

Report to the Chief Officer (Highways and Transportation)

Date: 12 August 2016

Subject: Visitor Attraction - Burley Road, City & Hunslet – Proposed Experimental 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 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 Planning permission was granted on the 12th of August 2016 for a new visitor attraction called 'The Emmerdale Experience' that is opening in one of Yorkshire Television Studios on Burley Road. The attraction is opening on September 3rd 2016 and it is anticipated that it will attract 150,000 visitors to the establishment each year.
- 2 Many of the streets surrounding the visitor attraction are currently covered by a 'No Waiting Monday to Saturday 8am to 6.30pm' restriction which should encourage visitors to use the Burley Road Off Street Car Park. However, there are no restrictions on Sundays and it is likely to result in vehicles parking on street to avoid paying car parking charges. Many of the roads in the area are not of sufficient width to accommodate this level of parking and as a consequence any parking on street could hinder the safe and free flow of traffic. Furthermore, on street parking could also create a problem issue for the fire station that is located in close proximity to the attraction.
- 3 An experimental Traffic Regulation Order(TRO) will be promoted to introduce a 'No Waiting, All days, 8am to 6.30pm' restriction in the interests of public safety and to improve the amenity of the area. The scheme will be monitored and amended if appropriate. If successful, the intention is for the TRO to be made permanent.
- 4 The reason for making the Order on an experimental basis is that the Authority is unsure how far this parking could displace and is reluctant to introduce a wider

blanket restriction to the area that could potentially disadvantage some residents/businesses unnecessarily. The experimental nature of this Order gives the flexibility to make amendments without the need for further significant investments in cost and time.

Recommendations

- 5 The Chief Officer (Highways and Transportation) is requested to:
- i) give authority to incur expenditure of £7,500, comprising £1,000 works costs, £2,500 staff fee costs and £4,000 legal fee costs, all to be funded by a Section 106 contribution from the operator of the visitor attraction;
 - ii) authorise the City Solicitor to make and advertise an Experimental Traffic Regulation Order prohibiting waiting, All Days 8am to 6.30pm as shown on drawing No.TM/10/BR1. A provision shall be included to enable the Chief Officer (Highways and Transportation) to modify or suspend the Order during the period of the experiment; and
 - iii) at the end of the 18 month experimental period and in the event that no valid objections have been received give appropriate consideration to making the Order permanent incorporating any modifications considered appropriate following the monitoring of the measures.

1 Purpose of this report

- 1.1 To request that the Chief Officer (Highways and Transportation) gives authority to implement a scheme to introduce waiting restrictions in close proximity to the new 'Visitor Attraction' on an experimental basis.

2 Background information

- 2.1 on the 12th of August 2016, planning permission was granted for the 'Emmerdale Experience Tour' which will be located in one of Yorkshire Television's existing studios on Burley Road and is anticipated to attract 150,000 visitors each year.
- 2.2 The current TRO regime allows for evening and Sunday parking for residents and visitors to student accommodation with no current highway issues. Significantly greater numbers are expected to this area once the attraction is in operation (circa 150,000 visitors per year) and therefore the likelihood of indiscriminate parking is increased considerably.
- 2.3 As a consequence, it is important that a balance is found between the demands from nearby residents/businesses and their visitors and the Highway Authorities obligation to maintain the free and safe flow of traffic on the highway.
- 2.4 There is an off street car park opposite the attraction that is currently underutilised which should accommodate the parking demands of the visitor attraction. In addition there is another off street car park in close proximity to the attraction that could also be used.

3 Main issues

3.1 Design Proposals and Full Scheme Description

- 3.1.1 Many of the streets surrounding the visitor attraction are currently covered by a 'No Waiting Monday to Saturday 8am to 6.30pm' restriction which should encourage visitors to use the Burley Road Off Street Car Park. However, there are no restrictions on Sundays and it is likely to result in vehicles parking on street to avoid paying car parking charges.
- 3.1.2 Many of the roads in the area are not of sufficient width to accommodate this level of parking and as a consequence any parking on street could hinder the safe and free flow of traffic. Furthermore, on street parking could also create a problem issue for the fire station that is located in close proximity to the attraction.
- 3.1.3 The proposed TRO will replace the existing 'No Waiting – Monday to Saturday 8am to 6.30pm' restriction with 'No Waiting – All days 8am to 6.30pm'.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Internal consultation has taken place with the appropriate sections within Highways & Transportation and Planning Services.
- 4.1.2 Elected Members have also been consulted on the proposals.
- 4.1.3 As part of the experimental TRO, statutory consultees and appropriate interested parties will be able to comment on 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 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, 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.

4.3 Council policies and City Priorities

4.3.1 The best Council Plan 2015-2020 list among its key objectives that the Council should :

- Boost the local economy
- Improve roads, and

The proposals will deliver benefits under these objectives.

4.4 Resources and value for money

4.4.1 **Funding:** Funding: The total cost of the scheme is estimated to be £7.5k, which will be fully funded by the Emmerdale Experience Tour operator 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

4.5.1 There are no significant legal implications outside of the Traffic Regulation Order process.

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

4.6 Risk Management

4.6.1 any negative impact will be mitigated by the fact that the proposed Traffic Regulation Order is Experimental, and that the Chief Officer (Highways and Transportation) retains the ability to modify or suspend the Order during the period of the experiment.

5 Conclusions

5.1 The introduction of the package of waiting restrictions should address any potential indiscriminate parking associated with visitors to the new attraction.

6 Recommendations

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

- i) give authority to incur expenditure of £7,500, comprising £1,000 works costs, £2,500 staff fee costs and £4,000 legal fee costs, all to be funded by a Section 106 contribution from the operator of the visitor attraction;
- ii) authorise the City Solicitor to make and advertise an Experimental Traffic Regulation Order prohibiting waiting, All Days 8am to 6.30pm as shown on drawing No.TM/10/BR1. A provision shall be included to enable the Chief Officer (Highways and Transportation) to modify or suspend the Order during the period of the experiment; and
- iii) at the end of the 18 month experimental period and in the event that no valid objections have been received to give appropriate consideration to making the Order permanent incorporating any modifications considered appropriate following the monitoring of the measures.

7. Background Papers¹

7.1 None.

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.

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.

Directorate: City Development	Service area: Traffic Management
Lead person: Gary Pritchard	Contact number: 0113 2477533

1. Title: Visitor Attraction - Burley Road, City & Hunslet – Proposed Experimental Traffic Regulation Order			
Is this a:			
<input type="checkbox"/>	Strategy / Policy	<input checked="" type="checkbox"/>	Service / Function
<input type="checkbox"/>		<input type="checkbox"/>	Other
If other, please specify			

2. Please provide a brief description of what you are screening
The Screening focuses on the proposals to introduce a No Waiting 8am to 6.30pm restriction at various locations across the City & Hunslet Ward. The restrictions will protect problematic locations from indiscriminate parking whilst removing / reducing vehicular conflicts and therefore aiding pedestrian movements.

3. Relevance to equality, diversity, cohesion and integration		
Questions	Yes	No
Is there an existing or likely differential impact for the different	x	

equality characteristics?		
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>Public notices will be placed on site formally advertising our proposals and due to the experimental nature of the Traffic Regulation Order consultation can continue throughout the lifespan of the order.</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> <ul style="list-style-type: none"> • 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.

- **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
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
Nicholas Hunt	Traffic Engineering Manager	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.

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. For record keeping purposes it will be kept on file (but not published).

Date screening completed	11/8/16
If relates to a Key Decision - date sent to Corporate Governance	
Any other decision – date sent to Equality Team	

(equalityteam@leeds.gov.uk)