

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

**Date: 17 November 2020**

**Capital Scheme Number: 32809**

**Subject: Boston Spa Traffic Regulation Order – Objection Report**

|  |   |  |
|--|---|--|
| Are specific electoral Wards affected?<br>If relevant, name(s) of Ward(s): Wetherby  | <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 |
| Is the decision eligible for Call-In?  | <input type="checkbox"/> Yes            | <input checked="" type="checkbox"/> No |
| Does the report contain confidential or exempt information?<br>If relevant, Access to Information Procedure Rule number:<br>Appendix number: | <input type="checkbox"/> Yes            | <input checked="" type="checkbox"/> No |

**Summary of main issues**

1. The Best Council Plan 2015-20 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 success of the Best Council objective: ensuring high quality public services will be partly measured through reduced numbers of people killed or seriously injured on the city's roads. This report proposes a scheme that will contribute to this objective and improve road safety which is also a priority within the West Yorkshire Local Transport Plan.
2. Following approval of a report to the Chief Officer (Highways and Transportation) in November 2019, the Leeds City Council Traffic Regulation Order W1015 Amendment No.1 Order 2019, was advertised between Friday 10<sup>th</sup> January 2020 and Monday 10<sup>th</sup> February 2020 and attracted four objections.
3. This report seeks approval of the Chief Officer (Highways and Transportation) to consider and over-rule the reported objections associated to the proposed waiting restrictions detailed in Traffic Regulation Order W1015 Amendment No.1 Order 2019
4. The Chief Officer (Highways and Transportation) is requested to:
  - i) note the contents of this report;
  - ii) Consider and over-rule the objections to Traffic Regulation Order W1015 Amendment No.1 Order 2019.

- iii) request the City Solicitor to make, seal and implement Traffic Regulation Order W1015 Amendment No.1 Order 2019
- iv) 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 to the proposed Traffic Regulation Order that forms a package of work to improve road safety and 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 Following the receipt of a number of complaints and queries via Ward Members, members of the public and officer observations, a scheme was collated to introduce a number of waiting restriction within Wetherby ward with the intention of improving accessibility and inter-visibility between drivers and pedestrians.
- 2.2 The Chief Officer (Highways and Transportation) approved this package of measures on the 8<sup>th</sup> November 2019, presented in a separate report. This report was approved and allowed legal advertisement to take place on the scheme.
- 2.3 The Traffic Regulation Order was subsequently advertised between 10<sup>th</sup> January 2020 and 10<sup>th</sup> February 2020. As a result of the advertisement period, a total of four objectors arose.

## **3 Main issues**

- 3.1 This report refers to a Traffic Regulation Order scheme that seeks to implement a package of No Waiting at Any Time Restrictions, areas of Time Limited Waiting and formal Disabled Parking Bays for the use of blue badge holders.
- 3.2 Appendix A, the objection summary table, details the objectors concerns and Highways' response.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 Ward Members: Consultation took place on Friday 4<sup>th</sup> January 2019 with all three Ward members – The Ward Members were supportive of the package of measures being proposed and asked for them to be introduced urgently. Ward members have been provided with regular updates in terms of progress via the ward members meetings.
- 4.1.2 Parish Council: Consultation was undertaken with Boston Spa Parish Council on Monday 7<sup>th</sup> January 2019. The Parish Council were supportive of the package of measures being proposed in Boston Spa and asked for them to be introduced

urgently. The Parish Council have been provided with regular updates in terms of progress via email and discussions via the Ward Members.

- 4.1.3 Emergency Services and West Yorkshire Combined Authority (WYCA): The Emergency Services and WYCA were consulted by email on Friday 4<sup>th</sup> January 2019 and Monday 7<sup>th</sup> January 2019. No adverse comments were received.
- 4.1.4 Residents: Consultation was undertaken with residents by letter on Friday 18<sup>th</sup> January 2019. In total, 15 responses were received, all expressing support for the proposals.
- 4.1.5 As detailed in paragraph 2.3, the formal public advertisement of the proposals was undertaken between 10<sup>th</sup> January 2020 and 10<sup>th</sup> February 2020.

## 4.2 **Equality and Diversity / Cohesion and Integration**

### **Positive Impacts:**

- 4.2.1 The scheme introduces parking restrictions which eliminate parking at potentially hazardous locations around junctions where accessibility and visibility is currently reduced. This ensures that road users can proceed in a safe manner, which is to the benefit of themselves, other road users and also pedestrians in the vicinity.
- 4.2.2 Clearer sightlines at junction crossing points for all pedestrians, which will be of greater benefit to the infirm, disabled, elderly and children, as it will provide improved visibility.
- 4.2.3 The time-limited waiting provision will ensure a turn-over of parking close to commercial properties, allowing a localised parking provision for these facilities.

### **Negative Impacts:**

- 4.2.4 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 effect on the accessibility for road users and/or pedestrians at a separate location. Any such issues that arise following this displacement can be considered as part of a new scheme, moving forward.

## 4.3 **Council policies and City Priorities**

- 4.3.1 The Best Council Plan 2015-20 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 success of the Best Council objective: ensuring high quality public services will be partly measured through reduced numbers of people Killed or Seriously Injured on the city's roads.
- 4.3.2 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 the benefits of active travel.  
**Connectivity:** P18. Improve safety and security

The introduction of No Waiting at Any Time restrictions will improve sight lines which will encourage walking and cycling. This meets with the Leeds City Councils climate emergency objectives.

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

#### **4.4 Resources and value for money**

4.4.1 The total estimated works costs for this Traffic Regulation Order works are £22,000, to be funded from the Churchfields 106 Contribution.

#### **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 risks, other than those normally encountered when working on the adopted highway, associated with the scheme. The implementation of the scheme will mitigate existing risks caused by on-street parking.

### **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 road safety and parking provision within the immediate area whilst protecting accesses and creating a turnover of parking as required by local commercial properties.

### **6 Recommendations**

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

- i) note the contents of this report;
- ii) Consider and over-rule the objections to Traffic Regulation Order W1015 Amendment No.1 Order 2019.
- iii) Request the City Solicitor to make, seal and implement Traffic Regulation Order W1015 Amendment No.1 Order 2019.
- iv) Request the City Solicitor to write to the objectors informing them of the Chief Officer's (Highways and Transportation) decision.

## **7 Background documents**

7.1 None

## **8 Appendices**

8.1 Appendix A – Summary of Objection to the Wetherby Ward Traffic Regulation Order

8.2 Appendix B - Equality, Diversity, Cohesion and Integration Screening

8.3 Appendix C - TM.33.145.TRO.ALL

## **APPENDIX A**

### **SUMMARY OF OBJECTION TO THE WETHERBY WARD TRAFFIC REGULATION ORDER**

#### **Traffic Regulation Order W1015 Amendment No.1 Order 2019.**

| <b>SUMMARY OF OBJECTION</b>  | <b>HIGHWAYS RESPONSE</b>  |
|--|---|
| <p>Bridge Close – 4 Objectors</p> <p>1. Obstructive parking on the access to Bridge Close preventing refuse vehicles from accessing the road. Obstructive parking on the footway preventing accessibility for pedestrians.</p> | <p>Bridge Close</p> <p>The introduction of No Waiting At Any Time restrictions will prevent any inappropriate parking causing obstruction of the access to the junction. Any obstructive parking should be reported to the police on their non-emergency number.</p>  |
| <p>2. The proposed No Waiting at Any Time restrictions will shift parking further into the cul-del-sac.</p>  | <p>The introduction of the limited waiting restrictions on the adjacent sections of Bridge Road will remove all-day parking, which in turn will provide a constant turnover of parking and availability for those people who currently park around the junction of Bridge Close, rather than displacing parking further into Bridge Close itself</p>  |
| <p>3. Request for resident permit parking to be introduced on the entire length of Bridge Close.</p>   | <p>The problematic parking on Bridge Close occurs around and adjacent to the junction with Bridge Road, which will be addressed by the introduction of double yellow lines.</p> <p>Permit parking is generally only considered for streets where there is constant all-day parking and properties don't have any off street parking provision neither of which is the case on Bridge Close, therefore Bridge Close does not meet the criteria for residents permit parking.</p> |

# 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.

|                                      |   |
|--------------------------------------|---|
| <b>Directorate: City Development</b> | <b>Service area: Traffic Management</b> |
| <b>Lead person: Kieran Dent</b>      | <b>Contact number: 0113 378 1210</b>    |

|   |
|---|
| <p><b>1. Title: Boston Spa Traffic Regulation Order</b></p> <p>Is this a:</p> <p> <input type="checkbox"/> <b>Strategy / Policy</b>                                          <input type="checkbox"/> <b>Service / Function</b>                                          <input checked="" type="checkbox"/> <b>Other</b> </p> <p><b>If other, please specify</b></p> |
|---|

|  |
|--|
| <p><b>2. Please provide a brief description of what you are screening</b></p> <p>This screening report focuses on a report presented at highways board, which seeks authority to advertise and implement a Traffic Regulation Order in the Wetherby Ward of Leeds.</p> |
|--|

|  |
|--|
| <p><b>3. Relevance to equality, diversity, cohesion and integration</b></p> <p>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.</p> <p>The following questions will help you to identify how relevant your proposals are.</p> <p>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).</p> |
|--|

| 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**.

| <b>4. Considering the impact on equality, diversity, cohesion and integration</b>   |
|---|
| 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).   |
| <ul style="list-style-type: none"> <li>• <b>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)</b></li> </ul> <p>Consultation on the proposals has taken place with the following stakeholders:</p> <ul style="list-style-type: none"> <li>• Local Councillors</li> <li>• Parish Councillors</li> <li>• Emergency Services (Police, West Yorkshire Fire and Ambulance Services)</li> <li>• Metro</li> <li>• Local Residents where affected.</li> </ul> <p>Formal advertisement in the form of an advert in the Yorkshire Post, along with notices posted on lighting columns in the area will be taken during the legal advertising period.</p> |
| <ul style="list-style-type: none"> <li>• <b>Key findings</b><br/>(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)</li> </ul>   |



Positive Impacts:

- The scheme introduces parking restrictions which eliminate parking at potentially hazardous locations around junctions where accessibility and visibility is currently reduced. This ensures that road users can proceed in a safe manner, which is to the benefit of themselves, other road users and also pedestrians in the vicinity.
- Clearer sightlines at junction crossing points for all pedestrians, which will be of greater benefit to the infirm, disabled, elderly and children, as it will provide improved visibility.
- The time-limited waiting provision will ensure a turn-over of parking close to commercial properties, allowing a localised parking provision for these facilities.
- The introduction of formal disabled parking bays will allow blue badge holders to park within closer proximity to their desired destination.

Negative Impact

- 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 effect on the accessibility for road users and/or pedestrians at a separate location. Any such issues that arise following this displacement can be considered as part of a new scheme, moving forward.

- **Actions**

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

The Traffic Regulation Order shall be monitored post-implementation for their effectiveness and also their impact on parents, carers, those with mobility issues and the infirm. Should any overriding issues become apparent, then these can be investigated and mitigated and a later date.

**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<br>(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

| <b>Name</b> | <b>Job title</b>   | <b>Date</b> |
|-------------|--------------------|-------------|
| Nick Hunt   | Principal Engineer | 12/11/2020  |

**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

|   |            |
|---|------------|
| <b>Date screening completed</b>                                 | 12/11/2020 |
| <b>Date sent to Equality Team</b>                               | 12/11/2020 |
| <b>Date published</b><br>(To be completed by the Equality Team) |            |