



Report to the Chief Officer (Highways and Transportation)

Date: 27 August 2019

Subject: HGV Ban along local roads in Gildersome Village, Morley North – Proposed 7.5t Weight Limit Order

**Capital Scheme No - 33200
(Sect 106 planning ref : 12/02470/OT)**

Are specific electoral wards affected? If yes, name(s) of ward(s): Morley North	<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

- There has been a long standing campaign to restrict Heavy Goods Vehicles (HGV) accessing residential routes which include Gildersome Lane, Town Street, New Lane, College Road and Street Lane by ensuring HGV's use the primary route network of the A58, A650 and A6120, rather than taking a short cut through these residential routes.
- As a result of planning permission being granted to construct four B1(b/c)/B2/B8 industrial and warehousing units on Land between Gelderd Road, Asquith Avenue and Nepshaw Lane North, Gildersome, Morley, the developer has entered into a Section 106 agreement (ref : 12/02470/OT) to protect Gildersome from unnecessary HGV through traffic by the introduction of a weight limit restriction to prevent heavy goods vehicles (HGV's) above 7.5 tonnes.
- This report seeks approval of the Chief Officer (Highways and Transportation) to implement a scheme that will alleviate some of the key issues surrounding the level of HGV traffic on the residential urbanised route of Gildersome Lane, Town Street, New Lane, College Road and Street Lane.

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 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 by enhancing the local residential environments, in this case by removing unnecessary heavy good vehicles from this residential area which will provide a more user friendly road environment for all.

3. Resource Implications

- The cost of implementing this scheme on Gildersome Lane, Town Street, New Lane, College Road and Street Lane & associated signing works is estimated at £15,000 (£10,000 works costs and £5,000 staff fees and legal fees) which will be funded from S106 agreement contribution attached to planning consent 12/02470/OT.

Recommendations

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

- a) Authorise the City Solicitor to advertise a draft Traffic Regulation Movement Order to implement a 7.5t Weight Limit Order on Gildersome Lane, Town Street, New Lane, College Road and Street Lane and if no valid objections are received, to make, seal and implement the Order as advertised'
- b) approve the detailed design and implementation of the associated works on Gildersome Lane, Town Street, New Lane, College Road and Street Lane to implement a 7.5t Weight Limit Order, as shown on drawing TM/25/209/TRO/01; and
- c) give authority to incur expenditure of £15,000, which comprises of £10,000 works costs, £5,000 staff fees and legal fees, fully funded from a Section 106 agreement contribution attached to planning consent 12/02470/OT.

1. Purpose of this report

- 1.1 The purpose of this report is to seek approval to implement a scheme that will alleviate some of the concerns surrounding the level of HGV traffic on the residential urbanised route of Gildersome Lane, Town Street, New Lane, College Road and Street Lane, which may be increased as a result of this new approved development.
- 1.2 In order to maintain the local environment through the residential area and to keep HGV on the conveniently located strategic highway routes, it is proposed to introduce a 7.5t weight limit order on Gildersome Lane, Town Street, New Lane, College Road and Street Lane and associated direction signing on the adjoining streets to direct traffic.

2. Background information

- 2.1 Concerns have been raised by Ward Members and local residents regarding the current noise and overall impact on Gildersome from the current level of HGV's using the village as a through route. This HGV traffic affects the quality of life for residents of Gildersome Village in terms of noise, fumes and ground borne vibration.
- 2.2 Whilst the current HGV movement is below the normal intervention levels (10% of general traffic flow), it was expected that the approved industrial development would see an increase in HGV's movement flow beyond the 10% threshold with viable alternative routes nearby. It was therefore deemed that the best course of action would be to discourage HGV's from using the local residential roads within Gildersome and to force them to use the more appropriate primary routes of the A650, A58, A6110 and the A62. This would be facilitated by the introduction of a Traffic Regulation Order to restrict HGV movement in the Gildersome Village.
- 2.3 Leeds City Council entered an agreement under Section 106 of the Town and Country Planning Act 1990 to undertake the implementation of a weight limit restriction to prevent Gildersome being used as a through route for heavy goods vehicles (HGV's) above 7.5 tonnes; however, access will still be permitted for HGVs who have a legitimate requirement to access the area.

3. Main issues

- 3.1 In order to improve the local environment and direct traffic on to the strategic highway routes, it is proposed a 7.5t Weight limit Order is introduced on Gildersome Lane, Town Street, New Lane, College Road and Street Lane and associated direction/information signing on the adjoining streets to direct traffic and to forewarn HGV's of the upcoming restriction. The diffusion of vehicles around Gildersome Village arguably has environmental benefits with emissions not confined to one residential area
- 3.2 The proposals are shown on TM/25/209/TRO/01; it is expected that these proposals will be issued to contractors in November/December, for completion on site in February/March 2020.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 Ward Members were consulted by email on 28th June 2019. All three Councillors responded in favour of the proposed scheme.
- 4.1.2 The Emergency Services and WYCA were consulted by email on 28th June 2019 and support was received from WYCA.
- 4.1.3 The general public will be consulted via notices on street lighting columns during the public advertisement phase, along with an advert in the Yorkshire Post newspaper.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 An Equality, Diversity, Cohesion and Integration screening has been carried out on the proposals (Appendix 1) and has determined that an impact assessment is not required for the proposals requested.
- 4.2.2 The scheme removes HGV access along Gildersome Lane, Town Street, New Lane, College Road and Street Lane, which is primarily used by local traffic for accessing the village of Gildersome's housing estates and local amenities; the result of this will mean traffic volumes will lower thus reducing any risk associated with HGV's travelling along these roads, improving safety for all road users, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people.

4.3 Council policies and the Best Council Plan

- 4.3.1 Environmental Policy; the proposals contained within this report are in accordance with aims 6 and 7 of the Policy in that the proposals will aid to "reduce the impact of traffic in the city by changes to the road system" and "develop a safe, healthy local environment which provides the best quality of life for Leeds residents.
- 4.3.2 The proposal contributes to the policies in the West Yorkshire Local Transport Plan 2011-26 as follows: P18. Improve safety and security, seeking to minimise transport casualties.

Climate Emergency

- 4.3.3 Management of HGV access through Gildersome village will lower the traffic volumes, contributing to a reduction in emissions. This will also aid the reduction in greenhouse gas emissions as HGV's will be transferred on to the primary routes of highway network which are better equipped to deal with large volumes of traffic.

4.4 Resources, procurement and value for money

- 4.4.1 The cost of implementing this scheme on Gildersome Lane, Town Street, New Lane, College Road and Street Lane & associated signing works is estimated at £15,000 (£10,000 works costs and £5,000 staff fees and legal fees) which will be funded from S106 agreement contribution attached to planning consent 12/02470/OT.

Funding Approval :		Capital Section Reference Number :-					
Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2020 £000's	FORECAST				
			2019/20 £000's	2020/21 £000's	2021/22 £000's	2022/23 £000's	2023 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2020 £000's	FORECAST				
			2019/20 £000's	2020/21 £000's	2021/22 £000's	2022/23 £000's	2023 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	10.0		10.0				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	5.0		5.0				
OTHER COSTS (7)	0.0						
TOTALS	15.0	0.0	15.0	0.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2020 £000's	FORECAST				
			2019/20 £000's	2020/21 £000's	2021/22 £000's	2022/23 £000's	2023 on £000's
S106 Agreement Contribution	15.0		15.0				
Total Funding	15.0	0.0	15.0	0.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

4.5 Legal implications, access to information, and call-in

- 4.5.1 There are no specific legal implications for the council, site notices will be placed before works commence.
- 4.5.2 Not eligible for call in.

4.6 Risk management

- 4.6.1 No risks other than those associated with working on the Public Highway are anticipated at this site.

5. Conclusions

- 5.1 The proposed 7.5t Weight Limit Order on Gildersome Lane, Town Street, New Lane, College Road and Street Lane will ensure HGV's use the appropriate route along the local bypass, which will improve the local residential environment and ease road safety concerns around the schools and throughout the Gildersome Village. The residential roads will be free of Heavy Goods Vehicles assisting the free flow and safe movement of traffic on the network and improving the environment throughout Gildersome village.

6. Recommendations

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

- a) Authorise the City Solicitor to advertise a draft Traffic Regulation Movement Order to implement a 7.5t Weight Limit Order on Gildersome Lane, Town Street, New Lane, College Road and Street Lane and if no valid objections are received, to make, seal and implement the Order as advertised'
- b) approve the detailed design and implementation of the associated works on Gildersome Lane, Town Street, New Lane, College Road and Street Lane to implement a 7.5t Weight Limit Order, as shown on drawing TM/25/209/TRO/01; and
- c) give authority to incur expenditure of £15,000, which comprises of £10,000 works costs, £5,000 staff fees and legal fees, fully funded from a Section 106 agreement contribution attached to planning consent 12/02470/OT.

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.

Directorate: Development: Highways & Transportation	Service area: Traffic Management
Lead person: Mandeep Flora	Contact number: 0113 3787507

1. Title: Gildersome Village – Proposed 7.5t Weight limit Order (HGV ban)
Is this a: <input type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input checked="" type="checkbox"/> Other
If other, please specify

2. Please provide a brief description of what you are screening
<p>The screening focuses on a report to the Highways and Transportation Board requesting authority to introduce a 7.5 Weight limit order on various roads through Gildersome Village with associated signing.</p> <p>Section 106 agreement contribution attached to planning consent 12/02470/OT for the development on Gelderd Road, a weight limit restriction is proposed to prevent Gildersome being used as a through route for heavy goods vehicles (HGV's) above 7.5 tonnes. Access to properties within Gildersome will still be maintained for HGV's. Together with the weight limit restriction we will also be reviewing local route signing so as to direct HGV's along more appropriate roads.</p>

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

No objections were received to the proposal and Councillor's responded positively.

- **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)

Scheme features

- The scheme removes HGV access along Gildersome Lane, Town Street, New Lane, College Road and Street Lane, which is primarily used by local traffic for accessing the village of Gildersome’s housing estates and local amenities, the result of this will mean traffic volumes will lower thus reducing any risk associated with HGV’s travelling along these roads, improving safety for all road users, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people.

- **Actions**

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

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	
Date sent to Equality Team	
Date published (To be completed by the Equality Team)	