

**Report to: The Chief Officer (Highways and Transportation)**

**Date: 23 October 2018**

**Subject: Holts Crest Way - Speed Limit and Waiting Restrictions**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Little London & Woodhouse	<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 2018/19 – 2020/21 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. As part of the Section 278 agreement for the housing development on Holts Crest Way, funding has been provided for the creation of waiting restrictions and a 20mph zone.

**Recommendations**

- 3 The Chief Officer (Highways and Transportation) is requested to:
  - i) note the contents of this report;
  - ii) authorise, subject to public consultation, the detailed design and implementation of a scheme to introduce a Residents Permit Parking Zone, a No Waiting at any Time restriction and a 20mph Zone on Holts Crest Way as shown on drawing number TM/10/2968/01/03;
  - iii) request the City Solicitor to:
    - a) advertise a draft Speed Limit Order, to introduce a 20 mph zone in Armley, as shown on drawing number TM/10/2968/01/03; and

- b) advertise a draft Traffic Regulation Order to introduce a No Waiting At Any Time restriction and a Permit Parking restriction on Holts Crest Way as shown on drawing number TM/10/2968/01/03 and if no valid objections are received, to make and seal the order as advertised; and
- iv) give authority to incur expenditure of £6,000, which comprises of £1,000 works costs, £3,000 Staff fees and £2,000 legal fees, all to be funded by Strata Homes.

## **1 Purpose of this report**

- 1.1 To seek approval for the implementation of a scheme which introduces a 20 mph zone and waiting restrictions in Armley, as shown on drawing number TM/10/2968/01/03.
- 1.2 To seek approval to advertise a draft Speed Limit Order (SLO) and Traffic Regulation Order (TRO) and if no valid objections are received, to make and seal the SLO and TRO as advertised.
- 1.3 To seek approval to incur costs of £6,000 for the design, supervision and implementation and inclusive of advertising costs, on the drawing numbers outlined in recommendation 3.

## **2 Background information**

- 2.1 A former industrial site at the north-western extents of Holts Crest Way has been re-developed into a residential area comprising 113 properties. The formerly private access road, and the newly constructed length is to become adopted highway.

Holts Crest Way is located at the edge of the city centre with good walking / cycling links. Numerous complaints have been received from residents stating that passage along the road and access to private parking spaces is made difficult and dangerous by external daytime parking.

As part of the planning approval, the developers have provided funding to introduce waiting restrictions to address any parking concerns and implement a 20mph speed limit.

## **3 Main issues**

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

- 3.1.1 A 20mph Zone will be introduced along the full length of Holts crest way. This will be supported by existing traffic calming features.
- 3.1.2 A Resident Permit Parking Zone will be introduced on the residential length of Holts Crest Way, in force between 8am and 6pm Monday to Friday.
- 3.1.3 The existing double yellow lines that had previously been marked privately on the commercial section of Holts Crest Way will be retained and covered by a No Waiting At Any Time Order.

## **3.2 Programme**

It is anticipated that the proposal will be implemented within the 2019/ 2020 financial year.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

4.1.1 Little London & Woodhouse Ward Members were consulted by email on the 1<sup>st</sup> October 2018. Two responses have been received in support of the proposals.

4.1.2 Emergency Services and West Yorkshire Combined Authority (WYCA) were consulted by email on the 20<sup>th</sup> March 2018. WYCA have responded to confirm that there will be little impact on bus services.

4.1.3 Residents on Holts Crest Way were consulted by letter dated 9<sup>th</sup> September 2017 offering a choice between a No Waiting at any Time restriction or a Permit Parking Restriction. From 113 letters delivered, 30 responses were received. 24 of these expressed a preference for permit parking.

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

4.2.1 A full Equality, Diversity / Cohesion and Integration impact assessment has been carried out for this scheme.

4.2.2 Positive Impact: Making 20mph the normal speed limit would:

- Provide safer passage whilst crossing the road to all pedestrians, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people
- Greater independence and choice for children travelling to school
- Dramatically increases chances of survival if hit by a car to 97%
- Make it more pleasant to walk or cycle, encouraging a more healthy lifestyle
- Reduce pollution and noise.
- Improve quality of life for the local community

4.2.3 Positive Impact: Removing external parking from Holts Crest Way will make it more pleasant to walk or cycle, encouraging a more healthy lifestyle. The restriction may improve parking for blue badge holders. Impact: Making 20mph the normal speed limit would:

4.2.4 Negative Impact: Making 20mph the normal speed limit would:

- Have the potential to provide a slight increase in vehicular emissions due to lower speeds. It is expected there will be a reduction of between 1-2mph for the average speed across the zone and that the potential air quality implications will be negligible and offset due to the more uniformed driving behaviour and potential increase in modal shift to more sustainable travel choices.

- Some road users may see the parking restrictions as a negative measure, however this is not an issue for blue badge holders.

### **4.3 Council Policies and City Priorities**

- 4.3.1 The proposals contained in the report have no implications for the council constitution.
- 4.3.2 By providing a safer road environment where needed and justified, the ongoing 20mph zone programme is helping to achieve Leeds' ambition to become the Best City by reducing the number of pedestrians killed or seriously injured on the city's roads, by fostering links between the communities and local facilities, especially where the highway forms a considerable barrier, and by enabling more sustainable travel choices for local journeys, including for new developments within the city.
- 4.3.3 Environmental Policy: The reduction in speed limit to 20mph will not have any significant impact on carbon emissions, air pollutants should remain similar to that of 30mph.
- 4.3.4 Local Transport Policy: This scheme satisfies item 12 of the LTP3 Objectives. Work with Planning Authorities to ensure that development is concentrated in sustainable, accessible and safe locations and delivered with a layout that enables sustainable travel choices.
- 4.3.5 The proposals contained within this report have no implications under section 17 of the Crime and Disorder act 1998.

### **4.4 Resources and Value for Money**

- 4.4.1 The estimated total cost to implement this scheme is £6,000 which comprises of £1,000 works costs, £3,000 staff fees, and £2,000 legal fees, all to be funded equally from Strata Homes.

### **4.5 Revenue Costs**

- 4.5.1 The total estimated cost of the scheme is £6,000, and is to be funded by the Strata Homes funding received into the revenue budget.

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

- 4.6.1 The scheme is in the Annual Programme and subject to resolving any objections received it is anticipated to be completed within the 2019/2020 financial year.

### **4.7 Risk Management**

- 4.7.1 There are no risk issues over and above those expected when working in the public highway, generated by the proposals contained within this report.

## **5 Conclusions**

- 5.1.1 The provision of the 20mph zone will contribute to the Councils ambition by improving the safety and quality of life of Leeds residents by enabling safe

pedestrian and cycling journeys in local communities. It will also provide a safer environment thus encouraging more sustainable travel behaviours for all users.

- 5.1.2 The proposed restrictions will prevent parking in inappropriate, obstructive and dangerous locations facilitate parking for residents on Holts Crest Way.

## **6 Recommendations**

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

- i) note the contents of this report;
- ii) authorise, subject to public consultation, the detailed design and implementation of a scheme to introduce a Residents Permit Parking Zone, a No Waiting at any Time restriction and a 20mph Zone on Holts Crest Way as shown on drawing number TM/10/2968/01/03;
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- iv) give authority to incur expenditure of £6,000, which comprises of £1,000 works costs, £3,000 Staff fees and £2,000 legal fees, all to be funded by Strata Homes.

## **7 Background documents**

7.1 None

# 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: Highways Services</b>	<b>Service area: Traffic Management</b>
<b>Lead person: Michael De-Lucchi</b>	<b>Contact number: 0113 37 87486</b>

<b>Title: Holts Crest Way and College Trade Park. Speed Limit and Waiting Restrictions</b>
Is this a: <input type="checkbox"/> <b>Strategy / Policy</b> <input type="checkbox"/> <b>Service / Function</b> <input checked="" type="checkbox"/> <b>Other</b>
<b>If other, please specify</b>

<b>2. Please provide a brief description of what you are screening</b>
<p>1 The Best City ambition is to improve life for the people of Leeds and make our city a better place. The provision of twenty miles-per-hour (20 mph) speed limits contribute to this ambition by improving the safety and quality of life of Leeds residents by enabling safe pedestrian and cycling journeys in local communities. They also help reduce traffic collisions to make a specific contribution to the Best City for Communities and a Child Friendly City.</p> <p>2 As part of the Section 278 agreements for the housing development on Holts Crest Way, funding has been provided for the amendment and creation of waiting restrictions and a 20mph zone.</p>

<b>3. Relevance to equality, diversity, cohesion and integration</b>
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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"> <li>• Eliminating unlawful discrimination, victimisation and harassment</li> <li>• Advancing equality of opportunity</li> <li>• Fostering good relations</li> </ul>		√

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)

The Emergency Services and Ward Members have been consulted. No negative comments have been received.

A formal advertisement will be undertaken with notices on site.

- **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)

Positive:

- Provide safer passage whilst crossing the road to all pedestrians, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people
- Greater independence and choice for children travelling to school
- Dramatically increases chances of survival if hit by a car to 97%
- Make it more pleasant to walk or cycle, encouraging a more healthy lifestyle
- Reduce pollution and noise.
- Improve quality of life for the local community
- The waiting restrictions would allow blue badge holders to park close to businesses.

Negative:

- Have the potential to provide a slight increase in vehicular emissions due to lower speeds. It is expected there will be a reductions of between 1-2mph for the average speed across the zone and that the potential air quality implications will be negligible and offset due to the more uniformed driving behaviour and potential increase in modal shift to more sustainable travel choices.
- Some road users may see the parking restrictions as a negative measure, however this is not an issue for blue badge holders.

• **Actions**

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

After Highways Board approval a formal advertisement will be undertaken for the proposed speed limit.

**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 Borrás	Senior Engineer	04/08/2016



**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

<b>Date screening completed</b>	
<b>Date sent to Equality Team</b>	
<b>Date published</b> (To be completed by the Equality Team)	