

Report to Chief Officer Highways and Transportation

Date: 03 February 2015

Subject: Garforth Area Proposed Various Waiting Restrictions

Capital Scheme Number: 32011

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Garforth & Swillington and Harewod	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input 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. By enhancing the local residential environments by reducing vehicles speeds will provide a safer and more user friend road environment for all road users. By improving the local road environment this will actively encourage children in more active modes of travel on journeys to school, contributing to the Leeds Education Challenge, which is part of the objective to build a child friendly city, delivery of the Better Lives programme and contribution to "Public Health which is embedded and effectively delivering health protection and health improvement..
- 2 Various parking problems are present in the Garforth area which are in need of addressing to improve highway safety for all.
- 3 As a cost saving exercise Leeds City Council are also proposing to advertise other proposed restrictions within the legal order requirement identified above in paragraph 2. This will have no additional funding implications to the developer but will enable significant savings to be made by the Council by promoting one holistic TRO rather than individual legal orders. The additional restriction will address a variety of parking problems to improve highway safety and ensure the expeditious movement of traffic which have been reported by residents, businesses and ward councillor within the Garforth.

Recommendations

- 4 The Chief Officer (Highways and Transportation) is requested to:
- i) authorise the detailed design and subsequent implementation of a scheme to introduce a various waiting restrictions in the Garforth and Aberford areas;
 - ii) request the City Solicitor to advertise a draft Traffic Regulation Order, to introduce various waiting restrictions in the Garforth and Aberford areas, as shown on drawing TME-13.1-151.1 and; if no valid objections are received, to make and seal the TRO as advertised;
 - iii) approve an injection of £10,800 into the Capital Programme; and
 - iv) give authority to incur expenditure of £10,800, being £6,800 works costs, £2,000 Staff fees and £2,000 legal fees, to be fully funded from a private developer receipt.

1 Purpose of this report

- 1.1 To seek approval for the implementation of a scheme for the introduction of various traffic restrictions in the Garforth and Aberford areas.
- 1.2 To seek approval to advertise a draft Traffic Regulation Order (TRO) and if no valid objections are received, to make and seal the TRO as advertised.
- 1.3 To seek approval to incur costs of £10,800 for the design, supervision, implementation and advertising cost on the drawing numbers outlined in recommendation (iii)

2 Background information

- 2.1 Residents and local ward members have campaigned on numerous occasions for formal restrictions to be introduced at various locations in the Garforth & Swillington Ward
- 2.2 The Aberford Parish Council have also come to the council requesting the introduction of some parking restrictions to deal with parking problems within the village.
- 2.3 Within the Village of Garforth the following issues are present;
 - i) Barleyhill Road junction with Lyndon Avenue – over the years requests have been made by residents and the local ward members to restrict parking that occurs right up to the junction mouth which causes sightline issues for motorists, which in the past has been aided by keep clear markings, however this has proved often ineffective at removing the problematic parking as the keep clear markings are frequently abused.
 - ii) Barleyhill Lane – requests have been made to deal with parking that occurs adjacent to residential parking bays, which makes turning manoeuvres into and out of the bays increasingly difficult for the residents.

- iii) Barrowby Lane – A housing development has recently been introduced in the area which has seen an increase in both traffic and parking particularly around the junctions.
- iv) The Crescent & The Oval – following the introduction of a business estate Fusion Court, the aforementioned streets have seen an influx of all day commuter parking which over time has become progressively worse as the estate has filled, causing much distress for the predominantly elderly population of this area due to the sheltered housing.
- v) Fairburn Drive – requests to further control parking around the local shops has been received from the trading association and the owners of the shops themselves. Currently the parking system is unregulated and has recently seen increased levels of all day parking occur in the layby associated with the businesses.
- vi) Parkinson Approach – recently parking restrictions were introduced on this section of road as part of the Garforth Consolidation order, in accordance with consultation undertaken with local residents and businesses. However during the advertisement period objections were received and to allow the wider Garforth Consolidation Order to progress a compromise was achieved that saw the restrictions reduced from their original scope. However following the introduction it has become apparent that the unrestricted sections are now problematic themselves.
- vii) A656 Ridge Road – issues have arisen with the Peckfield Landfill site, where HGV's arrive before the site opens at 7:00am and park on the A656 Ridge Road.
This is an issue that has been ongoing for some time now, with our enforcement section serving notices on the site itself and the police becoming involved, as increased levels of HGV traffic arrives and parks on the carriageway, sometimes overnight, thus prompting both the police and our enforcement section to request a restriction be introduced to combat this.

2.4 Within the village of Swillington the following issues are present;

- i) Astley Lane, Swillington – requests have been received to address parking at this location associated with the nearby RSPB reserve, where parking occurs in such a way that it prevents farm vehicle access to the agricultural fields.

2.5 Within the Village of Aberford the following issues are present;

- i) Bunkers Hill near Masternaut Drive – The council has received a request to deal with parking occurring along the main thoroughfare along Bunkers Hill into Aberford, associated with nearby offices.
- ii) Main Street (Aberford) north of Cattle Lane – The council has received a request to deal with parking that occurs up to and over the bridge during event within Aberford.

2.6 As part of a recent housing development in the area, £10,800 was received from the private housing developer as part of the planning permission approval, to be spent on the introduction of highways improvements to the area, as such the councillors have requested the above issues be addressed using the funding.

3 Main issues

3.1 Design Proposals and Full Scheme Description

3.1.4 Within the Village of Garforth the following proposals are made to address the aforementioned issues;

- i) **Barleyhill Road junction with Lyndon Avenue** – It is considered that to remove the indiscriminate parking that occurs on the existing keep clear markings that these are to be replaced with a small segment of No Waiting At Any Time (NWAAT) restrictions to replace the existing keep clear markings.
- ii) **Barleyhill Lane** – To address the parking which makes turning manoeuvres into and out of the bays increasingly difficult for the residents, it is proposed to extend the existing Mon to Sat 8am to 6pm restriction further into Barleyhill Lane adjacent to the bays.
- iii) **Barrowby Lane** – as part of the recently introduced housing development it has been proposed that the existing restrictions be extended to protect the junctions/bend on Barrowby Lane/Barwick Road
- iv) **The Crescent & The Oval** – It is considered that to remove the indiscriminate parking that occurs in relation to the nearby business estate, that a limited waiting restriction except for permit holders (1 hour no return within 2 hours except for Permit Holders Mon – Fri 9am – 5pm) is introduced.
- v) **Fairburn Drive** – It is proposed to mark out dedicated parking bays with a limited waiting restriction (4 hour limited waiting no return within 1 hour) be introduced in the shopping parade layby, in addition to this the long standing issue of parking at the junction of Fairburn Drive with Hazelwood Avenue will be addressed with a section of NWAAT to cover the junction.
- vi) **Parkinson Approach** – it is proposed that the existing no waiting at any time restrictions are extended up to the junction of Hanbury Gardens/Higham Way.
- vii) **A656 Ridge Road** – To prevent the problematic situation with HGV's parking awaiting access to the landfill site it is proposed to introduce a Rural Clearway order along the length of Ridge Road between junction 47 and its junction with A63, thus preventing all parking on the carriageway

3.1.5 Within the village of Swillington the following issues are present;

- i) **Astley Lane, Swillington** –It is proposed to introduce No Waiting At Any Time restrictions along one side of the road to control what parking can occur and where it prevents agricultural vehicle access.

3.1.6 Within the Village of Aberford the following issues are present;

- i) **Bunkers Hill near Masternaut Drive** – To address the indiscriminate parking that occurs it is proposed to introduce No Waiting At Any Time restrictions from the village boundary up to the existing layby parking bays.
- ii) **Main Street (Aberford) north of Cattle Lane** – To address the parking that occurs over the bridge during events it is therefore proposed to introduce NWAAT restrictions on the bridge deck.

3.2 Programme

- 3.2.1 Subject to approval being granted, it is proposed to design the scheme and advertise the draft Traffic Regulation Order and implement works in the 2014/2015 financial year.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.2 Ward Members: Ward Members for both Garforth & Swillington and the Harewood wards which are affected were consulted by email on 20 June 2014. Following the correspondence; 2 of the 3 Garforth & Swillington members responded in favour of the proposals and 1 of the 3 Harewood Ward Members responding in favour of the proposals. No further response were received.

To give the remaining Ward Members opportunity to comment they were again contacted on 18 July and 1st August for a response to the proposals, to which no further Councillors responded to the proposals.

- 4.1.3 Emergency Services and Metro (WYPTE): Emergency Services and Metro were consulted on 20 June 2014. The WY Police had no objections and support the specific proposals for the A656. The other emergency services and Metro had no objections.

- 4.1.4 External Consultation: Affected local residents were consulted by letter in August 2014. 26 responses were received from those contacted, 14 in support, and 12 against. Following this consultation alterations have been made following correspondence with those whom objected to the scheme to alleviate their concerns and remove the grounds on which they objected upon, thus allowing the scheme to progress and with the objectors then withdrawing objections to the scheme.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 An Equality, Diversity / Cohesion and Integration Screening (Appendix 1) has been carried out on the proposals and has determined that an impact assessment is not required for the approvals requested.

The screening process identified the following impacts:

Positive impacts

- Improved sightlines at junctions where restrictions are introduced and a potential for reducing accident rates on streets where sightline issues contribute to recorded accidents

- Improved awareness of existing crossing points for motorists, where parked cars previously masked these crossing points and potentially any pedestrians, particularly for the young who would have been hidden between parked cars
- Improved awareness of existing crossing points as the removal of footpath parking will no longer mask their location for pedestrians, as well as improve overall sightlines for all pedestrians, especially for people with mobility issues, the young and elderly as will be able to see oncoming motorists more easily.
- Improved footpath access for all pedestrians, which will provide carers supporting pushchairs, wheelchair users and disabled people particularly the blind and visually impaired no further obstructions due to the removal of parking that occurred on the footpath providing a safer environment for all pedestrians.

Negative Impacts

- The removal of the unrestricted carriageway sections will move commuter parking to other areas.

4.3 Council policies and City Priorities

- 4.3.1 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.
- 4.3.2 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.
- 4.3.3 Community Safety: The proposals contained in this report have no implications under Section 17 of Crime and Disorder Act 1998.

4.4 Resources and value for money

- 4.4.1 The estimated costs of the scheme are £10,800 comprising of £6,800 works, £2,000 staff and £2,000 legal fees, funded from a private developer receipt.
- 4.4.2 Capital Funding and Cashflow:

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2014 £000's	FORECAST				
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2014 £000's	FORECAST				
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	6.8		6.8				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	2.0		2.0				
OTHER COSTS (7)	2.0		2.0				
TOTALS	10.8	0.0	10.8	0.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2014 £000's	FORECAST				
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 on £000's
Section 106 / 278	10.8		10.8				
Total Funding	10.8	0.0	10.8	0.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

4.5 Legal Implications, Access to Information and Call In

4.5.1 This report is not eligible for call in as the proposal fall below the relevant threshold

4.6 Risk Management

4.6.1 There are no risk issued over and above the expected when working within the public highway.

5 Conclusions

5.1 The introduction of these restrictions will improve the control of parking in the vicinity and support the amenities of the area.

6 Recommendations

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

- i) authorise the detailed design and subsequent implementation of a scheme to introduce a various waiting restrictions in the Garforth and Aberford areas;
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shown on drawing TME-13.1-151.1 and; if no valid objections are received, to make and seal the TRO as advertised;

- iii) approve an injection of £10,800 into the Capital Programme; and
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7 Background documents¹

7.1 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: Highways & Transportation	Service area: Traffic Management
Lead person: Chris Procter	Contact number: 013 3950653

1. Title: GARFORTH AREA PROPOSED VARIOUS WAITING RESTICTIONS

Is this a:

Strategy / Policy **Service / Function** **Other**

If other, please specify

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

The scheme is to address various parking issues in the Garforth area, relating to commercial and commuter parking habits. It is proposed to introduce a package of waiting restrictions (including formal no waiting restrictions and Residents Permits zones), aimed at alleviating the issues faced and improving overall road safety in the area by removing parking from inappropriate areas.

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?	✓	
Have there been or likely to be any public concerns about the policy or proposal?	✓	
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		✓
Could the proposal affect our workforce or employment practices?		✓
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 		✓

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
<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>During the process of this scheme consultation was undertaken with the local councillors and Emergency services regarding the proposals. Local residents have also been consulted on these proposals with the vast majority of those in favour of the scheme; many of the locations where restrictions have been tabled are done so due to requests of residents in these areas. Some of the proposals have already been amended based on the suggestions of local residents during the initial consultation phase. The restrictions proposed are introduced to improve overall road safety and remove erroneous commuter parking obstructing currently unrestricted areas of the highway and/or footway which</p>

have proved problematic for pedestrians and also to motorists accessing areas.

- **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

- Improved sightlines at junctions where restrictions are introduced and a potential for reducing accident rates on streets where sightline issues contribute to recorded accidents
- Improved awareness of existing crossing points for motorists, where parked cars previously masked these crossing points and potentially any pedestrians, particularly for the young who would have been hidden between parked cars
- Improved awareness of existing crossing points as the removal of footpath parking will no longer mask their location for pedestrians, as well as improve overall sightlines for all pedestrians, especially for people with mobility issues, the young and elderly as will be able to see oncoming motorists more easily.
- Improved footpath access for all pedestrians, which will provide carers supporting pushchairs, wheelchair users and disabled people particularly the blind and visually impaired no further obstructions due to the removal of parking that occurred on the footpath providing a safer environment for all pedestrians.

Negative Impacts

- The removal of the unrestricted carriageway sections will move commuter parking to other areas.

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

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:	17 th November
Date to complete your impact assessment	17 th November
Lead person for your impact assessment (Include name and job title)	C Procter – Traffic Engineering Technician

6. Governance, ownership and approval
Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
Nick Hunt	Principal Engineer	17 th Nov 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. For record keeping purposes it will be kept on file (but not published).

Date screening completed	17 th November
If relates to a Key Decision - date sent to Corporate Governance	n/a
Any other decision – date sent to Equality Team (equalityteam@leeds.gov.uk)	17 th November