

Report to the Chief Officer (Highways and Transportation)

Date: 23 June 2015

Subject: Crossgates & Whinmoor Combined Traffic Regulation Order

Capital Scheme Number:

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Crossgates & Whinmoor	<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 The Best Council Plan 2013-17 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority. According to the Best Council Plan, the success of the Best Council objective: ensuring high quality public services will be partly measured through reduced numbers of people Killed or Seriously Injured on the city's roads..
- 2 A number of requests for various restrictions were received from Ward Members and members of the public for a number of locations within the Crossgates and Whinmoor ward. The proposals also address planning conditions for the development of a new health centre on Station Road, as part of the conditions the developer is requested to fund the extension of an existing 'No Waiting' restriction. Various Traffic Regulation Orders will be advertised as part of a package of works, the locations are detailed in 4.1.1 of this report.

Recommendations

- 3 The Chief Officer (Highways and Transportation) is requested to:
 - i) note the contents of this report;
 - ii) authorise the detailed design and implementation of measures outlined in paragraph 4.1.1 and drawing numbers TM-11-2289-TRO-1, TM-11-2289-

TRO-2 AND TM-11-2289-TRO-3 at a cost of £5,000 fully funded by a contribution from the developer and accounted for from the Traffic Management Revenue budget; and

- iii) Request the City Solicitor to advertise a draft Traffic Regulation Order to implement a scheme of various waiting restrictions and residents permit parking all as shown on drawing Nos. TM-11-2289-TRO-1, TM-11-2289-TRO-2 AND TM-11-2289-TRO-3 and if no valid objections are received, to make, seal and implement the Order as advertised.

1 Purpose of this report

- 1.1 To obtain authority for detailed design and implementation of a package of measures outlined in paragraph in 4.1.1 and drawing numbers TM-11-2289-TRO-1, TM-11-2289-TRO-2 AND TM-11-2289-TRO-3 at a cost of £5,000 fully funded by a contribution from the developer and accounted for from the Traffic Management Revenue budget.
- 1.2 The report also seeks approval to advertise a draft Traffic Regulation Order and if no objections are received, to make and seal the Traffic Regulation Order as advertised.

2 Background information

- 2.1 As part of the development of a new health centre part of its planning condition number 31, 14/03541/FU the developer is requested to provide funding to extend 'No Waiting' restrictions on Station Road along the frontage of the development ensuring vehicles cannot park here and block the free flow of traffic.
- 2.2 A number of requests for restrictions have been received from Ward Members and members of the public over a number of sites due to indiscriminate and problematic parking.
- 2.3 Each location has merit and it was deemed more efficient and cost effective to combine the advertisement of the Traffic Regulation Order together as each scheme was within the same ward.
- 2.4 Traffic Management have collated the various requests and produced a compilation plan detailing the requests for the Crossgates and Whinmoor ward. The requests are slightly wider spread than would previously have been considered for inclusion together; however this is 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 resolve the issues in the various locations and the problematic parking it is proposed to introduce the following.

- Coal Road & Hebden Approach – No Waiting at Any Time restrictions along key sections as shown in the attached plan TM-11-2289-TRO-3. This length has large amounts of parking caused by employees from the local business. This causes the road to become only one way passable. The problem also causes difficulties for HGV's turning movements which have resulted in significant damage to the adjacent grass verges. This causes site line issues around the radii and also makes crossing the road for pedestrians dangerous.
- Station Road – No Waiting between 8am – 4pm Monday to Friday restrictions to be extended along the stretch to the junction of Silkstone Way and tying into the existing No Waiting at Any time restrictions. A new health centre has been developed here and as stated in planning condition number 31, 14/03541/FU the developer is requested to provide funding for this length to be restricted to ensure vehicles cannot park here and block the free flow of traffic during operational hours.
- Church Lane – Limited Waiting between 8am – 4pm Monday to Friday restrictions to be added along the North Eastern kerb line of Church Lane to restrict vehicles from parking all day but to allow enough time for visitors to visit the amenities, vehicles will be allowed a maximum of 4 hours of parking with no return within 2 hours. As well as 'No Waiting at Any time Restrictions' along key sections as shown in the attached plan TM-11-2289-TRO-1. These lengths have been selected to remove parking from entrances/exits and also along radii's to bring good visibility for both road users and pedestrians.
- Manston Gardens – No Waiting at Any time Restrictions along key sections as shown in the attached plan TM- TM-11-2289-TRO-1. This length has been selected to remove parking from this in formal entrance to allow Parks and Countryside to gain regular access.
- Sandbed Lane/Sandbed Court/Sandbed Terrace/The Avenue – Extension of No Waiting at Any time Restrictions along key sections as shown in the attached plan TM- TM-11-2289-TRO-1. Vehicles frequenting the school regularly double park causing constant flow issues on this stretch of highway. Along with Resident Permit parking scheme between 8am – 4pm Monday to Friday to alleviate frequenting cars using the school from entering and parking within the small residential area, causing regular access issues for residents and regular disputes. The width of the carriageway is not suitable for large volumes of vehicles which use it at peak hours causing a road safety issue.
- Full design proposals are shown on drawing numbers TM-11-2289-TRO-1, TM-11-2289-TRO-2 AND TM-11-2289-TRO-3

4 Programme

4.1 It is envisaged that the works will be carried out in the 2015/16 financial year.

5 Corporate Considerations

- 5.1 Ward Members have been consulted separately for each of the individual locations by email; Coal Road firstly on 20th June 2014 and notified again of our proposals to consult on 30th April 2015. Sandbed Lane on 26th February 2015 and Station Road 2nd April 2015. The Ward Members are in support of all the proposals.
- 5.2 Emergency Services and The West Yorkshire Combined Authority were consulted via email for Coal Road on 20th June 2014. Sandbed Lane 12th January 2015 and Station road on 2nd April 2015. The Police, Fire Service and The West Yorkshire Combined Authority all responded positively towards the proposals.
- 5.3 Public; A letter drop has taken place to all properties directly effected by our proposals on the Coal Road scheme, initially on the 17th July 2014 and again on 30th April 2015 and subsequently discussed at the Whinmoor Forum on 14th October 2014. Residents effected by the Sandbed Lane scheme were consulted on 8th January 2015 and again on the 23rd March 2015 following this a meeting was held with the church to discuss our proposals.

6 Equality and Diversity / Cohesion and Integration

- 6.1 An Equality, Diversity, Cohesion and Integration Screening (Appendix 1) was carried out and identified that there wasn't a requirement to carry out a full impact assessment on the proposals. The screening identified positive and negative impacts;
- 6.2 Positive Impacts:
- Clearer sightlines at junction crossing points for all pedestrians which will be of greater benefit to the infirm disabled, elderly and children with carers. Providing improved visibility.
 - Remove vehicular conflicts at junctions aiding elderly drivers and disabled.
 - Removal of indiscriminate parking will be of particular benefit to the disabled, elderly and parents supporting pushchairs as it will provide easier access to local amenities.
 - Improved safety for all pedestrians when crossing the road as cars no longer hinder vision which will be of particular benefit to carers with young children and people with mobility issues.
 - There will be no impact on visitors using the church for worship.
- 6.3 Negative Impacts:
- Some may see it as a negative to remove parking through the introduction of double yellow lines. However, this is not an issue for blue badge holders.
 - Resident permit parking zone will be off limits to regular road users. Although Blue badge holders may still park here.

7 Council Policies and City Priorities

- 7.1 The proposals contained in the report have no implications for the council constitution.
- 7.2 Environmental Policy; the proposals contained in this report are in accordance with Aims 6 and 7 of the Policy in that the proposals will aid to "reduce the impact of traffic in the city by changes to the road system" and "develop a safe, healthy local environment which provides the best quality of life for Leeds residents.

7.3 The proposal contributes to the policies in the West Yorkshire Local Transport Plan 2011-26 as follows: P18. Improve safety and security, seeking to minimise transport casualties.

8 Resources and Value for Money

8.1 The estimated total cost to implement this scheme is £5,000, which comprises of £1,500 works costs, £1,000 Staff fees and £2,500 legal fees, all to be funded by contributions from a local developer as part of their planning agreement.

9 Legal Implications, Access to information and Call In

9.1 The report is not eligible for call in as the proposal falls below the relevant threshold.

10 Risk Management

10.1 There are no risk issues over and above those expected when working in the public highway, generated by the proposals contained within this report.

10 Conclusions

11.1 The introduction of these various restrictions will improve the free flow of traffic on the various stretches of highway and eliminate issues caused by discriminate parking. Part of the works are required as part of a developments planning condition number 31, 14/03541/FU the developer has provided funding for this length to be restricted to ensure vehicles cannot park here and block the free flow of traffic during operational hours.

12 Recommendations

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

- i) note the contents of this report;
- ii) authorise the detailed design and implementation of measures outlined in paragraph 4.1.1 and drawing numbers TM-11-2289-TRO-1, TM-11-2289-TRO-2 AND TM-11-2289-TRO-3 at a cost of £5,000 fully funded by contributions from developers and accounted for from the Traffic Management Revenue budget; and
- iii) request the City Solicitor to advertise a draft Traffic Regulation Order to implement a scheme of various waiting restrictions and residents permit parking all as shown on drawing Nos. TM-11-2289-TRO-1, TM-11-2289-TRO-2 AND TM-11-2289-TRO-3 and if no valid objections are received, to make, seal and implement the Order as advertised..

13 Background documents¹

13.1 None.

¹ The background documents listed in this section are available to 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.

Directorate: City Development	Service area: Traffic Management
Lead person: Andy Magee	Contact number: 0113 2477534

1. Title: Crossgates & Whinmoor Combined Traffic Regulation Order		
Is this a:		
<input type="checkbox"/> Strategy / Policy	<input checked="" type="checkbox"/> Service / Function	<input type="checkbox"/> Other
If other, please specify		

2. Please provide a brief description of what you are screening
The Screening focuses on the proposals to introduce a Traffic Regulation Order at various locations across the Crossgates and Whinmoor ward. These include No Waiting restrictions and resident permit parking zones. The restrictions will protect problematic locations from indiscriminate parking whilst removing / reducing vehicular conflicts and therefore aiding pedestrian movements.

3. Relevance to equality, diversity, cohesion and integration		
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"> • Eliminating unlawful discrimination, victimisation and harassment • Advancing equality of opportunity • Fostering good relations 		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>4. Considering the impact on equality, diversity, cohesion and integration</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"> • 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) <p>Ward Members have been consulted separately for each of the individual locations by email; Coal Road firstly on 20th June 2014 and notified again of our proposals to consult on 30th April 2015. Sandbed Lane on 26th February 2015 and Station Road 2nd April 2015. The Ward Members are in support of all the proposals.</p> <p>Emergency Services and The West Yorkshire Combined Authority were consulted via email for Coal Road on 20th June 2014. Sandbed Lane 12th January 2015 and Station road on 2nd April 2015. The Police, Fire Service and The West Yorkshire Combined Authority all responded positively towards the proposals.</p> <p>Public; A letter drop has also taken place to all properties who may be effected by our proposals with the Coal Road scheme on the 17th July 2014 and again on 30th April 2015 and subsequently discussed at the Whinmoor Forum on 14th October 2014. Residents effected by the Sandbed Lane scheme were consulted on 8th January 2015 and again on the 23rd March 2015 following this a meeting was held with the church to discuss our proposals. Consultation with Sandbed Lane residents received a positive response also.</p>
<ul style="list-style-type: none"> • 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)

Positive Impacts:

- Clearer sightlines at junction crossing points for all pedestrians which will be of greater benefit to the infirm disabled, elderly and children with carers. Providing improved visibility.
- Remove vehicular conflicts at junctions aiding elderly drivers and disabled.
- Removal of indiscriminate parking will be of particular benefit to the disabled, elderly and parents supporting pushchairs as it will provide easier access to local amenities.
- Improved safety for all pedestrians when crossing the road as cars no longer hinder vision which will be of particular benefit to cares with young children and people with mobility issues.
- There will be no impact on visitors using the church for worship.

Negative Impacts:

- Some may see it as a negative to remove parking through the introduction of double yellow lines. However, this is not an issue for blue badge holders.
- Resident permit parking zone will be off limits to regular road users. Although Blue badge holders may still park here.

• **Actions**

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

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 Borrás	Senior Engineer	15/06/15

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. For record keeping purposes it will be kept on file (but not published).

Date screening completed	15/06/15
If relates to a Key Decision - date sent to Corporate Governance	
Any other decision – date sent to Equality Team (equalityteam@leeds.gov.uk)	