



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

**Date: 10 September 2019**

**Subject: Holts Crest Way, Speed Limit and Waiting Restrictions – Objections to Waiting Restrictions**

Are specific electoral wards affected? If yes, name(s) of ward(s): Little London & Woodhouse	<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**

- As part of the Section 278 agreement for the housing development on Holts Crest Way, funding has been provided for the creation of waiting restrictions and a 20mph zone.
- Following approval of a report to the Chief Officer (Highways and Transportation) in April 2019, a Speed Limit Order and Waiting Restriction Order was advertised and attracted a total of 2 objections, 1 query, and 1 representation of support. All in relation to the proposed waiting restrictions.
- This report seeks approval of the Chief Officer (Highways and Transportation) to consider and over-rule the reported objections associated to the proposed waiting restriction detailed in Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.4) Order (Little London & Woodhouse) 2019.

**2. Best Council Plan Implications**

2.1.1 The Best Council Plan 2018 – 21 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 by enabling safe pedestrian and cycling

journeys in local communities. It will also provide a safer environment thus encouraging more sustainable travel behaviours for all users.

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### **3. Resource Implications**

- The estimated total cost to implement this scheme is £6,000 which comprises of £1,000 works costs, £3,000 staff fees, and £2,000 legal fees, all to be funded equally from Strata Homes.

### **Recommendations**

- The Chief Officer (Highways and Transportation) is requested to:
  - a) note the contents of this report;
  - b) consider and over-rule the objections to Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.4) Order (Little London & Woodhouse) 2019;
  - c) request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.4) Order (Little London & Woodhouse) 2019; and
  - d) request the City Solicitor to write to the objectors informing them of the Chief Officer's (Highways and Transportation) decision.

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

- 1.1. This report details the objections received against the proposed Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.4) Order (Little London & Woodhouse) 2019, and requests the Chief Officer (Highways and Transportation) to consider these objections and the recommendations.
- 1.2. The purpose of the report is to obtain authority to over-rule the objections received and seeks approval to implement and seal the waiting restrictions as per the advertised Order.

### **2. Background information**

- 2.1 A former industrial site at the north-western extents of Holts Crest Way has been re-developed into a residential area comprising 113 properties. The formally private road is to be adopted and the developers have provided funding via a planning condition to introduce waiting restrictions to remove external parking reported to be commuters' vehicles. Funding was also provided to implement a 20mph zone.
- 2.2 The Chief Officer (Highways and Transportation) approved a report on 2<sup>nd</sup> April 2019 to give authority to advertise a 20mph speed limit, a Residents Permit Parking restriction, and a No Waiting At Any Time Restriction on Holts Crest Way.

### **3. Main issues**

3.1 The Speed Limit Order and Waiting Restriction Order were subsequently advertised between 17 May and 14 June 2019. As a result of the advertisement period, a total of 4 representations were received. 2 of these were objections, 1 was a query, and 1 was in support of the proposed scheme.

3.2 The objections are detailed in Appendix A at the end of this report together with a designer's response.

## **4. Corporate considerations**

### **4.1 Consultation and engagement**

4.1.1 Ward Members (Little London and Woodhouse): Little London and Woodhouse Ward Members were consulted by email on the 1<sup>st</sup> October 2018. Two responses have been received in support of the proposals.

4.1.2 Emergency Services and West Yorkshire Combined Authority (WYCA) were consulted by email on the 20<sup>th</sup> March 2018. WYCA have responded to confirm that there will be little impact on bus services.

4.1.3 Residents on Holts Crest Way were consulted by letter dated 9<sup>th</sup> September 2017 offering a choice between a No Waiting at any Time restriction along its full length, or with a Permit Parking Restriction along the residential section. From 113 letters delivered, 30 responses were received. 24 of these expressed a preference to include permit parking.

4.1.4 The formal public advertisement of the scheme was undertaken between 17 May and 14 June 2019.

4.1.5 As detailed above 4 representations were received from the formal advertisement and with 2 of these being objections, 1 being a query and 1 in support.

### **4.2 Equality and diversity / cohesion and integration**

4.2.1 A full Equality, Diversity / Cohesion and Integration impact assessment has been carried out for this scheme.

4.2.2 Positive Impact: Making 20mph the normal speed limit would:

- Provide safer passage whilst crossing the road to all pedestrians, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people
- Greater independence and choice for children travelling to school
- Dramatically increases chances of survival if hit by a car to 97%
- Make it more pleasant to walk or cycle, encouraging a more healthy lifestyle
- Reduce pollution and noise.
- Improve quality of life for the local community

4.2.3 Positive Impact: Removing external parking from Holts Crest Way will make it more pleasant to walk or cycle, encouraging a more healthy lifestyle. The restriction may

improve parking for blue badge holders. Impact: Making 20mph the normal speed limit would:

#### 4.2.4 Negative Impact:

- Making 20mph the normal speed limit would have the potential to provide a slight increase in vehicular emissions due to lower speeds. It is expected there will be a reductions of between 1-2mph for the average speed across the zone and that the potential air quality implications will be negligible and offset due to the more uniformed driving behaviour and potential increase in modal shift to more sustainable travel choices.
- Some road users may see the parking restrictions as a negative measure, however this is not an issue for blue badge holders.

### 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 where needed and justified, the ongoing 20mph zone programme is helping 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 reduction in speed limit to 20mph will not have any significant impact on carbon emissions, air pollutants should remain similar to that of 30mph.

4.3.4 Local Transport Plan: This scheme satisfies item 12 of the LTP3 Objectives. Work with Planning Authorities to ensure that development is concentrated in sustainable, accessible and safe locations and delivered with a layout that enables sustainable travel choices.

4.3.5 The proposals contained within this report have no implications under section 17 of the Crime and Disorder act 1998.

#### Climate Emergency

4.3.1 The proposals contained within this report will prohibit commuter parking for the city centre and encourage city centre travel by sustainable transport.

### 4.4 Resources, procurement and value for money

4.4.1 The estimated total cost to implement this scheme is £6,000 which comprises of £1,000 works costs, £3,000 staff fees, and £2,000 legal fees, all to be funded equally from Strata Homes.

## **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 are no risk issues over and above those expected when working in the public highway, generated by the proposals contained within this report.

## **5. Conclusions**

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

5.1.1 The provision of the 20mph zone will contribute to the Council's ambition by improving the safety and quality of life of Leeds residents by enabling safe pedestrian and cycling journeys in local communities. It will also provide a safer environment thus encouraging more sustainable travel behaviours for all users.

5.1.2 The proposed restrictions will prevent parking in inappropriate, obstructive and dangerous locations facilitate parking for residents on Holts Crest Way.

## **6. Recommendations**

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

- a) note the contents of this report;
- b) consider and over-rule the objections to Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.4) Order (Little London & Woodhouse) 2019;
- c) request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.4) Order (Little London & Woodhouse) 2019; and
- d) request the City Solicitor to write to the objectors informing them of the Chief Officer's (Highways and Transportation) decision.

## **7. Background documents<sup>1</sup>**

7.1 APPENDIX A – Responses to Objections

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<sup>1</sup> 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.

# 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 Management</b>
<b>Lead person: Michael De-Lucchi</b>	<b>Contact number: 0113 37 87486</b>

<b>Title: Holts Crest Way and College Trade Park. Speed Limit and Waiting Restrictions</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>If other, please specify</b>

<b>2. Please provide a brief description of what you are screening</b>
<p>1 The Best City ambition is to improve life for the people of Leeds and make our city a better place. The provision of twenty miles-per-hour (20 mph) speed limits contribute to this ambition by improving the safety and quality of life of Leeds residents by enabling safe pedestrian and cycling journeys in local communities. They also help reduce traffic collisions to make a specific contribution to the Best City for Communities and a Child Friendly City.</p> <p>2 As part of the Section 278 agreements for the housing development on Holts Crest Way, funding has been provided for the amendment and creation of waiting restrictions and a 20mph zone.</p>

<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.
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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"> <li>• Eliminating unlawful discrimination, victimisation and harassment</li> <li>• Advancing equality of opportunity</li> <li>• Fostering good relations</li> </ul>		√

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>The Emergency Services and Ward Members have been consulted. No negative comments have been received.</p> <p>A formal advertisement will be undertaken with notices on site.</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, potential to bring groups/communities into increased contact with each other, perception</p>

that the proposal could benefit one group at the expense of another)

Positive Impact: Making 20mph the normal speed limit would:

- Provide safer passage whilst crossing the road to all pedestrians, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people
- Greater independence and choice for children travelling to school
- Dramatically increases chances of survival if hit by a car to 97%
- Make it more pleasant to walk or cycle, encouraging a more healthy lifestyle
- Reduce pollution and noise.
- Improve quality of life for the local community

Positive Impact: Removing external parking from Holts Crest Way will make it more pleasant to walk or cycle, encouraging a more healthy lifestyle. The restriction may improve parking for blue badge holders. Impact: Making 20mph the normal speed limit would:

Negative Impact:

- Making 20mph the normal speed limit would have the potential to provide a slight increase in vehicular emissions due to lower speeds. It is expected there will be a reductions of between 1-2mph for the average speed across the zone and that the potential air quality implications will be negligible and offset due to the more uniformed driving behaviour and potential increase in modal shift to more sustainable travel choices.
- Some road users may see the parking restrictions as a negative measure, however this is not an issue for blue badge holders.

• **Actions**

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

After Highways Board approval a formal advertisement will be undertaken for the proposed speed limit.

**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
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Nick Borrás	Senior Engineer	04/08/2016
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<p><b>7. Publishing</b></p> <p>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.</p> <p>Please send a copy to the Equality Team for publishing</p>	
<b>Date screening completed</b>	
<b>Date sent to Equality Team</b>	
<b>Date published</b> (To be completed by the Equality Team)	

Appendix A

Objections to Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.4) Order (Little London & Woodhouse) 2019 And officer's response.		
	Objection	Officer's Response
1.0	<p>There is already an issue on Holts Crest Way where non-residents are parking in the private parking spaces.</p> <p>Restricting on street parking will lead to more people doing this.</p>	<p>A Permit Holders Only beyond this point restriction will restrict Holts Crest Way to all but those vehicles displaying a permit and so all extraneous parking will be removed.</p>
2.0	<p>Restricting on street parking will force commuters into the busy and overpriced city centre.</p>	<p>The City has a longer term ambition to reduce the level of car dependency into the City Centre and to enable this Leeds City Council continues to support, grow and invest in alternative options and sustainable travel infrastructure such as the 'park and ride' facilities. The current cost to park and ride is only £3 per day, which is great value for money and a cheaper and more sustainable option than trying to park within the City Centre.</p> <p>To meet the needs of businesses, visitors and residents, officers continue to review the current good mixture of long and short term parking provided within a thriving City Centre.</p> <p>On Holts Crest Way as part of the housing growth requirements for the City, land was identified for use and a subsequent planning development was approved. A planning condition was attached to the planning approval to introduce residents permit parking restriction to protect the street from any influx of potential commuter parking, given its proximity to the city centre and convenient pedestrian links thereto.</p>
3.0	<p>There is ample safe areas to park on Holts Crest Way.</p>	<p>Observations of the commuter parking saw vehicles being parked in a manner that impedes access on the footway or carriageway, and therefore was not deemed to be safe.</p>