

Report to the Chief Officer (Highways and Transportation)

Date: 10 May 2016

Subject: New Craven Gate, Sheepscar Grove, Manor Street, Enfield Street and Enfield Terrace – NWAAT (Proposed Traffic Regulation Order)

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): CITY & HUNSLET	<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 2015-2020 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best authority. According to the Best Council Plan, the success of the Best Council objective: supporting communities will be measures by communities receiving accessible and integrated services that meets their needs. This scheme meets these objective by delivering a traffic management scheme to formalise parking which meets the needs of both residential and business needs within the area, to reduce the likelihood of obstruction, congestion and injury accidents.
- 2 Issues have been raised by local businesses with regards to vehicle congestion, driving, deliveries and parking difficulties in three industrial areas in the City & Hunslet ward.
- 3 The purpose of this report is to request authority to advertise and implement a Traffic Regulation Order to introduce a 'No Waiting At Any Time' restrictions along Enfield Street, Enfield Terrace, Enfield Avenue, Grant Avenue, Manor Street and Cross Wingham Street. Introduce a 'No Waiting At Any Time' and 'Limited Waiting' (1 hour no return within 1 hour) restrictions along Sheepscar Grove and Benson Street. Introduce a 'No Waiting At Any Time' restrictions along New Craven Gate.

Recommendations

- 4 The Chief Officer (Highways and Transportation) is requested to:
- i) Approve the design and implementation of 'No Waiting At Any Time' restrictions along Enfield Street, Enfield Terrace, Enfield Avenue, Grant Avenue, Manor Street and Cross Wingham Street. Details are shown on drawing number TM-10-2445-CONSULT-01;
 - ii) Approve the design and implementation of 'No Waiting At Any Time' and 'Limited Waiting' (1 hour no return within 1 hour) restrictions along Sheepscar Grove and Benson Street. Details are shown on drawing number TM-10-2445-CONSULT-02;
 - iii) Approve the design and implementation of 'No Waiting At Any Time' restrictions along New Craven Gate. Details are shown on drawing number TM-10-2445-CONSULT-03; and
 - iv) Request the City Solicitor to advertise a draft Traffic Regulation Order to implement the measures in items 4 (i, ii, iii) above as shown on drawing numbers TM-10-2445-CONSULT-01, TM-10-2445-CONSULT-02 and TM-10-2445-CONSULT-03 and if no valid objections are received, to make, seal and implement the order as advertised.

1 Purpose of this report

- 1.1 To seek approval to advertise a draft Traffic Regulation Order to introduce 'No Waiting At Any Time' restrictions on along Enfield Street, Enfield Terrace, Enfield Avenue, Grant Avenue, Manor Street and Cross Wingham Street. Introduce a 'No Waiting At Any Time' and 'Limited Waiting' (1 hour no return within 1 hour) restrictions along Sheepscar Grove and Benson Street. Introduce a 'No Waiting At Any Time' restrictions along New Craven Gate, City & Hunslet as shown on drawing numbers TM-10-2445-CONSULT-01, TM-10-2445-CONSULT-02 and TM-10-2445-CONSULT-03 and if no valid objections are received, to request that the City Solicitor make, seal and implement the order as advertised.

2 Background information

- 2.1 Issues have been raised by local businesses with regards to vehicle congestion, driving, deliveries and parking difficulties in three industrial areas in the City & Hunslet ward.
- 2.2 The parking on New Craven Gate is such that businesses are not able to have their waste / refuse collected plus HGVs have to reverse out into Dewsbury Road to exit the site. This is a very dangerous practise and as such it is intended to introduce these restrictions under Emergency powers under S14 of the RTRA and then follow up with a permanent traffic regulations order.

3 Main issues

3.1 In order to resolve the problematic parking issues and maintain the free and safe flow of traffic. It is proposed to introduce a 'No Waiting At Any Time' restrictions along Enfield Street, Enfield Terrace, Enfield Avenue, Grant Avenue, Manor Street and Cross Wingham Street.

3.2 Introduce a 'No Waiting At Any Time' and 'Limited Waiting' (1 hour no return within 1 hour) restrictions along Sheepscar Grove and Benson Street.

3.3 Introduce a 'No Waiting At Any Time' restrictions along New Craven Gate.

3.4 Design Proposals and Full Scheme Description.

3.3.1 The proposed restrictions are being put forward to alleviate the present situation, in the interests of providing safer driving conditions for both businesses and visitors and clear visibility for all. It is proposed to introduce a 'No Waiting At Any Time' restrictions along Enfield Street, Enfield Terrace, Enfield Avenue, Grant Avenue, Manor Street and Cross Wingham Street. Introduce a 'No Waiting At Any Time' and 'Limited Waiting' (1 hour no return within 1 hour) restrictions along Sheepscar Grove and Benson Street. Introduce a 'No Waiting At Any Time' restrictions along New Craven Gate.

3.3.2 The new proposals can be seen on the attached copy of drawing numbers TM-10-2445-CONSULT-01, TM-10-2445-CONSULT-02 and TM-10-2445-CONSULT-03.

3.5 Programme

3.5.1 It is anticipated that the proposal will be implemented within the 2016/ 2017 financial year.

4.0 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 Ward Members: Ward Members were consulted by email dated 11 February 2016. No responses have been received to date.

4.1.2 Emergency Services and WYCA were consulted by email dated 11 February 2016. No responses have been received to date.

4.1.3 The general public will be consulted via notices on street lighting columns during the public advertisement phase, along with an advert in the Yorkshire Post newspaper.

4.2 Equality and Diversity / Cohesion and Integration

4.2.1 A full Equality, Diversity / Cohesion and Integration impact assessment has been carried out for the 'No waiting at any time' and no stopping restrictions.

4.2.2 Positive Impact:

- Improved sightlines at junctions where restrictions are introduced.
- Improved awareness of existing crossing points for motorists.
- Improved footpath access for all pedestrians, which will include carers supporting pushchairs, wheelchair users and disabled people particularly the blind and visually impaired.
- 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.

4.2.3 Negative Impact:

- The removal of the unrestricted carriageway section will move the indiscriminate parking to other location where there are no restrictions applied.
- 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.

4.3 Council Policies and City Priorities

4.3.1 The Best City ambition is to improve life for the people of Leeds and make our city a better place. Measures to improve road safety make a specific contribution to the Best City for Communities and Child Friendly Leeds ambitions. Reducing the number of casualties involving loss of life or severe injury (Killed or Seriously Injured – KSIs) is one of the measures for the delivery of the objectives for the Best Council Plan.

4.3.2 The proposals contained in this report are in accordance with Plan Objective: Delivering Accessibility. The proposals also follow core strategy approaches A1 and A2 in that the scheme will improve physical accessibility and improve the highway for pedestrians.

4.4 Resources and Value for Money

4.4.1 The estimated total cost to implement this scheme is £6,000, which comprises of £3,000 works costs, £1,500 Staff fees and £1,500 legal fees, all to be funded from the Traffic Management Revenue fund.

4.5 Legal Implications, Access to Information and Call In

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

4.6 Risk Management

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

5 Conclusions

5.1 The introduction of 'No Waiting At Any Time' restrictions will improve the free flow of traffic on the various stretches of highway and eliminate issues caused by

discriminate parking. The 'Limited Waiting' (1 hour no return within 1 hour) restrictions will also help aid road safety and will benefit the wider community.

6 Recommendations

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

- i) Approve the design and implementation of 'No Waiting At Any Time' restrictions along Enfield Street, Enfield Terrace, Enfield Avenue, Grant Avenue, Manor Street and Cross Wingham Street. Details are shown on drawing number TM-10-2445-CONSULT-01.
- ii) Approve the design and implementation of 'No Waiting At Any Time' and 'Limited Waiting' (1 hour no return within 1 hour) restrictions along Sheepscar Grove and Benson Street. Details are shown on drawing number TM-10-2445-CONSULT-02;
- iii) Approve the design and implementation of 'No Waiting At Any Time' restrictions along New Craven Gate. Details are shown on drawing number TM-10-2445-CONSULT-03; and
- iv) Request the City Solicitor to advertise a draft Traffic Regulation Order to implement the measures in items 6 (i, ii, iii) above as shown on drawing numbers TM-10-2445-CONSULT-01, TM-10-2445-CONSULT-02 and TM-10-2445-CONSULT-03 and if no valid objections are received, to make, seal and implement the order as advertised.

7 Background Papers¹

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: Highway services	Service area: Traffic Management
Lead person: Mandeep Flora	Contact number: 0113 2477506

1. Title: NEW CRAVEN GATE, SHEEPSCAR GROVE, MANOR STREET, ENFIELD STREET AND ENFIELD TERRACE – NWAAT (Proposed 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 screening focus on the proposals to introduce a Traffic Regulation Order at various locations across the City & Hunslet Ward. These include 'No Waiting At Any Time' and 'Limited Waiting' restrictions. 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

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"> • 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**.

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 taken place with Ward Members, the emergency services no objections have been received from them.

- **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)

It may be perceived that the scheme has a more positive impact on pedestrians and cyclists over motorists. However, the reduction in road casualties has a beneficial effect on all three groups.

Positive Impacts of the scheme features

- The 'No Waiting At Any Time' restrictions will improve the free flow of traffic on the various stretches of highway and eliminate issues caused by discriminate parking. The 'Limited Waiting' (1 hour no return within 1 hour) restrictions will also help aid road safety and will benefit the wider community.

Negative impacts;

- The restriction may move the discriminated parking to another location.

• **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:	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
Gary Pritchard	Senior Engineer	31/03/2016

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	XXXXXXXXXXXXXXXXXX
If relates to a Key Decision - date sent to Corporate Governance	
Any other decision – date sent to Equality Team (equalityteam@leeds.gov.uk)	