

Report to the Chief Officer (Highways and Transportation)

Date: 13 September 2016

Subject: Leeds PFI Refurbishment Sites, Carltons, Little London – Traffic Regulation Order

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Hyde Park & Woodhouse	<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. Little London, Beeston Hill & Holbeck regeneration project became operational on 30th September 2013 and commenced a 20 year PFI contract. The Little London areas will specifically benefit from 113 new council homes and the refurbishment of 848 existing properties, including associated environmental improvement and associated highway works.
2. New roads constructed as part of the redevelopment of the areas are to be adopted as public highways under a Section 38 Agreement.
3. Little London is located close to the City Centre and the First Direct Leeds Arena thus parking is safeguarded for local residents by means of a Traffic Regulation Order (TRO). The development has now altered the road layout making the TRO unenforceable. A new TRO is now required to again preserve parking provision for residents and deter commuter parking.
4. Approval is now being sought to advertise a Traffic Regulation Order.

Recommendations

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

- i) note and approve the proposed waiting restrictions as outlined in this Report and as indicated on drawing no. CARLTONS/LCC/HWT/01/DR/EP/MI_01c at an estimated cost of £6,000.
- ii) give authority to the City Solicitor to advertise a draft Traffic Regulation Order in relation to the waiting restrictions as indicated on drawing no.

CARLTONS/LCC/HWT/01/DR/EP/MI_01c and subject to no valid objections being received, to make, seal and implement the Order as advertised.

1 Purpose of this report

- 1.1 To obtain authority to advertise a draft Traffic Regulation Order and subject to no valid objections being received, to make, seal and implement the Order as advertised.

2 Background information

- 2.1 Little London, Beeston Hill & Holbeck regeneration project became operational on 30th September 2013 and commenced a 20 year PFI contract. The project has significantly contribute to the delivery of a comprehensive regeneration plan and specifically provided capital improvements to over 1245 existing council homes, 51 leasehold properties & shall deliver 388 new council homes by 2017; it also delivers a comprehensive service contract.
- 2.2 The Little London areas will specifically benefit from the completion of 113 new council homes & the refurbishment of 848 existing properties, including associated environmental improvement and associated highway works

3 Main issues

- 3.1 The proposals are shown on drawing no. CARLTONS/LCC/HWT/01/DR/EP/MI_01c
- 3.2 The proposals include:
- i) permit holders only parking bays on Amber Close, Carlton Carr, Carlton Gate, Carr Place and Fieldhead Terrace.
 - ii) disabled parking bays on Amber Close, Carlton Carr, Carr Place and Fieldhead Terrace.
 - iii) 1 hour maximum parking bays, except for permit holders on Carlton Gardens and Carlton Rise.
 - iv) 2 hours maximum parking bays on Carlton Hill; and
 - v) No waiting or restricted waiting (double/single yellow lines) throughout the area.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Hyde Park & Woodhouse Ward members were consulted on 1st June 2016. To date we have received one response in support of the proposals.
- 4.1.2 Internal consultation was carried out in June 2016. No objections were received.

4.1.3 External consultation with emergency services was carried out in June 2016. Fire Services responded stating that they have no adverse comments.

4.1.4 A public consultation was carried out on the 1st June 2016. Approx. 270 letters were delivered to residents within the area. All responses were in support of measures to address unwanted commuters parking within the area. However one comment was received against making the permits 'area wide', which would allow a permit holder to park on any of the roads within the Carlton area. The resident wants the permits to be street specific, allowing only resident residing on a street to park on that street. The resident also wants to prohibit residents in the new housing with driveways on Carlton Gate from being eligible for any permits (residents or visitors). The resident's reasons being that Carlton Gate is the closest road to the City Centre and the parking is abused, preventing parking for the residents in the flats who are then unable to park close to their property. The suggestions are not supported as this would complicate and create numerous permit holder zones. Also should there be no available parking on a resident's street, the resident will severely struggle to find alternative parking nearby.

4.2 Equality and Diversity / Cohesion and Integration

4.2.1 An equality, diversity, cohesion and integration screening has been carried out on the proposals and confirms that an impact assessment is not required. A Report is attached in appendix 2.

4.2.2 Positive Impacts –

- i) The disabled bays will provide parking for disabled badge holders.
- ii) The waiting restrictions (double and single yellow lines) will deter parking near/across dropped crossing points. This will provide safer crossing points for all users but in particular parents with children, the elderly, people with mobility or visibility issues.

4.2.3 Negative Impacts -

- i) There are no negative impacts.

4.3 Council policies and City Priorities

4.3.1 The proposed Traffic Regulation Order accords with the Local Transport Plan and other Council policies as it supports and provides a safe means of access for all users of the Highway.

4.4 Resources and value for money

4.4.1 The estimated cost of implementing the Traffic Regulation Order is £6,000 and will be fully funded by the Developer through Section 278 revenue receipts

4.4.2 The design and implementation of the works can be carried out within the existing staff resources.

4.5 Legal Implications, Access to Information and Call In

4.5.1 The works are exempt from call in being a consequence of and in pursuance of a regulatory decision.

4.6 Risk Management

4.6.1 Due to the area's close proximity to the city centre, non-delivery would result in unwanted commuter parking within the residential area leading to significant complaints and calls for action to address the problem parking.

5 Conclusions

5.1 The making and sealing of the TRO will provide parking for local residents and deter unwanted commuter parking.

6 Recommendations

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

- i) note and approve the proposed waiting restrictions as outlined in this Report and as indicated on drawing no. CARLTONS/LCC/HWT/01/DR/EP/MI_01c at an estimated cost of £6,000.
- ii) give authority to the City Solicitor to advertise a draft Traffic Regulation Order in relation to the waiting restrictions as indicated on drawing no. CARLTONS/LCC/HWT/01/DR/EP/MI_01c and subject to no valid objections being received, to make, seal and implement the Order as advertised,

7 Background documents¹

7.1 Appendix 1 – Drawing no. CARLTONS/LCC/HWT/01/DR/EP/MI_01c

7.2 Appendix 2 – Equality, Diversity, Cohesion and Integration Screening.

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.

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: Engineering Projects
Lead person: Kate Lee	Contact number: x76167

1. Title: Traffic Regulation Order, Carltons, Little London, Leeds
Is this a: <input type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input checked="" type="checkbox"/> Other
If other, please specify: Highway Works

2. Please provide a brief description of what you are screening
The screening will be on the proposed waiting restrictions within the Carltons area of Little London. The proposals include: <ul style="list-style-type: none">▪ on street parking bays▪ on street disabled bays▪ No waiting (double yellow lines)▪ Restricted waiting (single yellow lines)

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. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.		
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).
<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>The proposals are inclusive to allow use by pedestrians and other mobility modes which includes wheelchair users, pushchairs, mobility scooters and cyclists.</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)

<p>Positive Impacts –</p> <p>iii) The disabled bays will provide parking for disabled badge holders.</p> <p>iv) The waiting restrictions (double and single yellow lines) will deter parking near/across dropped crossing points. This will provide safer crossing points for all users but in particular parents with children, the elderly, people with mobility or visibility issues</p> <p>Negative Impacts –</p> <p>i) There are no negative impacts.</p> <p>• Actions (think about how you will promote positive impact and remove/ reduce negative impact)</p> <p>None</p>
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<p>5. If you are not already considering the impact on equality, diversity, cohesion and integration you will need to carry out an impact assessment.</p>	
Date to scope and plan your impact assessment:	
Date to complete your impact assessment	
Lead person for your impact assessment (Include name and job title)	

<p>6. Governance, ownership and approval Please state here who has approved the actions and outcomes of the screening</p>		
Name	Job title	Date

<p>7. Publishing</p> <p>Though all key decisions are required to give due regard to equality the council only publishes those related to Executive Board, Full Council, Key Delegated Decisions or a Significant Operational Decision.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> • Governance Services will publish those relating to Executive Board and Full Council. • The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions. • A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record. <p>Complete the appropriate section below with the date the report and attached screening was sent:</p>	
For Executive Board or Full Council – sent to Governance Services	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent:

All other decisions – sent to equalityteam@leeds.gov.uk	Date sent:
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