

**Report to Chief Officer Highways and Transportation**

**Date: 15 January 2019**

**Subject: – Kirkgate Market TRO - Associated with the Proposed Car Park**

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 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. Leeds City Council is proposing to build a new 45 to 50 space car park on part of the existing outdoor market site to support the operational sustainability of the market, recognising its significant importance to the retail fabric of the city.
2. The proposed access/entrance point to the car park will require planning permission and the existing hackney carriage rank to be shortened by approximately 15 metres to provide adequate visibility for motorists using this facility.

**Recommendations**

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

3.
  - i) Subject to the proposed car park being granted Planning Permission; approve the alterations to the Hackney Carriage Rank on George Street, fully funded by the Markets Major Refurbishment underspend. Details are shown on drawing number TM/10/GS/TRO1;
  - ii) Request the City Solicitor to advertise a draft no waiting loading or unloading Traffic Regulation Orders and if no valid objections are received, to make, seal and implement the Orders as advertised; and

- iii) Request the City Solicitor to advertise a draft amendment Order to the existing Leeds City Council (Off-Street Parking Places) (Consolidation) Order 2010 to introduce the measures as described in paragraph 2.4 shown on drawing No. TM/15/3138/PPO/HB and if no valid objections are received, to make and seal the order as advertised.

## **1 Purpose of this report**

- 1.1 To seek approval to advertise a draft Traffic Regulation Order TRO to support a car park proposal subject to planning permission being granted.

## **2 Background information**

- 2.1 Kirkgate Market sits at the heart of the Leeds City Centre and acts as a significant attraction to visitors and the residents of Leeds.
- 2.2 The closure of the Union Street car park in 2015 to make way for the Victoria Development had a significant negative impact on the market in terms of a reduction in customers who previously used the car park whilst visiting the market.
- 2.3 The market traders have made representations to the council in respect to the drop in footfall to the market and the effect this is having on their takings stating that the loss of car parking in the area is the main contributory factor.
- 2.4 Following the closure of the Union Street car park, an area on the outdoor market has been subsequently identified as a location to accommodate a short stay car park to offset the impact of the Union Street car park closing. The proposal comprises 45 to 50 car parking spaces including disabled, bicycle and electric charging point spaces.

## **3 Main issues**

- 3.1 In order to accommodate the access/egress requirements to the proposed off street car park, it is necessary to remove approximately 15 metres from the front of the Hackney Carriage rank. This will give motorists adequate visibility and will be replaced with a no waiting or loading & unloading at any time restriction to ensure the area is kept free from parked vehicles.
- 3.2 It is worth noting that the proposed car park entrance and the shortening of the Hackney Carriage rank is likely to lead to concentrated vehicular interaction in this area which includes the exit for the multi-storey car park which services the Victoria development. The scheme when implemented, will be monitored in the usual manner.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 The Executive Member for Regeneration, Transport and Planning has been consulted and supports the proposals.

4.1.2 The Chair of the Markets Management Board has been consulted and fully supports the proposals.

4.1.3 Ward Members have been consulted and fully support the proposals.

## **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.

4.2.2 The proposal seeks to introduce parking restrictions in order to eliminate parking at potentially hazardous locations around junctions where accessibility and visibility is currently reduced. The aim is to ensure that road users can proceed in a safe manner, which is to the benefit of themselves, other road users and also pedestrians in the vicinity.

4.2.3 The introduction of a short stay car park at this location will provide parking opportunities for visitors to the area, in particular to visitors of the market. A number of disabled parking bays are provided within the proposed car park which will significantly benefit blue badge holders, as there is currently very limited disabled parking provision in the vicinity of the market. In addition, there are some electric vehicle charging point spaces and bicycle parking provided within the car park.

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

4.3.1 The proposed highway works are in line with the Councils Local Transport Plan and other policies in that they seek to provide 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 associated Traffic Regulation Order is £14,000 subject to satisfactory completion of the advertising and making of the necessary Order. The scheme is to be funded by the Markets Major Refurbishment underspend.

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

4.5.1 An introduction of a No waiting loading or unloading restriction and off street car park both involve the introduction of a relevant Traffic Regulation Order (TRO). Permanent TROs are subject to The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

4.5.2 Under Regulation 9 LATO (P) (EW) Regs 1996 there are circumstances where a public inquiry must take place if the effect of the order prohibits loading.

## **4.6 Risk Management**

- 4.6.1 Should Planning Permission be granted and the Traffic Regulation Order is not implemented, there is a risk that the operation of the proposed car park would be impaired, and there would be continued road safety concerns as a consequence.
- 4.6.2 The proposed car park entrance and the shortening of the Hackney Carriage rank is likely to lead to concentrated vehicular interactions in this area which included the exit for the multi-storey car park which services the Victoria development. The scheme, when implemented, will be monitored in the usual manner.
- 4.6.3 The proposed restriction prevents loading and unloading. As a consequence of this, if any valid objection were received then the Council would need to consider holding a public enquiry with the attendant risk to the timeline for delivery and costs of the scheme.

## **5 Conclusions**

- 5.1 The introduction of the proposed car park should assist the operational sustainability of the market.
- 5.2 The introduction of the proposed restrictions will improve access and egress to and from the car park.

## **6 Recommendations**

- 6.1
  - i) Subject to the proposed car park being granted Planning Permission, approve the alterations to the Hackney Carriage Rank on George Street, fully funded by the Markets Major Refurbishment underspend. Details are shown on drawing number TM/10/GS/TRO1;
  - ii) Request the City Solicitor to advertise a draft Traffic Regulation Order and if no valid objections are received, to make, seal and implement the Order as advertised; and
  - iii) Request the City Solicitor to advertise a draft amendment Order to the existing Leeds City Council (Off-Street Parking Places) (Consolidation) Order 2010 to introduce the measures as described in paragraph 2.4 shown on drawing No. TM/15/3138/PPO/HB and if no valid objections are received, to make and seal the order as advertised.

## **7 Background documents**

- 7.1 None.

## 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: City Development</b>	<b>Service area: Highways &amp; Transportation</b>
<b>Lead person: Gary Pritchard</b>	<b>Contact number: 0113 3787506</b>

<b>1. Title: Proposed Kirkgate Market Car Park TRO</b>		
Is this a:		
<input type="checkbox"/> <b>Strategy / Policy</b>	<input checked="" type="checkbox"/> <b>Service / Function</b>	<input type="checkbox"/> <b>Other</b>
<b>If other, please specify</b>		

<b>2. Please provide a brief description of what you are screening</b>
The screening focuses on a report to the Highways and Transportation Board requesting authority to undertake the detailed design, advertisement and implementation of a Traffic Regulation Order on George Street.

<b>3. Relevance to equality, diversity, cohesion and integration</b>
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**.

<p><b>4. Considering the impact on equality, diversity, cohesion and integration</b></p>
<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"> <li>• <b>How have you considered equality, diversity, cohesion and integration?</b> (<b>think about</b> 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)</li> </ul> <p>Consultation on the proposals was undertaken with all Ward Members.</p>
<ul style="list-style-type: none"> <li>• <b>Key findings</b></li> </ul> <p>(<b>think about</b> any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups,</p>

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 Impacts:

- The 'No Waiting Loading or unloading At Any Time' restrictions seeks to improve the access and egress to and from the car park by eliminating parking at a potentially hazardous location where accessibility and visibility would be reduced. This will help road users to proceed in a safe manner, which is to the benefit of themselves, other road users and also pedestrians in the vicinity.
- The provision of a car park will provide extra short stay parking provision to the area. This includes adequate disabled parking provision, electric vehicle charging points & bicycle parking

Negative Impacts:

- The removal of 15 metres from the existing hackney carriage rank will reduce the amount of ranking opportunities for hackney carriage drivers at this well used facility. Furthermore, the shortening of the taxi rank parking leads to a concentrated vehicular interaction. This presents the potential for vehicular collisions.

• **Actions**

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

The scheme will be monitored and has scope for adjustment to assist promoting positive impact

**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
Gary Pritchard	Senior Traffic Engineer	26/11/2018

**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)	