



Report of Gary Pritchard

Report to Chief Officer, Highways and Transportation

Date: 10 October 2019

Subject: Proposed Time Limited Waiting Bay- Beeston & Holbeck Ward

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

- Leeds City Council is proposing to implement a Traffic Regulation Order (TRO) that will introduce a package of restrictions in the above mentioned Ward.
- The TRO will create a series of time limited parking spaces on Kildare Terrace and Whitehall Road to cater for the demand of parking from surrounding businesses. The proposed time limited parking spaces will replace some existing unrestricted lengths that are currently subject to all day commuter parking.

2. Best Council Plan Implications (click [here](#) for the latest version of the Best Council Plan)

- Increase in city centre travel by sustainable transport (bus, train, cycling, walking, car share as a consequence of the removal of a significant length of unrestricted carriageway

3. Resource Implications

- The estimated cost of implementing the associated Traffic Regulation Order is £7,500 subject to satisfactory completion of the advertising and making of the necessary Order.
- The scheme is to be funded by a Section 106 contribution.

Recommendations

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

- a) Approve the design and implementation of the proposed Traffic Regulation Order, fully funded from Section 106 contributions at an estimated cost of £7,500. Details are shown on drawing number TM-18-391-TRO-02; and
- b) Request the City Solicitor to advertise the draft Traffic Regulation Order and if no valid objections are received, to make, seal and implement the Orders as advertised.

1. Purpose of this report

- 1.1 To seek approval to advertise a draft Traffic Regulation Order TRO.

2. Background information

- 2.1 Businesses adjacent to Kildare Terrace and Whitehall Road have recently requested that the Council considers the introduction of parking provision for their customers. There are currently lengths of roads on the above mentioned streets that could be converted to Time Limited Waiting and provide some parking opportunities for visitors to the area, and ensure a turnover of parking opportunities.
- 2.2 The above mentioned proposals will also remove a significant section of unrestricted parking that is currently subject to all day commuter parking, which does not complement the Best Council Plan in respect to encouraging greater travel through sustainable travel.

3 Main issues

- 3.1 In order to accommodate the new time limited bays, it is necessary to remove significant lengths of unrestricted parking on Kildare Terrace and Whitehall Road.
- 3.2 The benefits of the introduction of time limited parking spaces is to ensure a turnover of parking opportunity to users and visitors of the neighbouring businesses.
- 3.3 A number of lengths of waiting restrictions will also need to be introduced to further formalise parking in the area and to ensure that accesses and junctions are kept free from indiscriminate parking.

4 Corporate consideration

- 4.1 The proposals accord with the Council's Local Transport Plan and other policies in that they provide a safe means of access for all users of the highway, encourage economic growth and encourage sustainable travel.
- 4.2 The City Priority Plan also aims to improve the environment through reduced carbon emissions. The proposal will not have a significant impact on carbon emissions, but it will encourage more sustainable modes of travel by removing large sections of all day commuter parking.

4.1 Consultation and engagement

- 4.1.1 Ward Members for Beeston & Holbeck were consulted on the 5th of September and one member has responded and is supportive of the proposals.
- 4.1.2 West Yorkshire Combined Authority and the Emergency Services have been consulted and fully support the proposals.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 A screening document has been prepared and an independent impact assessment is not required for the approvals requested.
- 4.2.2 Key findings are: the proposed parking restrictions do not unduly affect a particular user group. The proposed restrictions allow for disabled users to park and so do not prevent use of the highway by these individuals.

4.3 Council policies and the Best Council Plan

- 4.3.1 The Council's City Priority Plan states that the Council should "support the sustainable growth of the Leeds economy". The introduction of Time Limited Waiting has been provided to support local businesses,

Climate Emergency

- 4.3.2 By removing a significant number of lengths of unrestricted parking opportunity, the amount of available long stay parking provision in the area may encourage people to travel using more sustainable modes of transport.

4.4 Resources, procurement and value for money

- 4.4.1 The estimated cost of implementing the associated Traffic Regulation Order is £7,500 subject to satisfactory completion of the advertising and making of the necessary Order. The scheme is to be funded by a Section 106 contribution.

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

- 4.5.1 Permanent TROs are subject to The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

4.6 Risk management

- 4.6.1 The proposals progression is dependent on the level and type of objection the scheme may receive.

5 Conclusions

- 5.1 The introduction of the proposed restrictions will improve the amenities of the area.

6 Recommendations

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

- 6.1 Approve the design and implementation of the proposed Traffic Regulation Order, fully funded from Section 106 contributions at an estimated cost of £7,500. Details are shown on drawing number TM-18-391-TRO-02; and
- 6.2 Request the City Solicitor to advertise draft Traffic Regulation Order and if no valid objections are received, to make, seal and implement the Orders as advertised.

7 Background documents

- 7.1 None.

Appendix 1

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: Highways & Transportation
Lead person: Gary Pritchard	Contact number: 0113 3787506

1. Title: Proposed Time Limited Waiting Bays – Kildare Terrace/Whitehall Road		
Is this a:		
<input type="checkbox"/>	Strategy / Policy	<input checked="" type="checkbox"/> Service / Function <input type="checkbox"/> Other
If other, please specify		

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 undertake the detailed design, advertisement and implementation of a Traffic Regulation Order on Portland St, Merrion Way, and Cookridge St & Cavendish St.

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?	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)

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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 Yorkshire Fire and Rescue raised no objections. Wider Consultation will take place via a series of public advertisement notices, advertisement in the Yorkshire Post newspaper. 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:

- The 'Time Limited Waiting' bays will provide additional parking opportunities to visitors to the area and particularly to local businesses.
- The proposals will remove large elements of all day commuter parking which may encourage travel by more sustainable means.
- The proposed no waiting at any time restrictions will remove any indiscriminate parking that could impede the access/egress at junctions and for private accesses.

Negative Impacts:

- The removal of a significant length of unrestricted parking may lead to displacement of parking into neighbouring areas and this will need to be monitored.

- **Actions**

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

The scheme will be monitored and should the circumstances require it then adjustments to the TRO can be made to assist promoting positive 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
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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
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Gary Pritchard	Senior Traffic Engineer	3/10/2019
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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	
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Date sent to Equality Team	
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Date published	
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(To be completed by the Equality Team)	
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