting to turn left towards Seacroft and Leeds.



SLEA64 2

[Photograph of the T junction with the A64. Route to Seacroft and Leeds to the left-hand side and towards the A1 and York on the right-hand side.](#)

Vehicles entering Scholes Lane from an eastbound direction already have difficulty in turning right into Scholes Lane.

This difficulty will be compounded by the Leeds Road closure, whence the whole of Barwick and Scholes have no alternative and are forced to use this route.



SLEA64 2

[Photograph of the T junction with the A64. Route into Scholes on the left-hand side. The photograph shows the A64 carriageway to Seacroft and Leeds to the left-hand side and the carriageway on the right towards the A1 and York.](#)

Whilst Leeds City Council's Network Management Division has stated that the network will be at its quietest in the school summer holiday period, this Working Party believes that the relaxation of the COVID rules will more than counter the reduction in traffic along the A64, which is the key arterial route from Leeds to York and the Yorkshire east coast.



SLEA64 3

[Photograph of the T junction with the A64. Route into Scholes on the left-hand side. The photograph shows the A64 carriageway to Seacroft and Leeds to the left-hand side and the hatched area towards the A1 and York.](#)

Late Sunday 20th June 2021 snapshot on the A64 at the Scholes Lane Junction



SLEA64 5

[Photograph of the T junction with the A64. Route into Scholes on the left-hand side. The photograph shows the A64 carriageway to Seacroft and Leeds to the left-hand side and the carriageway on the right is towards the A1 and York.](#)

With the Leeds Road closure there will be increased volume of bus traffic through Scholes from Leeds and out of Scholes to Leeds.

This photo shows the 11 manoeuvring to turn right into Scholes.





SLEA64 6

[Photograph of the T junction with the A64. Route into Scholes on the left-hand side. The photograph shows the A64 carriageway to Seacroft and Leeds to the left-hand side and the carriageway on the right is towards the A1 and York.](#)

Each successful right turn into Scholes relies on natural breaks in the flow of traffic from the east heading west.



1.3 Coronation Tree Junction/Leeds Road/Main Street

<p>CTJLR 1</p> <p>There aren't any parking restrictions around the Coronation Tree junction. Residents and visitors regularly park on the road.</p>	
<p>CTJLR 2</p> <p>This is a Leeds Country Way route, so walkers also park up for long periods.</p> <p>During the road closure period Main Street is going to see a big increase in traffic in and out from Barwick because the A64 will be the only alternative route to Leeds.</p>	

CTJLR 3

The increase in traffic will cause queuing in this area as parked cars make travelling through very difficult.



CTJLR 4



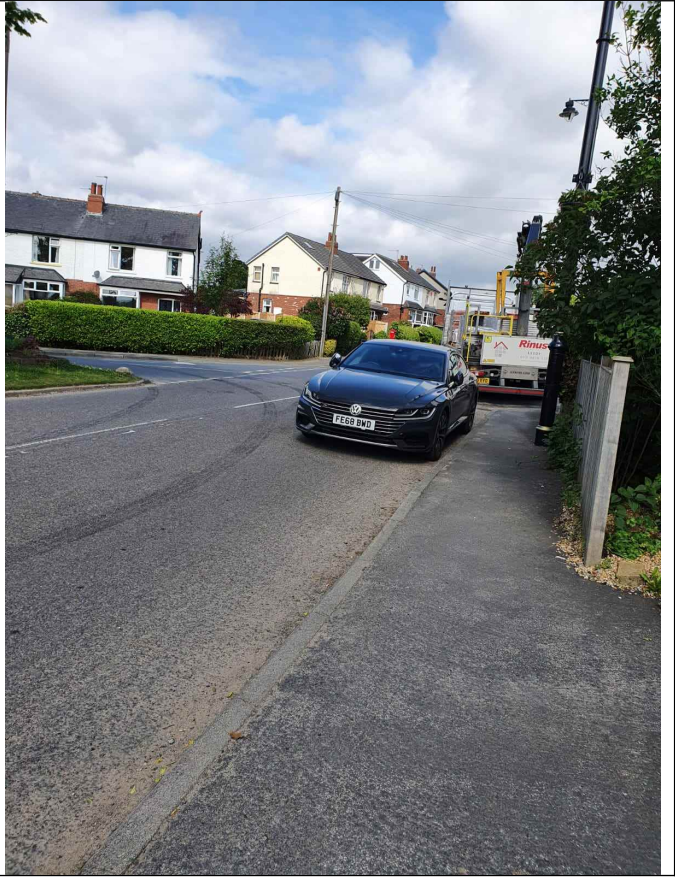
CTJLR 5



CTJLR 6



CTJLR 7



2 Pinch Points in Scholes village

2.1 Barleycorn Public House to the Methodist Church

[BBRS pic 1](#)

[Photograph of Balfour Beatty's Road Sweeper on Scholes Main Street on Saturday 19th June 2021.](#)

The likely impact of additional traffic (such as buses, delivery vehicles, farm vehicles and so on) is well demonstrated by this (unauthorised) movement of the Balfour Beatty Road sweeper. This vehicle is photographed traversing one of the pinch points in Scholes which runs from the Barleycorn Public House, past the Methodist Church to Scholes Lodge Lane.



BBRS pic2

[Photograph of Balfour Beatty's Road Sweeper on Scholes Main Street on Saturday 19th June 2021.](#)

The Balfour Beatty Road Sweeper is seen on the opposite carriageway on Scholes Main Street.

This photograph is taken from a vantage point close to the Scholes Lodge Lane looking towards the Barleycorn Public House.



BBRS pic3

[Photograph of Balfour Beatty's Road Sweeper on Scholes Main Street on Saturday 19th June 2021.](#)

The photograph shows the queue of vehicles waiting for the Road Sweeper passing the legitimately parked cars along Main Street Scholes

2.2 Scholes Barleycorn bend

SBCB1





SBCB2



SBCB3



2.3 Scholes Memorial Bend

SMB1			
SMB2			

SMB3



SMB4



3 Residents' expectations for traffic flow recordings

In view of the issues identified, particularly those at the Rakehill Road/ Station Road/Scholes Lane and the Coronation Tree junctions, it would seem dangerous and therefore inappropriate to allow this closure to proceed until it is clear what effects it has on the road network through Scholes.

This potential danger is known by Leeds City Council Officers (such as Adrian Hodgson).

There are several pinch points along Main Street and Station Road where residents legitimately park their cars. This parking is classed as normal parking and is accepted in the village for car owners who don't have off-road parking.

Our Working Party is not requesting modifications to the existing intermittent parking restrictions along Scholes Lane as these operate well meeting residents' needs and informally managing a reduction in traffic speeds.

However, these pinch points will create backlog of traffic as drivers wait their turn to pass through them.

4. Lack of risk assessment - traffic flows through Scholes

At our meeting with the Constructor ELOR Team on 8th June 2021 the Constructor presented the buildability issues to us. These were stated as having been recently presented to Network Management, who challenged the Constructor's request to close Leeds Road.

The issues that were presented to Network Management are unknown by our group, however the Constructor team stated that the case for closing Leeds Road centred on:

1. Closing the road made life easy for the Constructor team.
2. Doing so in the 6-week school holidays was generally acknowledged in Leeds City Council as the network across the City is quieter during school holiday periods especially at peak times. This was regarded as a consistent informed view from Network Management colleagues across all highway schemes.

The Barwick and Scholes ELOR Working Party takes a different view, namely:

1. School holidays - this is inconsistent, and is an uninformed view given that the start of the closure period coincides with the lifting of the COVID restrictions. With the free movement of people in July and throughout August we anticipate that significantly more road traffic will use the A64 to access the east coast and therefore cause increased traffic at the north end of the village making egress from Scholes difficult.
2. Closing the road makes life for villagers more whereas the Constructor states that it will make life easy for its team.
3. This Working Party requests access to the impact assessment that was used by the Network Management Department to consider the welfare and safety of Scholes residents from the traffic flowing through Scholes.

In further correspondence with Leeds City Council and with the Constructor ELOR team the feedback to our Working Party is that the A64/Scholes Lane historically has been successfully used.

There was no closure to this statement that described when the historical occurrences were and how they relate to the current traffic movement.

The statement suggests that Leeds Road has been closed before this closure. This working party requests the detail behind the statement.

Whilst we accept that there will be ongoing monitoring of the performance of the A64/Scholes Lane junction to understand if there would be a benefit to signalling this junction in the interim, the monitoring should also include the pinch points throughout the village as well as each of the junctions listed above. Monitoring the Scholes Lane – A64 junction may reveal some issues, but the main issues are likely to be along Main Street and Station Road.

5. The Rakehill Road/Station Road Junction – rationale for immediate monitoring and modelling assessment of the performance of this junction

On 11th February, Planning Inspector Michael Boniface MSc MRTPI dismissed the appeal made under section 78 of the Town and Country Planning Act 1990 against a failure to give notice within the prescribed period of a decision on an application for outline planning permission.

Appeal Ref: APP/N4720/W/18/3200471. Land east of Scholes, Leeds.

This failure to give notice was by Leeds City Council; the reality is that Leeds City Council failed to make a decision on the initial application.

The resulting Public Inquiry was costly and traumatic for residents, and required Barwick In Elmet and Scholes Parish Council as a Rule 6 party to participate in a drawn out event held in public. Residents and members of the Parish Council gave their free time to assist the Planning Inspector in making his decision.

Indeed, the abysmal performance by the planning authority required members of the public and the Parish Council to give up more than 2 weeks of their time attending the Public Inquiry, as well as the time spent in preparation for what was a challenging event as in opposition to the above parties was a team comprising QCs, Planning Consultants, Traffic Consultants and more.

Inspector Boniface found, as stated in his appeal decision document 3200471:

56. However, the development would result in an unacceptable highway safety issue at the junction of Rakehill Road/Station Road, in conflict with the Framework, Policy T2 of the CS and Policy GP5 of the UDPR. I attach the harm arising in this respect substantial weight such that it would significantly and demonstrably outweigh the benefits of the proposal. Whilst there are a considerable number of material considerations that weigh in favour of the proposal, particularly in the context of the Framework's tilted balance, these do not indicate a decision other than in accordance with the development plan in this case.

Conclusion (Inspector Boniface's)

58. In light of the above, and having considered all other matters, the appeal is dismissed and planning permission is refused.

The junction remains in the same state as described at the Public Inquiry.

The closure of Leeds Road will push more traffic through Scholes towards and away from the A64 than the phased development of the new houses. The likelihood is that the increase in traffic upon the closure of Leeds Road will be immediate. That signals immediate increased danger to anyone using Scholes Main Street, Station Road and Scholes Lane.