

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

**Date: 30 August 2016**

**Subject: Sheaf Street, Hunslet Road and Cudbear Street HGV Traffic Regulation Order**

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

**Summary of main issues**

1. South Bank is an important regeneration area for Leeds city centre and with the emerging developments and investment already taking place, the nature of the area is changing. Sheaf Street and the surrounding area is emerging as an important destination and pedestrian route in the South Bank, but currently it encounters substantial issues with illegal parking of Heavy Goods Vehicles (HGV), a poor urban environment and perceptions of it being unsafe.
2. The Sheaf Street area is part of the Hunslet Stray which is a key pedestrian route leading from the educational hub through the former Tetley site to the city's retail centre. There is strong appetite from stakeholders and partners to improve the route particularly in light of the increased numbers of students, and the benefits/linkages to the wider Hunslet neighbourhood.
3. There will be 10,000 students using the area from September when two further education organisations, the new secondary school and University Technical College (UTC), are due to open.
4. The HGVs are parking illegally during the day along Sheaf Street, Hunslet Road and occasionally along Cudbear Street using the car parking bays as overnight stops. The behaviour of some HGV drivers is making young women in particular feel unsafe, because there are reports of anti-social behaviour. There is evidence of fly tipping and a build-up of litter which has resulted in the area looking unclean and untidy.

5. It is proposed to introduce a Traffic Regulation Order to restrict HGV access to the area by introducing a 7.5t weight restriction (except for loading) and make Cudbear Street one way out through a Traffic Regulation Order. The proposal also includes restricting HGV parking along Hunslet Road by placing physical barriers such as parklet type installations along the road. It is also proposed to introduce 'No Waiting At Any Time' restriction to replace the existing 'No Waiting Monday to Saturday 8am to 6pm' restriction.
6. The Executive Member for Regeneration, Transport and Planning has been briefed and is supportive of the proposals.
7. The pre consultation related to the Traffic Regulation Order is now complete. There have been no objections to the proposals from any of the consultees. The land behind Duke Studios accessed from Sheaf Street which Vastint own will be made available for Vastint to access at any time with sufficient notice being given from Vastint to the council to undertake the necessary temporary changes to Sheaf Street.

## **Recommendation**

- 8 The Chief Officer (Highways and Transportation) is requested to:
  - i) authorise the City Solicitor to make and advertise a Traffic Regulation Order to introduce an environmental 7.5t weight restriction (except for loading) from using Sheaf Street, Hunslet Road & Cudbear Street and reversing the existing one way restriction on Cudbear Street to one way out;
  - ii) authorise the City Solicitor to make and advertise a Traffic Regulation Order which removes 6 Pay & Display Bays and all lengths of No Waiting Monday to Saturday 8am to 6pm and replace them with a No Waiting At Any Time restriction; and
  - iii) approve the installation of 2 build outs on Sheaf Street at its junction with Hunslet Road which will act as a physical barrier to prevent HGV access

## **1. Purpose of this report**

- 1.1 To update the Chief Officer (Highways and Transportation) (on proposals for Sheaf Street and the surrounding area including providing a summary of the consultation carried out to date.
- 1.2 To request that the Chief Officer (Highways and Transportation) gives authority to implement a scheme to restrict HGV access to the area by TRO and to make Cudbear Street one way out to create an exit route for permitted vehicles accessing the area and to agree to the installation of the 2 build outs on Sheaf Street.

## **2 Background information**

- 2.1 The city has made significant progress in the regeneration of the South Bank. In the previous 12 to 18 months alone, there have been announcements of over £500m worth of investments into the area, including from Burberry, Vastint and

CEG. Put simply, the South Bank area is one of the country's biggest and most important growth initiatives.

- 2.2 Sheaf Street and surrounding area is emerging as an important destination and pedestrian route in the South Bank, but encounters substantial issues with illegal parking of HGV's, a poor urban environment and perceptions of it being unsafe
- 2.3 Sheaf Street is located (see location plan A) and is used, along with Hunslet Road and Cudbear Street for on street long stay car parking (51 Pay & Display spaces). However, it is a hot bed of Illegal and inconsiderate HGV parking.
- 2.4 The area is part of the Hunslet Stray which is a key pedestrian route leading from the educational hub through the former Tetley site to the city's retail centre. There is strong appetite from stakeholders and partners to improve the route particularly in light of the increased number of students, and the benefits/linkages to the wider Hunslet neighbourhood. Partners would like to see the route animated and improved through interventions such as public art supporting the emerging Cultural Strategy.
- 2.5 The issue of HGVs parking illegally along Sheaf Street and Hunslet Road during the day and associated anti-social activity overnight was brought to the council's attention from two of the local businesses located along Sheaf Street, Duke Studios and the Leeds College of Building. The Leeds Printwork College is also located within the area.
- 2.6 The HGVs are parking during the day along Sheaf Street, Hunslet Road and occasionally along Cudbear Street mostly at night using the car parking bays as overnight stops. This has resulted in evidence of fly tipping and a build-up of litter which has resulted in the area looking unclean and untidy. This has impacted on local businesses and the area not feeling safe with concerns raised about safety of under eighteens. The behaviour of some HGV drivers is making young women in particular feel unsafe, because there are reports of anti-social behaviour. Duke Studios and the College currently use the parking bays on a regular basis and they are used regularly by people visiting the city centre.
- 2.7 Enforcement work has taken place in the past by colleagues in Parking Services, but this has failed to influence the problem as the HGV's using these spaces are internationally registered vehicles and therefore out of the remit of the council's powers. The head office locations are difficult to locate as addresses are international, therefore tickets are never paid and enforcement is abortive.
- 2.8 With the emerging developments and investment already taking place in South Bank, the nature of the area is changing. There will be 10,000 students using the area from September when two further educational organisations, the new secondary school and University Technical College (UTC), are due to open.
- 2.9 The street also splits part of Vastint's landholdings. Vastint has also expressed concern on this issue and they are also looking to further short term enhancements at their site to complement any changes at Sheaf Street.

### **3 Main issues**

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

- 3.2 By restricting HGV access to Sheaf Street, Hunslet Road & Cudbear Street and installing parklets into the street scape it will create a safer pedestrian environment for the students and local businesses located within the area.
- 3.3 Sheaf Street, Hunslet Road & Cudbear Street all have a 'No Waiting Monday to Saturday 8am to 6pm (inclusive)' restriction in operation. It is therefore proposed to revoke these restrictions and replace them with a 'No Waiting At Any Time' restriction to discourage any inconsiderate evening/overnight parking and in particular by HGV's.
- 3.4 The proposals includes physically restricting HGV's access along Sheaf Street by building out the southern junction and to maintain the one way access out onto Crown Point Road. To help animate Sheaf Street and Hunslet Road the proposals include installing 'parklet' type installations along the streets. Duke Studios and the College of Building have suggested that they would design, produce and maintain the 'parklet' type installation, shown in appendix 1. The installation of the parklets is subject to the relevant licences being entered into.
- 3.5 To change Cudbear Street to one way out to enable HGVs to legitimately access the area for loading purposes and other traffic can easily exit the area and to accommodate the City Connect Phase 2 scheme (CCP2). The CCP2 scheme proposes to build out the junction of Cudbear Street and Crown Point Road to accommodate a larger pedestrian area and bus stop facility starting early next year.
- 3.6 By removing the HGV's from the area it will hopefully provide the opportunity for additional car parking spaces to be found and to increase the likelihood of people finding a car parking space in the area. Car Parking services have agreed to review the area to see if additional car parking spaces can be identified along Cudbear Street and the bottom of Hunslet Road once the work is complete.
- 3.7 The proposals within this report do not include any improvements/amendments to the footway. There will be amendments to the southern entrance carriageway at Sheaf Street by building out chicane type barriers as shown in appendix 1.
- 3.8 New signage will be installed in the vicinity of the restricted access area to ensure that the restricted access is well signed and that HGVs can have adequate time to alter the course of their journey and use the suggested alternative route along Cudbear Street.
- 3.9 The land behind Duke Studios which is accessed from Sheaf Street and which Vastint own will be made available for Vastint to access at any time with sufficient notice being given from Vastint to the council to undertake the necessary temporary changes to Sheaf Street.
- 3.10 A route will be maintained along Sheaf Street for emergency vehicle access.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 Internal consultation has taken place with ward members and the appropriate sections of Highways & Transportation. The Executive Member for Regeneration, Transport and Planning has given his support to the scheme.
- 4.1.2 The Emergency Services, Metro & Ward Councillors have also been consulted.
- 4.1.3 Consultation has also taken place with relevant stakeholders (land owners, local business and organisations) around Sheaf Street and there is widespread support for the scheme.

### **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 and crossing points for all types of pedestrians including disabled/elderly drivers/Young children with carers.

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 HGVs no longer hinder vision.

#### **4.2.3 Negative Impacts:**

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 as they are able to use their badge for periods of up to 3 hours. Blue badge holders can also park in the P&D bays free of charge.

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

- 4.3.1 The best Council Plan 2013-2017 list among its key objectives that the Council should :
- Boost the local economy
  - Improve roads
- 4.3.2 The proposals to Sheaf Street and Hunslet Road to restrict HGV access and install parklets will deliver benefits under all three of these objectives. Furthermore, 'Leeds: Becoming the Best City Centre' states as one of the main ambitions that Leeds should have a quality environment, where the public realm is well maintained and of a high quality design. This scheme fits with that ambition.

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

- 4.4.1 **Funding:** The temporary scheme is expected to cost around £21,000 (£28,672 including loss of parking income). The project costs of £21,000 will be met by Regenerations HS2 budget (revenue code 16004). The majority of the costs for the parklets to design, build and install will be met by Duke Studios and the Building College, with any shortfall being met by City Centre Managements/Regeneration Budget.
- 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**

- 4.5.1 No significant legal implications outside of the Traffic Regulation Order process.
- 4.5.2 Local businesses and organisations are fully supportive of these proposals and as such are committed to support the scheme by contributing to design, build, install and maintain the parklets.
- 4.5.3 Call in not applicable due to the scheme amount being under the Call In threshold.

#### **5 Conclusions**

- 5.1 Sheaf Street is emerging as an important destination and pedestrian route in the South Bank, but encounters substantial issues with illegal parking of Heavy Goods Vehicles (HGV), a poor urban environment and perceptions of it being unsafe.
- 5.2 The area is part of the Hunslet Stray which is a key pedestrian route leading from the educational hub through the former Tetley site to the city's retail centre. There is strong appetite from stakeholders, partners and ward members to improve the route particularly in light of the increased number of students, and the benefits/linkages to the wider Hunslet neighbourhood
- 5.3 By restricting HGV access and physically restricting HGV parking along Hunslet Road and Sheaf Street, it will create a safer pedestrian environment for the students and local businesses that are located within the area.

#### **6 Recommendations**

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

- i) authorise the City Solicitor to make and advertise a Traffic Regulation Order to introduce an environmental 7.5t weight restriction (except for loading) from using Sheaf Street, Hunslet Road & Cudbear Street and reversing the existing one way restriction on Cudbear Street to one way out;
- ii) authorise the City Solicitor to make and advertise a Traffic Regulation Order which removes 6 Pay & Display Bays and all lengths of No Waiting Monday to Saturday 8am to 6pm and replace them with a No Waiting At Any Time restriction; and

- iii) approve the installation of 2 build outs on Sheaf Street at its junction with Hunslet Road which will act as a physical barrier to prevent HGV access

## **7. Background Papers<sup>1</sup>**

7.1 None.

---

<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.  
U/HWT/Admin/Wordproc/Comm/2016/Sheaf Street Area Prop[osed HGV Restrictions.doc

# 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: Regeneration</b>	<b>Service area: Spatial programmes</b>
<b>Lead person: Becci Erbillur-Gray</b>	<b>Contact number: 3957503</b>

**1. Title: Sheaf Street, Hunslet Road and Cudbear Street HGV 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 Sheaf Street area is part of the Hunslet Stray which is a key pedestrian route leading from the educational hub through the former Tetley site to the city's retail centre. There is strong appetite from stakeholders, partners and ward members to improve the route particularly in light of the increase numbers of students, and the benefits/linkages to the wider Hunslet neighbourhood.

The HGVs are parking illegally along Sheaf Street, Hunslet Road and occasionally along Cudbear Street mostly at night using the car parking bays as overnight stops. This has resulted in evidence of fly tipping and a build-up of litter which has resulted in the area looking unclean and tidy

It is proposed to restrict HGV access to the area (except for loading) and make Cudbear Street one way out through a Traffic Regulation Order. The proposal



also includes restricting HGV parking along Hunslet Road by placing physical barriers such as parklet type installations along the road.

### 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"> <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**.

### 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)

External consultation has taken place with relevant stakeholders (land owners, local business and organisations) around Sheaf Street and there is widespread support for the removal of illegally parked HGVs.

Pedestrian and cycle access will be fully maintained at all times.

Disabled car parking will be available along Sheaf Street, Hunslet Road and Cudbear Street as blue badge holders can use the P&D bays free of charge.

- **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)

Removal of indiscriminate parking will be of particular benefit to the disabled, elderly and parents supporting pushchairs as it will provide easier access to local amenities.

There will be improved safety for all pedestrians, when crossing the road as HGV's will no longer hinder vision, which will be of particular benefit to carers with young children and people with mobility issues.

- **Actions**

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

Further consultation will take place with the local businesses, colleges and residents to let them know the plans and start on site date for the works.

**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:	
Date to complete your impact assessment	
Lead person for your impact assessment (Include name and job title)	

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

Name	Job title	Date
Becci Erbillur-Gray	Senior Regen Officer	11/8/16

**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.

Please send a copy to the Equality Team for publishing

**Date screening completed**

11/8/16

**Date sent to Equality Team**

11/8/16

**Date published**

(To be completed by the Equality Team)