



Report to the Chief Officer (Highways and Transportation)

Date: 23 April 2019

Subject: Garforth & Swillington Ward TRO 2018 - Objection Report

Are specific electoral wards affected? If yes, name(s) of ward(s): Garforth & Swillington	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Has consultation been carried out?	<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
Will the decision be open 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

1. Main issues

- The Best Council Plan 2019-20 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 ambitions of the Best Council are supporting healthy lifestyles, building strong cohesive communities, keeping children safe and connecting people and places. This report proposes a scheme that will contribute to this objective by removing indiscriminate and obstructive parking and congestion.
- Following approval of a report to the Chief Officer (Highways and Transportation) in June 2018, Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W36) Order 2013 Amendment Order (No.1) 2019 Garforth & Swillington Ward, was advertised and attracted a total of 11 objections, 3 of which were withdrawn.
- This report seeks approval of the Chief Officer (Highways and Transportation) to consider and overrule the 5 reported objections associated with the proposed waiting restrictions detailed in Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W36) Order 2013 Amendment Order (No.1) 2019 Garforth & Swillington Ward (excluding the objections received associated with the Ringways area resident permit parking).
- This report seeks approval of the Chief Officer (Highway and Transportation) to temporary hold any decision in relation to the 3 objections received

relating to the proposed residents permit parking restriction in the Ringway area and to authorise further monitoring of this area during the school holidays and to undertake comparison surveys once the students return in September. A further report detailing the findings of these surveys will be presented to the Chief Officer (Highways and Transportation) at a later date.

2. Best Council Plan Implications

- The Best Council Plan 2019-2020 outlines how Leeds City will achieve the vision to become the best city in the UK. The plan highlights the aim to improve the safety of transport connections. This scheme meets these objectives by delivering a traffic management scheme to assist inter-visibility between drivers and pedestrians, assist driver and pedestrian movements and create a safer environment for all road users.

3. Resource Implications

- The scheme is funded by the Traffic Management Capital budget and its completion is anticipated within the 2019-20 financial year

Recommendations

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

- i) note the contents of this report;
- ii) consider and overrule the objections to Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W36) Order 2013 Amendment Order (No.1) 2019 Garforth & Swillington Ward;
- iii) temporarily hold any decision relating to the 3 objections associated with the proposed resident permit parking restrictions in the Ringway area;
- iv) Authorise further monitoring of the requirement for residents permit parking restrictions on Ringway and associated streets during the school summer holidays and also when the new school term starts to review if permit parking is warranted and justified; and
- v) request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W36) Order 2013 Amendment Order (No.1) 2019 Garforth & Swillington Ward, in part; (excluding the proposed residents permit parking restriction in the Ringway area); and inform the remaining objectors accordingly of the Chief Officer's (Highways and Transportation) decision.

1. Purpose of this report

- 1.1. This report details the objection received against the proposed Traffic Regulation Order that forms a package of work to improve road safety through the introduction of waiting restrictions on various streets within the Garforth & Swillington Ward and requests the Chief Officer (Highways and Transportation) to consider the objections and the Officer's response.

- 1.2. The purpose of the report is to request that the 8 objections received are considered. This report seeks approval to reserve judgement in relation to the 3 objections linked to the proposed residents permit parking restriction in the Ringway area of Garforth and to authorise further monitoring. This report seeks approval to overrule the remaining objections and seek approval to implement and seal the order, in part, as advertised (excluding temporarily the proposed residents permit parking on Ringway and its associated streets).

2. Background information

- 2.1 Due to the rising levels of indiscriminate and obstructive parking experienced on various roads within the Garforth & Swillington ward, concerns have been raised via Ward Members, members of the public and local businesses, regarding its adverse effect on sight lines, general access for the residents and the free movement of traffic. A scheme was collated as a consequence to introduce a series of waiting restrictions within the Ward with the intention of removing the problematic parking and congestion and therefore improving accessibility and visibility at key points, thus improving road safety.
- 2.2 The Chief Officer (Highways and Transportation) approved this package of measures as part of the wider Traffic Management Capital Programme report approved in June 2018 and gave authority to advertise and implement a Traffic Regulation Order subject to objections.
- 2.3 The Traffic Regulation Order was subsequently advertised between the 11th January 2019 and the 11th February 2019. As a result of the advertisement period, a total of eleven objections were received to the advertised proposals, of which 3 have been withdrawn. The remaining objections are outlined in Appendix A.

3 Main issues

3.1 Design Proposals and Full Scheme Description.

- 3.1.1 This report details objections received associated with a Traffic Regulation Order scheme that seeks to implement lengths of waiting restrictions and residents permit parking restrictions on various streets across the Garforth & Swillington ward and are detailed on drawing TM-12-038-TRO-02.
- 3.1.2 Appendix A, the objection summary table, details the objectors' concerns and Highways Officer's response of the remaining eight objections.
- 3.1.3 Officers reviewing the objections have observed on site that the parking behaviour and demands have changed in the area of Ringways and therefore question the need for resident permit parking restriction in this area and expressed by some objectors. It is therefore proposed to undertake further monitoring of the Ringways area and bring a further report back to the Chief Officer (Highway and Transportation) as a later date once more in-depth evaluation has been conducted.
- 3.1.4 The remaining objections are presented in this report for the Chief Officer (Highways and Transportation) to consider and over rule.

3.2 Programme

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

4 Corporate considerations

4.1 Consultation and engagement

4.1.1 Ward Members:

Ward Members were consulted by email on the 27th July 2018. Support was received from one ward member and no adverse comments were received from the other Ward Members and discussions have been continuous throughout the design process.

4.1.2 Emergency Services and West Yorkshire Combined Authority (WYCA):

The Emergency Services and WYCA were consulted by email on the 27th July 2018. No adverse comments were received to the proposals.

4.1.3 Local Residents/businesses:

The affected residents & businesses were consulted on the 12th October 2018 via letters prior to the legal advertisement. Following feedback some slight amendments were made to the proposals prior to formal advertisement, which were felt would not compromise the overall scheme objectives.

4.2 Equality and diversity / cohesion and integration

4.2.1 An Equality, Diversity, Cohesion and Integration screening was completed for the proposed scheme, which found that the proposals would 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.

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 accurately 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 and if necessary actioned as part of a TRO in the area.

4.3 Council policies and the Best Council Plan

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 helps 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 proposals contained in this report have no implications on the Policy.

4.3.4 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 benefits of active travel
Connectivity:	P18. Improve safety and security

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

Climate Emergency

4.3.6 This scheme will contribute to a safer road environment within the locality, by reducing mean vehicle speeds and thus promoting more sustainable forms of transport.

4.4 Resources, procurement and value for money

4.4.1 There are no additional resource implications contained in this report.

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 is a risk that if the remaining objections are not resolved, then the parking issues will remain and the businesses will not have suitable turn over parking provisions.

5 Conclusions

5.1 These proposals are designed to remove indiscriminate and obstructive parking and congestion thus improving accessibility and visibility at key points and improving road safety in the Garforth and Swillington Ward.

5.2 Temporarily hold any decision relating to the objections linked to the Ringway's area residents permit parking to enable further onsite evaluation to be undertaken and to consider and over-rule the 5 remaining objections detailed in Appendix A linked to the other restrictions proposed in the ward to allow these elements of the scheme to progress as per the advertised restrictions.

5.3 Provision of these measures will remove the adverse effects caused by indiscriminate and obstructive parking and congestion and improve accessibility and visibility at key points and road safety within Garforth and Swillington Ward

6 Recommendations

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

- i) Note the contents of the report;
- ii) consider and overrule the objections to Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W36) Order 2013 Amendment Order (No.1) 2019 Garforth & Swillington Ward;
- iii) temporarily hold any decision relating to the 3 objections associated with the proposed resident permit parking restrictions in the Ringway area;
- iv) Authorise further monitoring of the requirement for residents permit parking restrictions on Ringway and associated streets during the school summer holidays and also when the new school term starts to review if permit parking is warranted and justified; and
- v) request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W36) Order 2013 Amendment Order (No.1) 2019 Garforth & Swillington Ward, in part; (excluding the proposed residents permit parking restriction in the Ringway area); and inform the remaining objectors accordingly of the Chief Officer's (Highways and Transportation) decision.

7 Background documents¹

7.1 Appendix A – Objection Summary & Highways Response

7.2 Appendix B – EDCI Screening Document

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 A - SUMMARY OF OBJECTIONS TO THE GARFORTH & SWILLINGTON WARD TRAFFIC REGULATION ORDER

Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W36) Order 2013 Amendment Order (No.1) 2019;

A total of eight objections are remaining which refer to the various areas of the proposed scheme as shown on drawing TM-12-038-TRO-02. These restrictions have been proposed in order to remove indiscriminate and obstructive parking and congestion thus improving accessibility and visibility at key points and improving road safety in the Garforth and Swillington Ward at the request of Garforth & Swillington Ward Members, local residents and local businesses who have raised road safety concerns. We have received general support from residents within the locality and the issues raised in each objection have been categorised below with the highways response to the comments. A copy of each objection will be available at the highways board, these have not been published as they contain personal information.

Objection	Highways Response	No.
	Objections linked to proposed resident permit parking in the Ringway area of Garforth (to be temporarily held to undertake further onsite evaluation)	
Displacement of vehicles as a result of restrictions	It is recommended to undertake further evaluation of this area following observed changes in parking behaviour. A further report detail the area around Ringways and the need for residents permit parking will be presented to the Chief Officer (Highways and Transportation) at a later date.	1
Charging for permits and permit parking	It is recommended to undertake further evaluation of this area following observed changes in parking behaviour. A further report detail the area around Ringways and the need for residents permit parking will be presented to the Chief Officer (Highways and Transportation) at a later date.	1
The introduction of restrictions in the vicinity of Strawberry Fields Primary School, will prevent the pickup and dropping off of children	It is recommended to undertake further evaluation of this area following observed changes in parking behaviour. A further report detail the area around Ringways and the need for residents permit parking will be presented to the Chief Officer (Highways and Transportation) at a later date.	1
	Objections associated with the other wider proposals within Garforth. (to be considered and over-ruled as detailed in this report)	
The introduction of restrictions on Cyprus Road will remove on street parking provision and cause access problems on adjacent street	The existing parking that takes place on Cyprus Road obstructs both the footway and carriageway at points, causing problems for both pedestrians and motorists alike. Previous restrictions have not resolve the obstruction issues therefore additional restrictions are required to ensure road safety. The locality will be monitored following the introduction of this scheme and in the event that any access problems arise then we will consider what necessary action to take.	2
The proposed permit/limited waiting provision on Church Lane is too close to the Lidgett Lane junction, will cause congestion and increase parking and problems outside residents properties	The permit/limited waiting provision will commence approx. 50m from the Lidgett Lane/Church Lane junction and breaks in the restrictions are provided, which will provide ample space for vehicles to give way to oncoming vehicles without impacting on the junction or causing congestion on Church Lane itself. The introduction of permit parking on both sides of Church Lane provides local residents with the ability to park within close proximity of their properties, whereas the existing all day parking prevent this. The proposed parking bays will be positioned so as not to cause access problems for local residents, but to maintain clear access.	2

<p>Permit parking should also be introduced on the southern side of Church Lane for these residents</p>	<p>The proposals do include a combination of limited waiting and permit parking on the southern side of Church Lane, so these residents are being afforded the same opportunity as those residents on the northern side of Church Lane</p>	<p>1</p>
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Appendix B

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: Roger Cann	Contact number: 0113 37 87498

1. Title: Garforth & Swillington Ward TRO 2018 - Objection Report					
Is this a:					
<input type="checkbox"/>	Strategy / Policy	<input type="checkbox"/>	Service / Function	<input checked="" type="checkbox"/>	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 Garforth & Swillington 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

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)

Consultation on the proposals has taken place with the following stakeholders:

- Local Councillors
- Emergency Services (Police, West Yorkshire Fire and Ambulances Services)
- Metro
- Local Residents

Support for the scheme has been received from Local Councillors with no objections raised from other statutory consultees. Two objections have been received by residents, as detailed in the summary table in Appendix A.

- **Key findings**

Positive Impacts of the Scheme Features:

The proposals will ensure that points of access is maintained along stretches of highway and around junction radii, where existing concentrated parking is causing issues.

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)

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
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Date to complete your impact assessment	N/A
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Lead person for your impact assessment (Include name and job title)	N/A
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6. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
Nick Borrás	Principle Engineer	11/10/2018

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

Date screening completed	11 th October 2018
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Date sent to Equality Team	
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Date published (To be completed by the Equality Team)	
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