



Report to Chief Officer (Highways and Transportation)

Date: 22 October 2019

Subject: Hawksworth Road & Area TRO, Horsforth – Objection Report

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

- 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.
- As per the details contained within the initial report to the Chief Officer (Highways and Transportation) date 21 May 2019, a scheme has been proposed and subsequently advertised to introduce a Traffic Regulation Order relating to parking restrictions on lengths of road in the vicinity of the 'Kirkstall Forge' development, as seen on the associated drawing TE/17/329/CON.
- The formal public advertisement of the Traffic Regulation Order attracted four objections. This report seeks the approval of the Chief Officer (Highways and Transportation) to consider and overrule the reported objections to the proposed parking restrictions detailed in Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.26) 2013, Amendment Order No.2 2019.

2. Best Council Plan Implications

The Best Council Plan 2019-2020 outlines how Leeds City Council 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 proposals have no implications in terms of resources. All design and works resources have been identified within the 2019/20 works programme.

Recommendations

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

- i) Note the contents of the report;
- ii) Consider and over-rule the objections raised to Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.26) 2013, Amendment Order No.2 2019;
- iii) Request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.26) 2013, Amendment Order No.2 2019; and
- iv) Request the City Solicitor to write to the objectors informing them of the decision taken by the Chief Officer (Highways and Transportation).

1. Purpose of this report

- 1.1 This report details four objections received to the proposed Traffic Regulation Order that forms a package of measures in the Horsforth ward, in the vicinity of the 'Kirkstall Forge' development to maintain acceptable free flow of traffic and prevent obstructive parking practices which currently occur.
- 1.2 The Chief Officer (Highways and Transportation) is requested to consider and to over-rule the objections received and give approval to implement the waiting restrictions and to seal the Traffic Regulation Order as advertised.

2. Background information

- 2.1 As detailed in the original report presented 21 May 2019, this scheme seeks to introduce restrictions to resolve concerns related to parking taking place in the vicinity of the 'Kirkstall Forge' development. Officer investigations showed that a significant level of long stay non-residential parking was taking place on lengths of highway close to the development and in a manner that restricted the free flow of traffic, restricted access to private premises and obstructed footways.
- 2.2 The proposals in the area were proposed following correspondence officers received from Councillors and members of the public, particularly on Hawksworth Road. It was determined to also include Oliver Hill, Outwood Avenue and Outwood Walk to ensure that displaced parking from any proposals on Hawksworth Road did not simply displace to these next streets.
- 2.3 The proposals were formally advertised between 26 July and 23 August 2019, attracting a total of four objections.

3. Main issues

- 3.1 The proposals advertised seek to introduce a '4 hours, no return within 2 hours, Monday to Friday, 8am – 6pm, except for permit holders' restriction on the entirety of Oliver Hill, Outwood Avenue and Outwood Walk, Horsforth and the same restriction on Hawksworth Road from A65 New Road Side to a point by 37 Hawksworth Road.
- 3.2 Lengths of 'No waiting at any time' are also proposed at certain points on Hawksworth Road, New Road Side, Oliver Hill, Outwood Avenue and Outwood Walk to ensure no displaced parking takes place at inappropriate points.
- 3.3 Appendix A of this report, the objection summary table, details the objectors' concerns and Highways' response.

3.4 Programme

The scheme proposals are included on the Annual Programme and it is expected that the proposals will be within the 2019/2020 financial year, subject to the Chief Officer (Highways and Transportation) approving the contents of this report.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 Ward Members were consulted via a meeting held 15 April 2019, expressing their support for the scheme.
- 4.1.2 Emergency Services were consulted via email on 15 April 2019 No adverse comments were received.
- 4.1.3 West Yorkshire Combined Authority were consulted via email on 15 April 2019. No adverse comments were received.
- 4.1.4 Local residents were consulted via letter on 30 April 2019 with a strong majority of respondents offering support to the proposal and subsequently it was determined to proceed with the proposals.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 A full Equality, Diversity/ Cohesion and Integration Screening (Appendix B) has been carried out on the proposals and was detailed in the initial report date 21 May 2019.

4.3 Council policies and the Best Council Plan

- 4.3.1 The Best City ambition is to improve life for the people of Leeds and make our city a better place. Measures to improve the highway network will contribute to making the road safer and easier to use, which contributes to the Best City for Communities.
- 4.3.2 The proposals contained in this report are in accordance with Plan Objective: Delivering Accessibility. The proposals also follow core strategy approaches A1 and A2 in that the scheme will improve physical accessibility and improve the highway for pedestrians.
- 4.3.3 Climate Emergency

The removal of indiscriminate parking will improve the free flow of two way traffic on most of the affected lengths, and therefore reduce or remove the need for vehicles to stand and wait for gaps in the traffic, reducing emissions in these areas from idling traffic.

4.4 Resources, procurement and value for money

4.4.1 The estimated total cost to implement the scheme is £7,000, with £2,000 being funded from the Traffic Management Revenue budget and the remaining £5,000 being funded via a developer contribution.

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

4.5.1 The report is not eligible for call in as the proposals fall below the relevant threshold.

4.6 Risk management

4.6.1 There are no direct 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.

5. Conclusions

5.1 Over-ruling the received objections detailed in Appendix A, in accordance with the recommendations, will allow this scheme to progress.

5.2 Provision of these measures will improve free flow of traffic, maintain accessibility to private premises and remove obstruction parking practices on lengths of public highway in the vicinity of the 'Kirkstall Forge' development. The measures will therefore allow for a more appropriate and fair use of the highway in this area.

6. Recommendations

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

- i) Note the contents of the report;
- ii) Consider and over-rule the objections raised to Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.26) 2013, Amendment Order No.2 2019;
- iii) Request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.26) 2013, Amendment Order No.2 2019; and
- iv) Request the City Solicitor to write to the objectors informing them of the decision taken by the Chief Officer (Highways and Transportation).

7. Background documents

7.1 None.

APPENDIX A

SUMMARY OF OBJECTION TO PROPOSED TRAFFIC REGULATION ORDER

Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.26) Order 2013 Amendment Order (No.2) 2019

SUMMARY OF OBJECTION	HIGHWAYS RESPONSE
<p>Objection No.1</p> <p>Objector states unhappiness regarding existing waiting restrictions outside of their property, stating that there is no legal Traffic Regulation Order supporting these. A series of 'no loading' kerb blips were recently applied and these have no standing. Objector claims that this has affected the valuation of their property.</p> <p>Objector requests a resident parking, or single yellow line during peak times, outside theirs and their neighbours property rather than the proposed permanent 'no waiting at any time'.</p> <p>Objector states that the introduction of the traffic signalised junction has caused stress, including an invasion of privacy, noise pollution, traffic fumes, loud music and vibrations from large vehicles, all affecting resale potential of the property.</p>	<p>The measures introduced outside of the property were part of a temporary traffic regulation order associated with the previous major highway scheme in the area. The temporary order has subsequently expired, hence it not being tied to a current traffic regulation order. Leeds City Council does not intend to permanently introduce a 'no loading' restriction and any measure on the ground not required will be removed.</p> <p>The recommendation is to proceed with the initial proposals initially consulted upon with residents. These will ensure that no parking can take place in areas where it is not appropriate and in this instance due to the impact this would have on vehicular capacity through the traffic signal junction and the use of cycle lanes in the area.</p> <p>The introduction and subsequent impact of the traffic signals falls outside the remit of this scheme.</p>
<p>Objection No.2</p> <p>Objector states that there should be a zero-tolerance for non-resident parking in the area, rather than a 4 hour limited waiting period.</p> <p>Objector complains that local residents do not use their own driveways and choose instead to park outside the objector's property.</p>	<p>The proposed four hour restriction will mirror other areas within Horsforth. This will remove the all-day non-residential parking that is noted to be causing the most issues in the area and subsequently this will reduce the volume of parking generally and allow for better parking practices to take place, whilst providing flexibility for residents and their visitors.</p> <p>Leeds City Council has no powers to formally instruct motorists to park in their private driveways.</p>
<p>Objection No.3 & No.4</p> <p>Objectors state that they are objecting on the grounds that the proposals are an inconvenience and detriment to their daily lives and the proposals are being forced upon residents.</p> <p>The objectors believe that as the source of the parking is from the 'Kirkstall Forge' development, this development should be forced to provide</p>	<p>The proposals emanate from feedback from Leeds City Councillors and residents over the last twelve months. It is acknowledged that Outwood Walk may not receive the same levels of parking as Hawksworth Road and so the issue may not be so prevalent, however it is still prudent to introduce restrictions to avoid the parking being displaced from other streets onto Outwood Walk.</p> <p>Matters surrounding planning at Kirkstall Forge are ongoing, as whilst general approval has been granted, subsequent development requires further planning.</p>

<p>adequate parking provision and not permit them to not allow suitable parking.</p> <p>Objectors state the proposed four hour time limit will be detrimental as visitors often stay longer than four hours and that by having one visitor pass this is also restrictive.</p> <p>Objectors state that the scheme will force displaced cars onto the nearby Outwood Lane, which will make the road more dangerous and will result in an accident.</p> <p>Objectors state that they believe the Council are going for the easy way out are implementing a scheme only the minority want, backed up by the announcement of this proposal only being quietly posted on affected streets and unmentioned otherwise.</p>	<p>The Council can make representations regarding parking as part of future planning applications.</p> <p>The proposals will mean that all-day parking currently associated with Kirkstall Forge will be moved, but will still facilitate short stay parking up to four hours. Residents are able to apply to Leeds City Council Parking Services to include additional visitors on an exemption list, meaning the restriction shall not be so detrimental to residents and their visitors.</p> <p>Outwood Lane is subject to a separate scheme, funded via a Section 106 Highways Act Agreement between Leeds City Council and the developer of the Former St. Josephs Convalescent Home site. This will include parking restrictions to keep key areas of the road clear, including the sharp bends. A 20mph scheme and traffic calming is also to be introduced. Therefore, any additional parking should be adequately accommodated.</p> <p>90% of the initial residential consultees supported the proposals. All schemes such as this are introduced following the procedures detailed the 'The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996'.</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: Highways Services	Service area: Traffic Engineering
Lead person: Jonathan Waters	Contact number: 0113 3787492

1. Title: Hawksworth Road & Area TRO, Horsforth

Is this a:

Strategy / Policy

Service / Function

Other

Provision of 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 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.

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. 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"> • Eliminating unlawful discrimination, victimisation and harassment • Advancing equality of opportunity • Fostering good relations 		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**.

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 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.

- **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 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

6. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening		
Name	Job title	Date
Nick Borrás	Principal Engineer	30/4/2019
Date screening completed		30/4/2019

7. Publishing	
<p>Though all key decisions are required to give due regard to equality the council only publishes those related to Executive Board, Full Council, Key Delegated Decisions or a Significant Operational Decision.</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"> • Governance Services will publish those relating to Executive Board and Full Council. • The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions. • A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record. <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 Governance Services	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent:
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: