

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

**Date: 14 April 2015**

**Subject: Design & Cost Report for Proposed Waiting Restrictions on Elmfield Way, Bramley**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Armley	<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. Planning permission for a change of use of vacant warehouse to form mixed use development including partial demolition of existing building, new access, car parking, sub-station and landscaping (reference number 13/02670/FU) was granted in May 2014.
2. In order to satisfy planning condition 10 for the above works, the introduction of a new waiting restriction is required to ensure visibility splays are kept clear of any obstructions and to ensure the safety and free-flow of all Highway users.
3. To ensure the standard and specification of the new access, the Developer will need to enter into a Mini Section 278 Agreement with Leeds City Council.

**Recommendations**

4. The Chief Officer (Highways and Transportation) is requested to:
  - i) note and approve the proposed waiting restrictions as outlined in Section 3 and indicated on drawing referenced: EP/S278M/174/TROa, at an estimated cost of £9,400;
  - ii) instruct the City Solicitor to advertise a draft Traffic Regulation Order in relation to the waiting restrictions as indicated on drawing referenced: EP/S278M/174/TROa, and, if no valid objections are received then make, seal and implement the Order; and

- iii) give authority to enter an agreement with the Developer under provision of Section 278 of the Highways Act 1980 for provision of a new vehicular access and associated footway works on Elmfield Way, Bramley.

## **1 Purpose of this report**

- 1.1 This report seeks the authority for the provision of new waiting restrictions along Elmfield Way, Bramley. The total estimated cost of the proposed scheme is £9,400.

## **2 Background information**

2.1 Planning permission for a change of use of vacant warehouse to form mixed use development including partial demolition of existing building, new access, car parking, sub-station and landscaping (reference number 13/02670/FU) was granted in May 2014.

2.2 In order to satisfy planning condition 10 for the above works, the introduction of a new waiting restriction is required to ensure visibility splays are kept clear of any obstructions and to ensure the safety and free-flow of all Highway users.

## **3 Main issues**

- 3.1 The Highway Works will consist of the following:
- 3.2 The introduction of a 'No Waiting at Any Time' restriction at the junction of Elmfield Way with Stanningley Road on both sides of the road and extending to cover the new development access on Elmfield Way, to ensure visibility splays and the safety and free-flow of all Highway users.
- 3.3 The construction works will be carried out by the Developer.
- 3.4 The Developer will need to enter into a Mini Section 278 Agreement with Leeds City Council to agree the standard and specification of the new access into the development.
- 3.5 This is currently being progressed and the Developer has already paid the fees and the Maintenance Bond associated with the Mini Section 278 Agreement.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

4.1.1 Ward Members of Armley were consulted on 11<sup>th</sup> March 2015. No issues were raised with the proposals.

4.1.2 Relevant sections in Highways and Transportation have been consulted and their comments have been incorporated where possible.

4.1.3 The Emergency Services and Metro, along with local residents and businesses, were consulted on 11<sup>th</sup> March 2015. There have been no responses to date.

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

- 4.2.1 A screening document (Appendix 1) has been prepared and has identified that there is no requirement to carry out an independent impact assessment on the proposals requested.
- 4.2.2 The scheme introduces parking restrictions which eliminate parking at potentially hazardous locations on Elmfield Way where accessibility and visibility will be reduced due to the new development. This ensures that road users can proceed in a safe manner, which is to the benefit of themselves, other road users and also pedestrians in the vicinity, particularly at junctions.
- 4.2.3 Crossing points will be provided for pedestrians, as part of the Mini Section 278 Agreement, where the desire to cross exists and where suitable provision has been specifically provided. This provides a safer environment for all pedestrians, especially parents with young children, blind and visually impaired people, wheelchair users, people with mobility issues and the infirm.
- 4.2.4 A consequence of the implementation of parking restrictions is that parking will displace to new locations, which cannot be determined until the restrictions have been implemented. This may have a negative effect on the accessibility for road users and/or pedestrians at a separate location. Any such issues that arise following this displacement can be considered as part of a new scheme, moving forward.
- 4.2.5 The Traffic Regulation Order shall be monitored post-implementation for their effectiveness and also their impact on parents, carers, those with mobility issues and the infirm. Should any overriding issues become apparent, then these can be investigated and mitigated and a later date.

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

- 4.3.1 The proposed Waiting Restrictions following construction of the development accord with the Council's Local Transport Plan and other policies in that they provide a safe means of access for all users of the Highway, to and around, the development.

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

- 4.4.1 The total estimated cost of the scheme is £9,400, comprising £6,000 Traffic Regulation Order costs, £1,400 staff fees and a Bond payment of £2,000.
- 4.4.2 The scheme will be fully funded by the Developer through Mini Section 278 revenue receipts.

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

- 4.5.1 The works are exempt from call in being a consequence of and in pursuance of a regulatory decision.

## **4.6 Risk Management**

4.6.1 The Council's standard Mini Section 278 Agreement will be used whereby the developer will fund the total cost of the works to introduce the new waiting restrictions.

## **5 Conclusions**

5.1 This report seeks authority to promote 'No Waiting at Any Time' restrictions as part of a Mini Section 278 Agreement to satisfy a planning condition of a new commercial development.

## **6 Recommendations**

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

- i) note and approve the proposed waiting restrictions as outlined in Section 3 and indicated on drawing referenced: EP/S278M/174/TROa, at an estimated cost of £9,400;
- ii) instruct the City Solicitor to advertise a draft Traffic Regulation Order in relation to the waiting restrictions as indicated on drawing referenced: EP/S278M/174/TROa, and, if no valid objections are received then make, seal and implement the order; and
- iii) give authority to enter an agreement with the Developer under provision of Section 278 of the Highways Act 1980 for provision of a new vehicular access and associated footway works on Elmfield Way, Bramley.

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

7.1 None.

---

<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.

# 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.

<b>Directorate: City Development</b>	<b>Service area: Engineering Projects</b>
<b>Lead person: Jonathan Allchin</b>	<b>Contact number: 75391</b>

<b>1. Title: Proposed Waiting Restrictions on Elmfield Way, Bramley</b>
Is this a:
<input type="checkbox"/> <b>Strategy / Policy</b> <input checked="" type="checkbox"/> <b>Service / Function</b> <input type="checkbox"/> <b>Other</b>
<b>If other, please specify</b>

<b>2. Please provide a brief description of what you are screening</b>
The screening focuses on the proposals by Highways & Transportation to provide waiting restrictions on Elmfield Way, Bramley.

<p><b>3. Relevance to equality, diversity, cohesion and integration</b></p> <p>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.</p> <p>The following questions will help you to identify how relevant your proposals are.</p> <p>When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation and any other relevant</p>
---

characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).		
<b>Questions</b>	<b>Yes</b>	<b>No</b>
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**

<p><b>4. Considering the impact on equality, diversity, cohesion and integration</b></p>
<p>If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.</p> <p>Please provide specific details for all three areas below (use the prompts for guidance).</p> <ul style="list-style-type: none"> <li>• <b>How have you considered equality, diversity, cohesion and integration?</b> (<b>think about</b> 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)</li> </ul> <p>Consultation on the proposals has taken place with the following stakeholders:</p> <ul style="list-style-type: none"> <li>• Local Councillors</li> <li>• Emergency Services (Police, West Yorkshire Fire and Ambulances Services)</li> <li>• Metro</li> <li>• Local Residents where affected.</li> </ul> <p>Formal advertisement in the form of an advert in the Yorkshire Post, along with notices posted on lighting columns in the area will take place prior to scheme implementation.</p>
<ul style="list-style-type: none"> <li>• <b>Key findings</b></li> </ul> <p>(<b>think about</b> any potential positive and negative impact on different equality</p>

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 Impacts:

- The scheme introduces parking restrictions which eliminate parking at potentially hazardous locations on Elmfield Way where accessibility and visibility will be reduced due to the new development. This ensures that road users can proceed in a safe manner, which is to the benefit of themselves, other road users and also pedestrians in the vicinity, particularly at junctions.
- Crossing points will be provided for pedestrians, as part of the Mini Section 278 Agreement, where the desire to cross exists and where suitable provision has been specifically provided. This provides a safer environment for all pedestrians, especially parents with young children, blind and visually impaired people, wheelchair users, people with mobility issues and the infirm.

Negative Impact

- A consequence of the implementation of parking restrictions is that parking will displace to new locations, which cannot be determined until the restrictions have been implemented. This may have a negative effect on the accessibility for road users and/or pedestrians at a separate location. Any such issues that arise following this displacement can be considered as part of a new scheme, moving forward.

- **Actions**

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

The Traffic Regulation Order shall be monitored post-implementation for their effectiveness and also their impact on parents, carers, those with mobility issues and the infirm. Should any overriding issues become apparent, then these can be investigated and mitigated and a later date.

**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
Richard Middleton	Engineer	9/4/15

## 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** screenings 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>	9/4/15
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>	