

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

**Date: 07 June 2016**

**Subject: Temple Green Park & Ride ~ Traffic Regulation Orders**

**Capital Scheme Number: 32082**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Burmantofts & Richmond Hill	<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 Temple Green Park & Ride proposals within the city region's Enterprise Zone fit within the Best Council Plan strategic aims to promote sustainable and inclusive economic growth by improving the economic wellbeing of local people and businesses. The scheme helps people into jobs, boosts the local economy and could generate income for the council
2. A Design & Cost Report for Temple Green Park & Ride was approved by Leeds City Council (LCC) Executive Board on the 15<sup>th</sup> July 2015. The report recommended approval to construct the Park and Ride site and associated A63 Pontefract Lane improvement works at an estimated cost of £9.741m subject to West Yorkshire Combined Authority (WYCA) Gateway 3 approval.
3. Authority is now being sought to introduce additional traffic management measures to compliment the approved scheme. Following consultation with LCC Traffic Management Section and Highways England the proposed additional measures are:
  - Temple Green development (see EP-732082-TRO-1) – introduce a no waiting and loading at any time Traffic Regulation Order (TRO) along the full length of the Temple Green internal development Roads to ensure the free and safe flow of traffic at all times.

- A63 Pontefract Lane (see Drawing No. EP-732082-TRO-2) – removal of the High Occupancy Vehicle (HOV) lane on the A63 Pontefract Lane between M1 junction 45 and Bellwood roundabout, together with amending the starting point after Bellwood roundabout.
- A63 Pontefract Lane (see Drawing No. EP-732082-TRO-3) – removal of TRO on police layby so it can be converted to a bus layby.
- Temple Green Park and Ride (see EP-732082-TRO-4) – introduce an Off Street Car Park order to cover the Park and Ride car park site.

## **Recommendations**

4. The Chief Officer (Highways and Transportation) is requested to:
  - i) authorise the City Solicitor to advertise a draft Traffic Regulation Order (TRO) to provide No Loading and No Waiting At Any Time restrictions on the internal road network and accesses of the new Temple Green development (as shown on Drawing No. EP-732082- TRO-1) and revoke the relevant Item in the existing TRO to remove the police layby on the A63 as shown on drawing No. EP 732082 TRO 3;
  - ii) authorise the City Solicitor to advertise a draft TRO to remove the HOV lane on the A63 Pontefract Lane between M1 junction 45 and Bellwood roundabout, together with amending the starting point after Bellwood roundabout by amending the Leeds City Council (Traffic Regulation)(Movement Restriction) (No.14) Order 2012 as shown on drawing No. EP-732082-TRO-2)
  - iii) authorise the City Solicitor to advertise a draft amendment TRO to introduce an Off Street Car Park as shown on drawing No. EP-732082-TRO-4 by incorporating the car park in to the existing Leeds City Council (Off-Street Parking Places) (Consolidation) Order 2010 to operate between 6am -9pm Monday to Friday, 7am – 7pm Saturday and 10am – 6pm Sunday and Bank holidays for the exclusive use for Park and Ride users; and
  - iv) give authority to display a notice on site under the provision of Section 23 of the Road Traffic Regulation Act 1984 to advertise the provision of formal crossing facilities as shown on Drawing No. EP-732082-TRO-2; and if no valid objections are received, to make, seal and implement the Orders as advertised mentioned in i), ii) and iii) above;

## **1 Purpose of this report**

- 1.1 This report seeks the authority for introducing additional measures to assist traffic movement into the park and ride site and to facilitate safe bus movements to and from the park and ride. Also to help with the introduction of new bus laybys along the A63. These include introducing No Waiting and Loading At Any Time Restrictions; amending an existing Movement TRO to remove some of the HOV lane on the A63 Pontefract Lane. Amending an existing Off Street Car Parks TRO to introduce an Off Street Car Park order covering Temple Green Park and Ride and the removal of a police vehicles only restriction TRO on an existing layby; all through the promotion of 3 TRO's.

- 1.2 Costs will be met from the funding as outlined in the Temple Green Park & Ride Executive Board Report which was approved on 15<sup>th</sup> July 2015, Capital Code 32082.

## **2 Background information**

- 2.1 Park and Ride provides sustainable transport options and parking capacity for the growth in the city centre as outlined in the emerging Local Development Framework, West Yorkshire Local Transport Plan (LTP3) and associated Leeds Local Implementation Plan, and City Centre Commuter Car Parking Policy (CCCCP1).
- 2.2 In April 2012 Executive Board approved a Park & Ride Strategy for the integrated delivery of Park and Ride sites across Leeds. The Park & Ride Strategy is an essential component of managing traffic and travel in the city, through reducing congestion on the strategic road network, improving journey times and increasing access to employment.
- 2.3 Following WYCA Gateway 1 approval, in June 2014 LCC Executive Board approved the purchase of the Temple Green Park and Ride site subject to planning and site remediation requirements. The contracts have been exchanged and planning permission was subsequently granted in September 2014. The site remediation is on site with a programmed completion date of June 2016. Following completion of these works, inspections and certification the site will be transferred to LCC and construction can start.
- 2.4 Establishing a Park and Ride in the Enterprise Zone will anchor high quality public transport at an early stage in development of the Aire Valley and deliver a step change in transport provision to the area. The high quality, high frequency bus service associated with the Park and ride site will encourage a higher public transport mode share and therefore reduce existing and future development vehicle trips, reducing congestion and delivering sustainable transport for the city, ensuring the full potential of the Enterprise Zone can be met.
- 2.5 The Aire Valley Area Action Plan aims to encourage sustainable travel including an increase in public transport mode share alongside travel planning measures to promote car sharing and active modes. The Park and Ride site and its quality bus service is a key component of delivering a sustainable transport package in the Aire Valley.

## **3 Main issues**

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

#### **3.1.1 The additional measures will consist of the following:**

- i) Temple Green internal development Roads – introduce a no waiting and loading at any time restriction along all the internal road network and accesses to ensure traffic is free flowing at all times as recommended.
- ii) A63 Pontefract Lane – amend an existing Movement TRO to remove some of the HOV lane so 3 lanes can be introduced between the M1 junction 45

and Bellwood Roundabout. The nearside lane will be a left turn lane to feed the Temple Green development. Also to amend the start of the HOV lane after Bellwood roundabout to allow a safe location for a Toucan crossing.

- iii) A63 Pontefract Lane – amend an existing TRO to remove a police layby on the A63.
- iv) Temple Green Park and Ride - introduce an Off Street Car Park Amendment Order to cover the park and ride car park to operate between 6am -9pm Monday to Friday, 7am – 7pm Saturday and 10am – 6pm Sunday and Bank holidays for the exclusive use for Park and Ride users. Subject to demand consideration will be given to adjusting the hours of operation.

**3.2 Programme** – The aim is to introduce the measures in advance of the opening in spring 2017.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

4.1.1 The Temple Green Executive Board report dated 15<sup>th</sup> July 2015 includes reference to consultation and engagement with Ward Members and other Stakeholders with respect to the Park & Ride Master plan and proposals.

4.1.2 The proposed highway improvements have been developed in consultation with West Yorkshire Police and Highways England. WYCA have also been fully involved in the scheme development as part of the project team.

4.1.3 The proposed TRO's will be subject to legal advertising which will provide an opportunity for any views to be expressed. For information there are no residential properties within the immediate vicinity of Temple Green Park and Ride proposals.

4.1.4 The Temple Green developer has been consulted and has requested the no waiting and loading restrictions on the development roads.

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

4.2.1 An Equality and Diversity / Cohesion and Integration screening document was submitted with the Temple Green Executive Board report which determined that an impact assessment was not necessary. Assessment of the additional measures concluded that no further action is required.

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

4.3.1 The Temple Green Park & Ride proposals within the city region's Enterprise Zone fits within the Best Council Plan strategic aims to promote sustainable and inclusive economic growth by improving the economic wellbeing of local people and businesses. The scheme helps people into jobs, boosts the local economy and could generate income for the council.

4.3.2 Increasing park & ride use reduces the demand for city centre parking and allows more economically efficient use of city centre land. Reducing congestion and transport emissions in the city centre increases the possibilities of the breakthrough projects, 'rethinking the city centre' and 'cutting carbon in Leeds'.

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

4.4.1 The costs will be met from the Temple Green Park & Ride budget of £9,741,000 which has Executive Board approval once WYCA Gateway 3 has been approved.

#### **4.5 Capital Funding and Cash Flow.**

4.5.1 The scheme will be funded by the West Yorkshire Combined Authority subject to Gateway 3 approval.

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

4.6.1 As with all TRO's there is a risk of objections. Any unresolved valid objections relating to the No Loading At Any Time proposals would necessitate a public inquiry to be held and which may lead to the scheme being delayed.

#### **4.7 Risk Management**

4.7.1 The ongoing work will identify design, cost and programme risks for subsequent stages.

4.7.2 Not progressing the project will compromise the ability of the Council to meet the objectives of the Local Transport Plan and the council's responsibilities as the Highway Authority.

### **5 Conclusions**

5.1 This report seeks the authority to advertise and implement (subject to valid objections) the proposed TRO's and pedestrian crossing facility.

### **6 Recommendations**

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

- i) authorise the City Solicitor to advertise a draft Traffic Regulation Order (TRO) to provide No Loading and No Waiting At Any Time restrictions on the internal road network and accesses of the new Temple Green development (as shown on Drawing No. EP-732082- TRO-1) and revoke the relevant Item in the existing TRO to remove the police layby on the A63 as shown on drawing No. EP 732082 TRO 3;
- ii) authorise the City Solicitor to advertise a draft TRO to remove the HOV lane on the A63 Pontefract Lane between M1 junction 45 and Bellwood roundabout, together with amending the starting point after Bellwood roundabout by amending the Leeds City Council (Traffic

Regulation)(Movement Restriction) (No.14) Order 2012 as shown on drawing No. EP-732082-TRO-2);

- iii) authorise the City Solicitor to advertise a draft amendment TRO to introduce an Off Street Car Park as shown on drawing No. EP-732082-TRO-4 by incorporating the car park in to the existing Leeds City Council (Off-Street Parking Places) (Consolidation) Order 2010 to operate between 6am -9pm Monday to Friday, 7am – 7pm Saturday and 10am – 6pm Sunday and Bank holidays for the exclusive use for Park and Ride users; and
- iv) Give authority to display a notice on site under the provision of Section 23 of the Road Traffic Regulation Act 1984 to advertise the provision of formal crossing facilities as shown on Drawing No. EP-732082-TRO-2; and if no valid objections are received, to make, seal and implement the Orders as advertised mentioned in i), ii) and iii) above;

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

7.1 None

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<sup>1</sup> 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.