

**Report to the Chief Officer (Highways and Transportation)**

**Date: 18 March 2014**

**Subject: Design & Cost Report for St Martin's Road Chapel Allerton - Traffic Regulation Order**

**Capital Scheme Number:**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Chapel Allerton	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

**Summary of main issues**

- 1 One of the four key objectives of the Best Council Plan is to 'promote sustainable and economic growth' through delivering key infrastructure projects. The proposals within this project will address the obstructive and inconsiderate parking and provide safer environment for the general public.
- 2 This report seeks approval to introduce a package of waiting restrictions on St Martin's Road/Avenue/Crescent and Stainbeck Lane in Chapel Allerton to address the problems and concerns raised by the Chapel Allerton Councillors, the local residents and the Taxi trade to address obstructive, inconsiderate and illegal parking on the St Martin's Road/Avenue/Crescent and provide a more accessible Taxi rank on Stainbeck Lane closer to the commercial centre of Chapel Allerton.
- 3 Providing waiting restrictions at these sites will resolve parking, congestion and access issues in the areas identified by the Chapel Allerton members, local residents and Taxi trade as being problematic. Combining the sites together will reduce the individual cost of each location and allow both sites to be treated for the approximate cost of one site.

## **Recommendations**

- 3 The Chief Officer (Highways and Transportation) is requested to:
- i) note the contents of this report;
  - ii) approve the proposals to introduce waiting restrictions in the Chapel Allerton ward as shown on attached Dwgs TME/9/1/106/1 & 2, at a total cost of £5,000, comprising £1,000 works, £1,000 staff and £3,000 legal fees; and
  - iii) Instruct the City Solicitor to advertise a draft Traffic Regulation Order to introduce various waiting restrictions and a taxi rank for 4 taxis, as show on drawing numbers TME/9/1/106/1 & 2 and, if no valid objections are received, to make, seal and implement the Order as advertised.

### **1 Purpose of this report**

- 1.1 This report seeks approval to introduce a package of waiting restrictions on St Martin's Road/Avenue/Crescent and Stainbeck Lane in Chapel Allerton at an estimated total cost of £5,000 being funded from the Traffic Management Revenue budget.
- 1.2 The report also seeks approval to advertise a draft Traffic Regulation Order (TRO) and if no valid objections are received, to make and seal the TRO as advertised.

### **2 Background information**

- 2.1 St Martin's Road, Avenue and Crescent have been subjected to an element of all day parking due to its close proximity to Chapel Allerton hospital and the public transport links on Chapeltown Road.
- 2.2 Since the introduction of the Chapeltown Road Integrated Transport scheme in 2010 and the inbound bus lane on Chapeltown Road, the Traffic Management section have received complaints from Chapel Allerton Councillors and local residents of St Martin's Road, Avenue and Crescent regarding indiscriminate, obstructive and illegal parking in the area which has been caused by the reduction of on street parking on Chapeltown Road.
- 2.3 The Taxi trade have made a request for an additional taxi rank to be introduced on Stainbeck Lane adjacent to Harrogate Road in the middle of Chapel Allerton. Whilst there is already a taxi rank located on Stainbeck Lane outside the Mustard Pot public house, the trade feel that this is away from the actual centre of Chapel Allerton and people are not utilising the rank to its full potential.
- 2.4 Traffic Management have collated the requests received over the last 12 months and have produced a compilation plan detailing proposals for the two

areas. Whilst the two areas are slightly wider spread than would previously have been considered for inclusion together, this is however balanced by the need to reduce costs across the service.

### **3 Main issues**

#### **3.1 Design Proposals and Full Scheme Description.**

3.1.1 In order to address and resolve the various issues on St Martin's Road, Avenue and Crescent and Stainbeck Lane it is proposed to advertise a Traffic Regulation Order to provide waiting restrictions at the two locations.

3.1.2 The sites where waiting restrictions are to be implemented and the restrictions included in the Traffic Regulation Order are as follows;

- i) introduce No Waiting At Any Time restrictions (double yellow lines) around the Chapeltown Road/St Martin's Road/Avenue and St Martin's Avenue/Crescent junctions and a No Waiting, Monday to Friday 8am till 6pm restriction on a section of St Martin's Avenue; and
- ii) introduce a taxi rank for 4 taxis on Stainbeck Lane adjacent to its junction with Harrogate Road.

3.1.3 To implement waiting restrictions and deliver schemes at the two separate sites individually it would cost approximately £10,000.

3.1.4 Combining the two sites together and introducing the waiting restrictions as a package of measures will result in costs being reduced to £5,000, a saving of approx. £5,000.

3.2 **Programme** - Subject to approval being granted, it is proposed to design the scheme in the 2013/14 financial year and advertise the draft Traffic Regulation Order and implement the actual works in the 2014/15 financial year.

### **4 Corporate Considerations**

#### **4.1 Consultation and Engagement**

4.1.2 Ward Members were consulted on the proposals by email on 15<sup>th</sup> November 2013. All 3 Ward Members were eager to see the proposals implemented.

4.1.3 West Yorkshire Police, WYMAS, West Yorkshire Fire Service and Metro were consulted on the proposals by email on 15<sup>th</sup> November 2013. No adverse comments were received against the proposals.

4.1.4 Affected local residents and businesses were consulted by letter dated 10<sup>th</sup> February 2014. Some concerns were raised about elements of the proposals and adjustments have been made to reflect these concerns.

4.1.5 Representatives of the Taxi Trade were consulted by email dated 12<sup>th</sup> February 2014 regarding the proposals for Stainbeck Lane. No adverse comments were received against the proposals.

## **4.2 Equality and Diversity / Cohesion and Integration**

4.2.1 An Equality, Diversity, Cohesion and Integration Screening (Appendix 1) was carried out in February 2014 which found the following positive and negative impacts;

### Positive Impacts

- Reducing the number of injury accidents on the highway network;
- Reducing the level of congestion on parts of the highway network
- Providing a safer and more accessible environment for members of the public when travelling around the locality, especially customers and workers of the various businesses and local residents;
- Improve visibility from various minor side roads and private accesses; and
- Prevent the obstruction of various private accesses by parked vehicles.

### Negative Impacts

- On street parking may be displaced to adjacent unrestricted sections of the highway, although this can be addressed by monitoring and if necessary introducing further parking restrictions.

4.2.2 Whilst the proposals will address the obstructive and inconsiderate parking and improve general road safety, in order to minimise the negative impact continuous monitoring will be carried out following the introduction of the restrictions and should further action be deemed necessary then further restrictions will be considered.

## **4.3 Council policies and City Priorities**

4.3.1 Local Transport Plan (LTP): The proposals contained in this report are in accordance with Local Transport Plan 3 - Strategic Approaches:

- Travel Choices:** P10. Promote the benefits of active travel.  
**Connectivity:** P18. Improve safety and security  
P22. Develop networks and facilities to encourage cycling and walking.

4.3.2 Disabled/Mobility: This report has no implications for disabled or mobility.

4.3.3 Ethnic minorities and women: This report has no implications for ethnic minorities or women.

## **4.4 Resources and value for money**

### **4.4.1 Full scheme estimate**

4.4.2	Costs for the scheme are as follows:	Works	£1,000
		Legal fees	£3,000
		Staff fees	£1,000

The funding for this scheme can be met from the Traffic Management Revenue budget 2014/2015.

#### **4.5 Legal Implications, Access to Information and Call In**

4.5.1 The scheme is in the Annual Programme and subject to approval is programmed to be completed in the 2014/2015 financial year.

#### **4.6 Risk Management**

4.6.1 There are no risks over and above those expected when working on the public highway.

### **5 Conclusions**

5.1 Providing the package of waiting restrictions at the two locations will improve access and visibility at junctions, ease congestion and remove indiscriminate and obstructive parking and provide a more accessible Taxi provision in Chapel Allerton. Combining the sites together will reduce the overall cost of each and allow the two sites to be treated for the approximate cost of one site.

### **6 Recommendations**

6.1 The Chief Officer (Highways and Transportation) is requested to:

- i) note the contents of this report;
- ii) approve the proposals to introduce waiting restrictions in the Chapel Allerton ward as shown on attached Dwgs TME/9/1/106/1 & 2, at a total cost of £5,000, comprising £1,000 works, £1,000 staff and £3,000 legal fees; and
- iii) Instruct the City Solicitor to advertise a draft Traffic Regulation Order to introduce various waiting restrictions and a taxi rank for 4 taxis, as show on drawing numbers TME/9/1/106/1 & 2 and, if no valid objections are received, to make, seal and implement the Order as advertised.

## **7.0 Background documents<sup>1</sup>**

7.1 None.

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<sup>1</sup> The background documents listed in this section are available for download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

# Equality, Diversity, Cohesion and Integration Screening (Appendix 1)



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.

<b>Directorate:</b> City Services	<b>Service area:</b> Traffic Management
<b>Lead person:</b> Nick Borrás	<b>Contact number:</b> 3951431

## 1. Title: St Martin's Road Chapel Allerton - Traffic Regulation Order

Is this a:

Strategy / Policy

Service / Function

Other

**If other, please specify**

## 2. Please provide a brief description of what you are screening

The proposals aim to address the numerous requests that have been received by the Traffic Management section over the last twelve months from Chapel Allerton Ward members, local residents and the Taxi trade for various waiting restrictions within the Chapel Allerton ward. These have primarily been to improve access or visibility at junctions, to ease congestion and to remove indiscriminate, obstructive and illegal parking and provide a more accessible Taxi rank for the main commercial area of Chapel Allerton.

### 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"><li>• Eliminating unlawful discrimination, victimisation and harassment</li><li>• Advancing equality of opportunity</li><li>• Fostering good relations</li></ul>		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 has been carried out with:

- Chapel Allerton Ward Councillors (*who unanimously support the proposals*)
- Emergency Services & Metro (no adverse comments were received)
- Local Residents
- Local Businesses

The aim of the consultation was to make everyone aware of the proposals in terms of removing indiscriminate, obstructive and anti-social parking, reducing personal injury accidents, providing a safer and a more accessible environment when travelling around the local community.

Additional consultation/engagement will take place prior to the works being carried by means of the legal advertisement of the Traffic Regulation Orders both in the local media and on street by means of a public notice.

• **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)

The introduction of the various parking restrictions will have positive and negative impacts;

Positive Impacts

- Reducing the number of injury accidents on the highway network;
- Reducing the level of congestion on parts of the highway network
- Providing a safer and more accessible environment for members of the public when travelling around the locality, especially customers and workers of the various businesses and local residents;
- Improve visibility from various minor side roads and private accesses; and
- Prevent the obstruction of various private accesses by parked vehicles.

Negative Impacts

- On street parking may be displaced to adjacent unrestricted sections of the highway, although this can be addressed by monitoring and if necessary introducing further parking restrictions.

- **Actions**

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

The continuous support from the Chapel Allerton Councillors, residents/businesses and the Taxi trade has helped to maintain a positive impact on the local communities and the various road users of the area.

Whilst the proposals will address the obstructive and inconsiderate parking and improve general road safety, in order to minimise the negative impact continuous monitoring will be carried out and should further action be deemed necessary then further restrictions will be considered..

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

**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	27 February 2014

**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](mailto:equalityteam@leeds.gov.uk). For record keeping purposes it will be kept on file (but not published).

<b>Date screening completed</b>	27 February 2014
If relates to a Key Decision - <b>date sent to Corporate Governance</b>	
Any other decision – <b>date sent to Equality Team (equalityteam@leeds.gov.uk)</b>	