

**Report of Economic Development**

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

**Date: 01 August 2016**

**Subject: Trinity University Area, Horsforth – Proposed Traffic Regulation Order**

Are specific electoral Wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, name(s) of Ward(s): Horsforth		
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?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, Access to Information Procedure Rule number: Appendix number:		

**Summary of main issues**

- 1 This report seeks approval to introduce a Traffic Regulation Order (TRO) for a package of Waiting Restrictions in the vicinity of Trinity University, Horsforth.
- 2 The consultation related to the Traffic Regulation Order is now complete. There have been no objections to the proposals from any of the consultees.

**Recommendations**

- 3 The Chief Officer (Highways and Transportation) is requested to:
  - i) note and approve the contents of this report;
  - ii) Give authority to incur expenditure of £8,000, which comprises of £2,500 works costs, £5,000 staff fees including legal fees, all to be funded from a Section 106 receipt; and
  - iii) authorise the City Solicitor to advertise the draft TRO as outline in 3.1.1 & Drawing No's TM/18/2573/TRO1 & TM/18/2573/TRO2; and
  - iv) if no valid objections are received, to request that the City Solicitor make, seal and implement the Order as advertised.

## **1 Purpose of this report**

- 1.1 To seek authority to implement a TRO that will introduce a package of waiting restrictions in the vicinity of Trinity University to deter inconsiderate parking associated with the university.

## **2 Background information**

- 2.1 On the 31<sup>st</sup> of March 2015, the South & West Plans Panel granted Trinity University planning approval to the erection of student accommodation block of 6 & 7 storeys comprising 29 cluster flats providing 228 rooms with associated communal space and parking.
- 2.2 The proposals involved the construction on part of the existing car park as well as the generation of traffic for 228 students. The car parking lost amounted to 64 spaces and these have been replaced within the campus in a variety of locations with an additional 41 spaces which were required as part of the development. The overall number of car parking spaces along with green travel plan measures was considered acceptable for the level of the development.
- 2.3 There have been issues with students parking off site on surrounding roads in the past and the university has funded Traffic Regulation Orders which have prevented students parking on local residential streets. This scheme is for residential development on campus so this should ensure that the proposed residents will park on the campus and will not need to use the parking in the vicinity. However, as they are parking on site for long periods of time students travelling to the campus may be displaced onto the local highway network. There are a number of nearby residential locations which students currently use for off-site parking and further displacement could cause additional parking issues in these areas. For this reason it is considered that funding was required for a new TRO.
- 2.4 A sum of £10,000 will be paid through a section 106 agreement which will be used in part for the TRO and money not used will be held for any future TRO's that may be required once the new accommodation is fully occupied.

## **3 Main issues**

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

- 3.1.1 The proposed TRO will promote the following measures:-

- The existing unrestricted length of Lee Lane West to is to have a 2 hour maximum length of stay with an exemption for permit holders.
- An extension to the existing resident's only permit zone to include the length of West End Lane, from its junction with Brownberrie Lane to a point just south of Lee Lane West.
- To introduce a package of waiting restrictions that will formalise parking associated with West End Primary school, which will include introducing 'No Stopping On School Entrance Markings', 'No Waiting At Any Time' restrictions to protect access/egress at junctions, 'No Waiting Monday to

Friday 8-9am & 3-4pm' restriction to formalise parking and discourage indiscriminate parking and a time limited waiting bay (maximum stay 30 mins) located adjacent to the school for parents to pick up and drop off.

- To introduce 'No waiting at any time' restrictions on Layton Road and Westbrook Lane to discourage student commuter parking from parking indiscriminately.
- To introduce 'No waiting Monday to Friday 10am to 4.30pm on Scotland Lane to discourage students from parking on Scotland Lane and causing access difficulties for residents.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 Internal consultation has taken place with the appropriate sections of Highways & Transportation.
- 4.1.2 The Emergency Services, Metro & Ward Councillors & Trinity University have also been consulted and all are supportive of the proposals.
- 4.1.3 A consultation event was undertaken at St Margaret's Church which was attended by approximately 250 people and all attendees were in approval.

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

- 4.2.1 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 requested. The screening identified the following positive and negative impacts;

#### **4.2.2 Positive Impacts:**

Clearer sightlines at junctions and crossing points for all types of pedestrians including disabled/elderly drivers/Young children with carers.

Remove vehicular conflicts at junctions aiding elderly drivers and disabled.

Remove indiscriminate parking to aid the disabled/elderly with access to amenities.

Young children/mothers/disabled and all other pedestrians improved safety when crossing road as parked cars no longer hinder vision.

#### **Negative Impacts:**

Some may see it as a negative to remove parking through the introduction of double and single yellow lines. However, this is not an issue for blue badge holders as they are able to use their badge for periods of up to 3 hours.

Resident permit parking zone will be off limits to regular road users. Although Blue badge holders may park here and there are some lengths of limited waiting provided.

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

4.3.1 Local Transport Plan: the proposals support the plan through maintaining road safety, encouraging public transport usage and reducing congestion caused by inappropriate parking.

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

4.4.1 **Funding:** The total cost of the scheme is estimated to be £8k (£2,500 works, £5,500 staff fees inclusive of Legal fees), which is fully funded by the University by way of a Section 106 agreement.

4.4.2 **Staffing:** The design and supervision of the works can be carried out within the existing staffing resources.

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

4.5.2 Call in not applicable due to the scheme amount being under the Call In threshold.

## **5 Conclusions**

5.1 The introduction of the package of waiting restrictions will address the existing indiscriminate parking associated with visitors to Trinity University and West End Primary School.

## **6 Recommendations**

6.1 The Chief Highways Officer is requested to:

- i) note and approve the contents of this report;
- ii) Give authority to incur expenditure of £8,000, which comprises of £2,500 works costs, £5,000 staff fees including legal fees, all to be funded from a Section 106 receipt; and
- iii) authorise the City Solicitor to advertise the draft TRO as outline in 3.1.1 & Drawing No's TM/18/2573/TRO1 & TM/18/2573/TRO2; and
- iv) if no valid objections are received, to request that the City Solicitor make, seal and implement the Order as advertised.

## **7 Background Papers<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.

## 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: Traffic Management</b>
<b>Lead person: Gary Pritchard</b>	<b>Contact number: 0113 2477533</b>

<b>1. Title: Trinity University Area, Horsforth – Proposed Traffic Regulation Order</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 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.

<b>3. Relevance to equality, diversity, cohesion and integration</b>		
<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> (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)</li> </ul> <p>Public notices will be placed on site formally advertising our proposals, a consultation event has recently taken place in which all affected properties were invited to and feedback to date has been positive.</p>
<ul style="list-style-type: none"> <li>• <b>Key findings</b> (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)</li> </ul> <p>Positive Impacts:</p> <ul style="list-style-type: none"> <li>• Clearer sightlines at junctions and crossing points for all types of pedestrians including disabled/elderly drivers/Young children with carers.</li> <li>• Remove vehicular conflicts at junctions aiding elderly drivers and disabled.</li> <li>• Remove indiscriminate parking to aid the disabled/elderly with access to amenities.</li> <li>• Young children/mothers/disabled and all other pedestrians improved safety when crossing road as parked cars no longer hinder vision.</li> </ul>

Negative Impacts:

- Some may see it as a negative to remove parking through the introduction of double and single yellow lines. However, this is not an issue for blue badge holders as they are able to use their badge for periods of up to 3 hours.
- Resident permit parking zone will be off limits to regular road users. Although Blue badge holders may park here and there are some lengths of limited waiting provided.

- **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
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Date to complete your impact assessment	N/A
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Lead person for your impact assessment (Include name and job title)	N/A
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**6. Governance, ownership and approval**

Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
Nicholas Hunt	Traffic Engineering Manager	28/7/16

**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>	XXXXXXX
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If relates to a Key Decision - <b>date sent to Corporate Governance</b>	
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Any other decision – <b>date sent to Equality Team (equalityteam@leeds.gov.uk)</b>	
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