

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

**Date: 21 May 2019**

**Subject: Hawksworth Road & Area TRO, Horsforth**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Horsforth	<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 Following the initial planning approval in 2007 of the Kirkstall Forge development, subsequent approvals and the commencement of construction on the site including the 2016 commencement of services from the new rail station, on-street parking on nearby lengths of public highway has begun to cause issues for accessibility and the free flow of traffic.
- 2 This report seeks the approval of the Chief Officer (Highways and Transportation) to advertise a Traffic Regulation Order relating to the introduction of parking measures on lengths of road in the vicinity of the Kirkstall Forge development, seen on associated drawing TE/17/329/CON.
- 3 The Best Council Plan 2019-2021 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 scheme meets these objectives by providing a safer and more user friendly road environment, through improved accessibility and visibility for all persons using the roads in question.

## **Recommendations**

- 4 The Chief Officer (Highways and Transportation) is requested to:
- i) Authorise the detailed design, advertisement and subsequent implementation of a scheme to introduce parking restrictions in the Horsforth Ward, as described within paragraphs 3.1 to 3.3 and shown on the associated drawing TE/17/329/CON;
  - ii) Request the City Solicitor to advertise the draft Traffic Regulation Order, 'Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.26) 2013, Amendment 2 2019' to introduce parking restrictions on Hawksworth Road, A65 New Road Side, Oliver Hill, Outwood Avenue and Outwood Walk, Horsforth in the vicinity of the Kirkstall Forge development, as shown on the associated drawing TE/17/329/CON and if no objections are received, to make and seal the order as advertised; and
  - iii) Approve the expenditure of £7,000 towards the implementation of the proposals, funded from Traffic Management Revenue following a £5,000 injection via contribution from the developer.

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

- 1.1 This report seeks the approval of the Chief Officer (Highways and Transportation) to advertise a Traffic Regulation Order relating to the introduction of parking measures on lengths of road in the vicinity of the Kirkstall Forge development, seen on associated drawing TE/17/329/CON.

### **2 Background information**

- 2.1 An initial planning consent was granted in 2007 relating to the Kirkstall Forge site, located generally between A65 Abbey Road/ New Road Side to the north, Burley RUFC and Kirkstall Abbey to the east, the Leeds-Liverpool Canal to the south and Pollard Lane to the west. The site has received subsequent planning consents to permit the development of a mixed-use site, including offices, residential and commercial. A new rail station has also been constructed within the site upon the 'Airedale'/'Wharfedale' line, with services commencing in 2016.
- 2.2 At the time of writing this report, one office building has been completed, with an integrated café. A car park is also present on the site. Construction is expected to soon commence on further units, including residential elements of the project.
- 2.3 In the 2016/2017 operational year, according to the Office for Rail and Road, the Kirkstall Forge rail station served 94,536 entries and exits. Services during this time were limited to one per hour. The car park as constructed provides 127 spaces, including six disabled spaces. A typical peak time train journey takes six to eight minutes to Leeds rail station, as opposed to an approximate 40 to 45 minute bus journey.
- 2.4 In the 2017/2018 operational year, according to the Office for Rail and Road, the Kirkstall Forge rail station served 150,208 entries and exits, a 58.9% increase on

the previous year.

- 2.5 In May 2018, thus within the 2018/2019 operational year, the service frequency at the station increased from one service per hour to two. The figures for the 2018/2019 are not yet available, however it is not unreasonable to expect a further increase in usage.
- 2.6 The site has master-plan approval for 1050 houses and apartments, along with 400,000 sq.ft of commercial, leisure and retail, with a Primary School also proposed.
- 2.7 The current access to the site is from A65 New Road Side, through a signalised junction, slightly to the south-east of the junction of A65 New Road Side with Hawksworth Road.

### **3 Main issues**

- 3.1 Due to the current level of on-site car parking, staff at the existing office block and rail station users have been seen to utilise nearby lengths of public highway to park and subsequently walk the short distance to the office or rail station. In isolation, this is not problematic, however a significant increase in parking has been noted and reported by residents in the nearby areas, Leeds City Councillors and Horsforth Town Councillors. This parking is often noted to restrict traffic throughflow on Hawksworth Road, as well as regularly blocking private driveways and footways. Parking is also noted to take place on the nearby roads of Oliver Hill, Outwood Avenue and Outwood Walk, all within a ten minute walk to the rail station.
- 3.2 Considering the likelihood of increased parking in these areas as the Kirkstall Forge development continues, as well as rail service frequency increasing, Leeds City Council seeks to introduce a Traffic Regulation Order under the Road Traffic Regulation Act 1984, to implement measures to address existing problems, mitigate against the increase in obstructive all-day parking practices and better regulate the remaining parking on these streets.
- 3.3 It is proposed to introduce a '4 hours, no return within 2 hours, Monday to Friday, 8am to 6pm, except for permit holders' on Hawksworth Road, Horsforth between its junction with A65 New Road Side and property number 37. The same measure is proposed on the whole length of Oliver Hill, Outwood Avenue and Outwood Walk, Horsforth and can be seen on the associated drawing TE/17/329/CON. Lengths of 'no waiting at any time' (double yellow lines) are also proposed at certain points such as the chicane on Hawksworth Road and at junctions, to protect vehicle accessibility and visibility at these points. The proposed 'no waiting at any time' on A65 New Road Side will prevent parking from displacing to here, which would block the well-utilised cycle lanes as well as potentially being disruptive in the vicinity of the carriageway refuges in this area.
- 3.4 The intention of the time limited measure is to prevent the obstructive all-day parking that currently occurs during the working week, whilst maintaining a large degree of flexibility for residents, their visitors and the businesses on Hawksworth Road.

- 3.5 Leeds City Council aims to encourage the use of public transport, such as the rail network, however not at the expense of the public highway. These roads form part of the publicly adopted highway and Leeds City Council is wary of removing all parking provision through the day where such a stringent restriction is not necessary. The measures should encourage visitors to the Kirkstall Forge site to choose alternate locations to park that are spread further out, rather than the closest current point.
- 3.6 The scheme will be closely monitored on site upon implementation, to ensure it is having the desired effect. Any issues arising following the implementation of the scheme can be duly considered and should further work be required, this can be considered accordingly.

## **4 Programme**

- 4.1 It is anticipated that the proposals will be implemented within the 2019/2020 financial year, subject to the Chief Officer (Highways and Transportation) approving the contents of this report.

## **5 Corporate Considerations**

### **5.1 Consultation and Engagement**

- 5.1.1 Ward Members: Ward Members have assisted in the acceleration of this scheme by sourcing funding from the developer of the Kirkstall Forge site, 'Commercial Estates Group' (CEG), as detailed in paragraph 5.4. The specific proposals were discussed with Ward Members at a meeting with Officers at Civic Hall held 15 April 2019. Members expressed their support for the proposals being taken forward.
- 5.1.2 Emergency Services and the West Yorkshire Combined Authority (WYCA): The Emergency Services and West Yorkshire Combined Authority were consulted via email 30 April 2019, with no objections being raised.
- 5.1.3 A direct consultation period with residents in the immediate area where the measures are proposed has been undertaken via letter and all consultation responses have been acknowledged. Ward Members have previously consulted residents on the possibility of parking measures being introduced, with positive feedback being received.
- 5.1.4 A formal public advertisement period will be undertaken as per the usual Traffic Regulation Order process and any representations made under this period will be considered appropriately.

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

- 5.2.1 A full Equality, Diversity/ Cohesion and Integration Screening (Appendix 1) has been carried out on the proposals and has determined that an impact assessment is not required for the approvals requested. The screening process identified the following impacts:

Positive impacts:

- By reducing the volume of parking along Hawksworth Road, Oliver Hill, Outwood Avenue and Outwood Walk, it is anticipated that parking practices need not take place in the obstructive manner they currently do, due to there generally being more availability on-street;
- By removing the obstructive parking, residents will find accessibility to their properties and their private driveways easier, which will be beneficial to elderly residents and those generally with reduced mobility;
- By removing obstructive parking practices on the footways, all pedestrians will benefit by not having to step into the live carriageway to pass parked vehicles. In particular this would benefit vulnerable pedestrians such as children and the elderly, as well as those parents and guardians with pushchairs and wheelchair users also.

Negative impacts:

- Current parking practices related to all-day commuter parking will be displaced to a new location and subsequent issues may arise resulting from this. Furthermore, by freeing up carriageway space, the speed of passing vehicles may increase. Both matters shall be monitored following introduction of the scheme and further work can be considered to tackle resultant issues where determined necessary.

### **5.3 Council policies and City Priorities**

- 5.3.1 The proposals contained in the report have no implications for the council constitution. The Council will consider matters relating to on-highway parking as part of future Planning matters relating to the Kirkstall Forge development.
- 5.3.2 Climate Emergency: By delivering the proposed Traffic Regulation Order, levels of on-street parking in the area associated with non-residents driving into the area will decrease, thus reducing greenhouse gas emissions levels in this immediate area. Whilst it is acknowledged that these vehicles will be displaced to other locations, this may be over a wider area meaning emissions will not be concentrated into one location and the proposals are designed to still allow a short walk to the nearby rail station and offices, therefore still promoting public transport options to commuters to the city centre.

### **5.4 Resources and value for money**

- 5.4.1 Upon Officers agreeing that there would be merit to the introduction of a Traffic Regulation Order scheme in this area, Ward Members arranged with the developer a contribution of £5,000 towards this scheme, being subsequently paid into Traffic Management Revenue budget. The total estimated scheme costs for this scheme are £7,000, with the additional £2,000 being funded from the Traffic Management Revenue budget.

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

- 5.5.1 There are no specific legal implications included within this report, nor is any information contained within the report to be deemed confidential. The scheme is

expected to be completed within the 2019/2020 financial year subject to the Chief Officer (Highways and Transportation) approving the contents of this report.

## **5.6 Risk Management**

- 5.6.1 There are no risk issues, over and above those expected when working in the public highway, generated by the proposals contained within this report. The introduction of the scheme will mitigate existing risks caused by poor parking practices on both carriageway and footway.

## **6 Conclusions**

- 6.1 It is considered appropriate to introduce a Traffic Regulation Order in the Horsforth ward, with measures designed to prevent obstructive all-day parking provision currently seen on Hawksworth Road, Oliver Hill, Outwood Avenue and Outwood Walk and to prevent displacement of parking from these roads onto A65 New Road Side. The Order will aid residents in accessing their properties, improve free flow of traffic and prevent obstructive footway parking, all by reducing the general parking volume on these streets and allowing parking to take place in a more sensible manner.

## **7 Recommendations**

- 7.1 The Chief Officer (Highways and Transportation) is requested to:
- i) Authorise the detailed design, advertisement and subsequent implementation of a scheme to introduce parking restrictions in the Horsforth Ward, as described within paragraphs 3.1 to 3.3 and shown on the associated drawing TE/17/329/CON;
  - ii) Request the City Solicitor to advertise the draft Traffic Regulation Order, 'Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.26) 2013, Amendment 2 2019' to introduce parking restrictions on Hawksworth Road, A65 New Road Side, Oliver Hill, Outwood Avenue and Outwood Walk, Horsforth in the vicinity of the Kirkstall Forge development, as shown on the associated drawing TE/17/329/CON and if no objections are received, to make and seal the order as advertised; and
  - iv) Approve the expenditure of £7,000 towards the implementation of the proposals, funded from Traffic Management Revenue following a £5,000 injection via contribution from the developer.

## **8.1 Background documents**

- 8.1.1 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 Engineering</b>
<b>Lead person: Jonathan Waters</b>	<b>Contact number: 0113 3787492</b>

<b>1. Title: Hawksworth Road &amp; Area TRO, Horsforth</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>Provision of Traffic Regulation Order</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 the authority to introduce a Traffic Regulation Order on a number of streets in the Horsforth area, to reduce obstructive all-day commuter parking associated with the Kirkstall Forge development and prevent displacement of this parking to the major A65 route.

<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. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.		
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**.

<b>4. Considering the impact on equality, diversity, cohesion and integration</b>
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"> <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)  Consultation has taken place with Ward Members, the Emergency Services and West Yorkshire Combined Authority. Support was received from the Ward Members and WYCA, West Yorks Fire and Rescue raised no objections. Consultation will take place either directly with affected parties or via a series of public advertisement notices, advertisement in the Yorkshire Post newspaper and a Section 90c Notice. All comments received from the consultation will be duly considered prior to scheme implementation.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Key findings</b>  (<b>think about</b> 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)</li> </ul>

Positive impacts:

- By reducing the volume of parking along Hawksworth Road, Oliver Hill, Outwood Avenue and Outwood Walk, it is anticipated that parking practices need not take place in the obstructive manner they currently do, due to there generally being more availability on-street;
- By removing the obstructive parking, residents will find accessibility to their properties and their private driveways easier, which will be beneficial to elderly residents and those generally with reduced mobility;
- By removing obstructive parking practices on the footways, all pedestrians will benefit by not having to step into the live carriageway to pass parked vehicles. In particular this would benefit vulnerable pedestrians such as children and the elderly, as well as those parents and guardians with pushchairs and wheelchair users also.

Negative impacts:

- Current parking practices related to all-day commuter parking will be displaced to a new location and subsequent issues may arise resulting from this. Furthermore, by freeing up carriageway space, the speed of passing vehicles may increase. Both matters shall be monitored following introduction of the scheme and further work can be considered to tackle resultant issues where determined necessary.

• **Actions**

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

Comments received from members of the public towards the proposals will be duly considered in the design process. Should there be a comment raised that we feel requires accommodation within the scheme and is safe and reasonable to do so, then it shall be done.

Post-scheme implementation monitoring of the site will be carried out. Should there be a need for further works to alleviate post-implementation issues then this will be duly considered at the time.

**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

<b>6. Governance, ownership and approval</b>		
Please state here who has approved the actions and outcomes of the screening		
<b>Name</b>	<b>Job title</b>	<b>Date</b>
Nick Borrás	Principal Engineer	30/4/2019
<b>Date screening completed</b>		30/4/2019

<b>7. Publishing</b>	
<p>Though <b>all</b> key decisions are required to give due regard to equality the council <b>only</b> publishes those related to <b>Executive Board, Full Council, Key Delegated Decisions</b> or a <b>Significant Operational Decision</b>.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> <li>• Governance Services will publish those relating to Executive Board and Full Council.</li> <li>• The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions.</li> <li>• A copy of all other equality screenings that are not to be published should be sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a> for record.</li> </ul> <p>Complete the appropriate section below with the date the report and attached screening was sent:</p>	
For Executive Board or Full Council – sent to <b>Governance Services</b>	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate <b>Directorate</b>	Date sent:
All other decisions – sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a>	Date sent: