

Report to the Chief Officer (Highways and Transportation)

Date: 20 June 2017

Subject: Holbeck & Southbank TRO Objection Report

Capital Scheme Number : 32752

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Beeston & Holbeck / 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 2015-20 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority. According to the Best Council Plan, the success of the Best Council objective: ensuring high quality public services will be partly measured through reduced numbers of people Killed or Seriously Injured on the city's roads. This report proposes a scheme that will contribute to this objective and improve road safety which is also a priority within the West Yorkshire Local Transport Plan.
2. Following approval of a report to the Chief Officer (Highways and Transportation) in July 2016, amendments to the Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.48) Order 2014 Beeston & Holbeck Ward Consolidation Order No.1 Order 2017 were advertised and attracted a total of 3 objections, 2 of which were withdrawn.
3. This report seeks approval of the Chief Officer (Highways and Transportation) to consider and over-rule the reported objection associated to the proposed waiting restrictions detailed in Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.48) Order 2014 Beeston & Holbeck Ward Consolidation Order No.1 Order 2017.
4. This report also seeks approval to remove the proposed Pay & Display element of the scheme which was previously advertised for Holbeck Moor Road.

Recommendations

5. The Chief Officer (Highways and Transport) is requested to:

- i) note the contents of this report;
- ii) consider and over-rule the objection to Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.48) Order 2014 Beeston & Holbeck Ward Consolidation Order No.1 Order 2017;
- iii) consider and agree to the alterations of the advertised proposals for Holbeck Moor Road;
- iv) request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.48) Order 2014 Beeston & Holbeck Ward Consolidation Order No.1 Order 2017; and
- v) request the City Solicitor to write to the objector informing them of the Chief Officer's (Highways and Transportation) decision.

1 Purpose of this report

- 1.1 This report details the outstanding objection received against the proposed Traffic Regulation Order that forms a package of work to improve parking issues in residential areas of Holbeck through the introduction of waiting restrictions on various streets within the Beeston & Holbeck ward and requests the Chief Officer (Highways and Transportation) to consider the objection (see appendix A) and the recommendations.
- 1.2 The purpose of the report is to obtain authority to overrule the objection received and seeks approval to implement and seal the waiting restrictions as per the advertised order, with the alterations to the advertised restrictions on Holbeck Moor Road.

2 Background information

- 2.1 Following the receipt of complaints and queries via Ward Members, members of the public and officer observations, a scheme was collated to introduce a number of waiting restriction measures within the Holbeck area with the intention of removing all day commuter parking from the residential areas of Holbeck.
- 2.2 The Chief Officer (Highways and Transportation) approved this package of measures as part of the wider Traffic Management Capital scheme report, presented July 2016, and gave authority to advertise and implement a Traffic Regulation Order subject to objections.
- 2.3 The Traffic Regulation Order was subsequently advertised between 17 March 2017 and 17 April 2017. As a result of the advertisement period, a total of three objections were received. Two of these objections were to the Pay & Display element on Holbeck Moor Road, and therefore this element was removed and the objections were subsequently withdrawn. The remaining objector's reasons are outlined in Appendix A.

3 Main issues

- 3.1 This report refers to a Traffic Regulation Order scheme that seeks to implement Residents Only Permit Parking, Limited Waiting and No Waiting at Any Time on various streets across the Holbeck area, the full details are provided on drawing TM-00-2576-01-03.
- 3.2 Appendix A, the objection summary table, details the objector's concerns and Highways' response.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members: Ward Members were consulted by email on 7 July 2016. A written indication of support was received from one Ward Member on 11 July 2016. Further to the public consultation, Ward Members raised concerns regarding the Pay & Display element on Holbeck Moor Road, and it was explained that this is to cater for commuter parking as the residents would have off street facilities elsewhere. The Ward Members then objected to the proposed Pay & Display element, however agreed that they would approve the scheme without it, therefore this element was removed.
- 4.1.2 Emergency Services and West Yorkshire Combined Authority (WYCA): The Emergency Services and WYCA were consulted by email on 7 July 2016. No adverse comments were received to the proposals.
- 4.1.3 Local Residents: The affected residents at each location were consulted via letter on 20 November 2016 requesting comments or observations regarding the proposals. A number of requests were received and the scheme was altered accordingly ahead of the legal advertisement. A number of phone calls and 15 emails of support were received to the proposals on the residential streets, however some concerns were raised regarding the Pay & Display element on Holbeck Moor Road. It was explained to them that this element was being removed from the scheme and no further comments were received from the residents.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 An Equality, Diversity, Cohesion and Integration screening form was completed for the proposed scheme, which found that the proposals would remove a significant level of commuter parking which would improve parking for the residents and remove a significant level of vehicle usage on these residential roads.
- 4.2.2 The same restrictions will also improve pedestrian accessibility, particularly carers with children and those pedestrians with pushchairs and/or wheelchairs. The restrictions will create lengths of highway free from parked vehicles, allowing increased visibility for all.
- 4.2.3 A consequence of the implementation of parking restrictions is that parking will displace to new locations, which cannot be determined until the restrictions have

been implemented. This may have a negative impact on the accessibility for road users and/or pedestrians at a separate location. Any such issues that arise following this displacement can be considered as part of a new scheme, moving forward.

4.3 Council policies and City Priorities

4.3.1 The Best Council Plan 2015-20 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority. According to the Best Council Plan, the success of the Best Council objective: ensuring high quality public services will be partly measured through reduced numbers of people Killed or Seriously Injured on the city's roads.

4.3.2 The proposal contributes to the policies in the West Yorkshire Local Transport Plan 2011-26 as follows:

Transport Assets: P2. Maintain to a suitable and sufficient standard.

Travel Choices: P10. Promote the benefits of active travel.

Connectivity: P18. Improve safety and security

4.3.3 The proposals contained in the report have no implications for the council constitution.

4.4 Resources and value for money

4.4.1 The full scheme is estimated at £15,000 comprising:

Signing and Lining	£9,000
TRO	£1,500
Staff fees	£4,500

4.4.2 The scheme is funded by the Traffic Management Capital budget.

4.5 Legal Implications, Access to Information and Call In

4.5.1 The scheme is not eligible for Call In.

4.6 Risk Management

4.6.1 There are no risks, other than those normally encountered when working on the adopted highway, associated with the scheme.

4.6.2 There is a risk that if the restrictions are not introduced, then access for residents and emergency services will remain severely restricted.

5 Conclusions

- 5.1 These proposals are designed to remove indiscriminate parking and improve access, visibility and general road safety for local residents.
- 5.2 Over-ruling the outstanding objection detailed in Appendix A, in accordance with the recommendations will allow this scheme to progress.
- 5.3 Provision of these measures will improve safety at key points on various roads within the Beeston & Holbeck ward, particularly accessibility and visibility around junctions and also protecting access to private property where required.

6 Recommendations

6.1 The Chief Officer is requested to:

- i) note the contents of this report;
- ii) consider and over-rule the objections to Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.48) Order 2014 Beeston & Holbeck Ward Consolidation Order No.1 Order 2017;
- iii) consider and agree to the alterations of the advertised proposals for Holbeck Moor Road;
- iv) request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.48) Order 2014 Beeston & Holbeck Ward Consolidation Order No.1 Order 2017; and
- v) request the City Solicitor to write to the objectors informing them of the Chief Officer's (Highways and Transportation) decision.

7 Background documents

7.1 None

APPENDIX A

SUMMARY OF OBJECTION TO BEESTON & HOLBECK PROPOSED TRAFFIC REGULATION ORDER

Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.48) Order 2014 Beeston & Holbeck Ward Consolidation Order No.1 Order 2017

SUMMARY OF OBJECTION	HIGHWAYS RESPONSE
<p>Objection Reason No.1</p> <p><i>As the authority has closed down many of the City Centre car parks and the city's Pay & Display bays are often full in the morning, the objector parks in the Holbeck area out of necessity.</i></p>	<p>The proposed restrictions are being introduced as commuter parking causes a significant issue for the residential properties in the area who are regularly unable to park near their properties. We have removed the element of Pay & Display on Holbeck Moor Road to allow residents and commuters to utilise this area.</p>
<p>Objection Reason No.2</p> <p><i>Public Transport is insufficient as the Woodlesford car park is always full and the trains from there are too small. Also the Park & Ride at Stourton was cancelled and Elland Road is too far away to access.</i></p>	<p>The issue of Woodlesford car park and the train sizes fall in the remit of Network Rail and cannot be influenced by traffic management.</p> <p>The Stourton Park & Ride facility was not cancelled but rather delayed and is currently in development as part of ongoing works to transport across Leeds. Also an additional Park & Ride facility has recently been constructed at Temple Green.</p>
<p>Objection Reason No.3</p> <p><i>There is no need to severely restrict Holbeck Moor Road between Meynell Approach and Domestic Street, or St Matthews Street. These should be unrestricted to allow more parking.</i></p>	<p>As St Matthews Street is one way at the Domestic Street junction, we are preventing parking from occurring on both sides of this road whilst allowing parking for the businesses. This will remove vehicular conflict along the two way section of the road, and will formalised the current parking situation.</p>



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: Development	Service area: Traffic Management
Lead person: James Chadwick	Contact number: 37 87499

1. Title: Holbeck & Southbank Traffic Regulation Order

Is this a:

Strategy / Policy
 Service / Function
 Other

If other, please specify: Traffic Regulation Order

2. Please provide a brief description of what you are screening

The screening focuses on a report to the Highways and Transportation Board requesting authority to implement a traffic regulation order in the Beeston & Holbeck ward, specifically overruling objections received during the public advertisement period.

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?	✓	
Have there been or likely to be any public concerns about the policy or proposal?		✓
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		✓
Could the proposal affect our workforce or employment practices?		✓
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 		✓

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
<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"> • 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>Consultation on the proposals has taken place with the following stakeholders:</p> <ul style="list-style-type: none"> • Local Councillors • Emergency Services (Police, West Yorkshire Fire and Ambulances Services) • Metro • Local Residents <p>Support for the scheme has been received from Local Councillors with no objections raised from other statutory consultees. Eight objections have been received by residents, as detailed in the summary table in Appendix A.</p>
<ul style="list-style-type: none"> • Key findings <p>Positive Impacts of the Scheme Features:</p> <p>The proposals will ensure that vehicular access is maintained along narrower stretches of highway, around junction radii and points of access to private property, where existing concentrated parking is causing issues.</p>

The same restrictions will also improve pedestrian accessibility, particularly carers with children and those pedestrians with pushchairs and/or wheelchairs. The restrictions will create lengths of highway free from parked vehicles, allowing increased visibility for all.

Negative Impacts of the Scheme Features:

A consequence of the implementation of parking restrictions is that parking will displace to new locations, which cannot be determined until the restrictions have been implemented. This may have a negative impact on the accessibility for road users and/or pedestrians at a separate location.

• **Actions**

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

8 Any such issues that arise following the negative impact can be considered as part of a new scheme, moving forward.

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
Nick Hunt	Traffic Engineering Manager	31/05/2017

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	31/05/2017
Date sent to Equality Team	
Date published (To be completed by the Equality Team)	