

Leeds Public Transport Investment Programme (LPTIP); Stourton Park & Ride - Authority To implement experimental Traffic Regulation Order (TRO) to residential areas within close proximity to the Stourton Park & Ride

Date: 27th August 2021

Report of Chief Officer Highways & Transportation

Report to: Gary Bartlett

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

What is this report about?

Including how it contributes to the city's and council's ambitions

- This report seeks authority to advertise, modify (Or suspend), make, seal and implement an experimental traffic regulation order (TRO) to tackle potential parking problems and road safety issues within the residential area that is located in close proximity to the proposed Stourton Park & Ride facility. The residents and Elected members representing the Middleton, Hunslet & Riverside have expressed concerns that the park and ride will attract indiscriminate parking within the nearby residential areas making it difficult for residents to park near their homes.
- As the Stourton Park and Ride is not yet operational there is no evidence of parking problems or road safety issues associated with speeding. The experimental order allows restrictions to be introduced in phases in response to such issues being identified. As a result the proposals have been split into two phases. The first phase introduces at the outset No Waiting at Any Time restrictions in locations around Middleton Road and Middleton Ring Road in response to planning conditions for the park and ride site. The second phase would implement further measures should parking and road safety problems resulting from the operation of the park and ride meet the qualifying criteria set out in Leeds City Council procedures. These procedures are identified within this report.

The scheme follows the city's and council ambitions by

- supporting growth and investment, helping everyone benefit from the economy to their full potential
- Sustainable infrastructure (improving transport connections, safety, reliability and affordability; improving air quality, reducing pollution and noise; promoting a more competitive, less wasteful, more resource efficient, low carbon economy)
- Health & Wellbeing (supporting healthy, physically active lifestyles)
- Child-friendly city (enhancing the city now and for future generations)

Recommendations

The Chief Officer, Highways & Transportation is requested to:

- a) Give authority to request the City Solicitor to advertise the Experimental Traffic Regulation Order (Movement Order or Waiting Restriction Order) as required to address/ resolve the problems identified for the scheme as detailed in drawing reference 299513/LCC/HWT/XX/DR/C/MISC_27 included in Appendix A, (detailing restrictions in phase 1 and Phase 2) and to include a provision within any Order to enable the Chief Officer (Highways and Transportation) to modify or suspend the operation of the Order or any of its provisions during the period of the experiment if it appears to him to be essential to do so; and
- b) At the end of the 18-month period and if no valid objections are received, to incorporate any modifications considered necessary as a consequence of monitoring the experiment to make, seal and implement the Orders as advertised.
- c) Approve the design and implementation of phase one proposals as shown in drawing reference 299513/LCC/HWT/XX/DR/C/MISC_27 included in Appendix A
Acknowledge the phase two options identified in Appendix A and seek approval to implement any modifications considered necessary as a consequence of monitoring the experimental order.
 - Phase 1
No waiting at any time
 - Phase 2
Resident permit parking -
Time Limited Waiting Morning Peak Only e.g. Mon-Fri (7-10am)*, 30mins* No Return within 1 hour* 20MPH zone as depicted by the red line in drawing reference drawing ref 299513/LCC/HWT/XX/DR/C/MISC_27 included in Appendix A

Why is the proposal being put forward?

- 1 The proposed experimental TRO is to address concerns raised by local residents, and Elected Members representing the Middleton, Hunslet and Riverside Wards at the Stourton Park and Ride Reference Group meetings, specifically concerns that indiscriminate parking in the residential area by users of the park & ride will stop residents from being able to park near their homes. Residents have also raised road safety concerns and have requested a 20mph speed restriction within the Parnaby estate to address the potential for speeding within the estate.
- 2 As the proposed Stourton Park & Ride is not yet operational there is no evidence of parking problems. An experimental TRO provides the Chief Officer (Highways and Transportation) with a mechanism to react to whatever parking problems materialise in the local area. The proposed Experimental TRO provides a mechanism to address any issue arising with respect to availability of parking to local residents as set out in drawing reference 299513/LCC/HWT/XX/DR/C/MISC_27 included in Appendix A under Phase 2.
- 3 An experimental order is reviewed after the first six months of operation. At this point surveys can be carried out to identify if parking issues are indeed being generated through

the operation of the park and ride and to confirm if the scale of this would align with the Leeds City Council procedure for the implementation of Residents Parking schemes. This process would be replicated to identify if there has been an increase in traffic speeds that would justify the implementation of a 20mph zone in line with Leeds City Council procedures.

Subject to these proposals being justified, at this stage it would be possible to implement Phase 2 of the experimental order as set out in the recommendations. The procedures for both Residents parking and 20mph zones are set out below.

Request for Permit Parking Leeds City Council's procedure for considering residential permit parking schemes is that we assess each request against a three tier criteria, **all** of which have to be met:-

- There is an all-day parking problems linked to a major traffic generator such as a hospital, university or shopping centre; and
- The residents do not have any off street parking spaces; and
- That residents are unable to park in close proximity to their homes when they return to the area.

20mph zones/limits If the mean speeds are in excess of 24mph, it is often an indication that traffic calming is required.

What impact will this proposal have?

Wards Affected: Middleton Park

Have ward members been consulted?

Yes

No

4 How will it make a difference

Give residents and Ward Members confidence that parking problems will be addressed following the opening of the Park and Ride.

To ensure that the community are not inadvertently impacted by the Stourton Park and Ride proposal.

Initial proposals will ensure that certain roads and junctions are protected from indiscriminate parking causing a road safety problem in the local area.

As part of potential modifications, residents parking could be introduced. This may result in indirect costs to local residents and businesses.

The majority of the properties in this area have no off street parking this proposal is responsive to concerns in relation to parking problems.

An individual Equality Screening form has been completed for these proposals and the conclusions found there would be no/ minimal impact.

What consultation and engagement has taken place?

- 5 Ward member briefings, Stourton reference group, newsletters, Targeted consultation as well as wider consultation with respect to the whole LPTIP programme and internal

stakeholders including Bereavement Services due to the Park & Ride perimeter being within close proximity to Hunslet cemetery.

Legal advertisement of TRO's. Experimental order involves an element of consultation on the proposals.

There have been eight Stourton Reference Group meetings which commenced on the 21 May 2019 with the latest being March 2021 and 2 newsletters to residents in this specific area.

The residents and Elected Members during consultation have raised concerns over residential parking and the impact this may have when the park and ride becomes operational.

Responses to the proposed TRO have been welcomed by the Middleton Ward Members and the residents of the Stourton P&R reference group.

The TRO has been shared with the Police who have not raised any concerns.

What are the resource implications?

- 6 The cost of implementing the proposals will be funded by LPTIP, part of a £183.3 Million package between the Department for Transport and West Yorkshire Combine Authority. Funding allocation has been identified against the Stourton Park & Ride scheme.

What are the legal implications?

- 7 Experimental TRO's are subject to The Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996.

What are the key risks and how are they being managed?

- 8 The LPTIP contributes to the progression of the Council's interim Transport Strategy and the West Yorkshire Transport Strategy. If the programme is not implemented or is delayed this will adversely affect the benefits of these strategies. The schemes will be assured through the WYCA framework set up for the West Yorkshire Transport Fund, already approved by the Department for Transport. Progression through this assurance process in a timely manner is necessary in order to avoid delays to the overall programme delivery.

A Programme Board has been established to manage delivery of the Programme with Package Boards responsible for each package. Risks are actively managed through these Boards.

There is a potential road safety risk from indiscriminate parking from park and ride customers not using the main car park. Phase one of these proposals addresses this risk.

There is a potential risk that indiscriminate parking from park and ride customers not using the main car park spill out into the local residential area. This will have an impact on local residents being able to park near their homes. Phase two of these proposals addresses this risk by modifying the experimental order over the space of 18 months, starting from September 2021 and ending in March 2023.

Does this proposal support the council's 3 Key Pillars?

Inclusive Growth

Health and Wellbeing

Climate Emergency

- 9 To preserve the current level of access to parking for local residents. The residents currently do not experience issues from vehicles outside the local area. Parking and highways issues are common concerns to residents and can have an adverse impact on health and wellbeing.

Options, timescales and measuring success

a) What other options were considered?

- 10 A permanent TRO has been considered, prior to the park and ride opening, but the existing situation does not meet the criteria required for a residents parking scheme, however this can be addressed by an experimental order.

Do nothing scenario has been considered but this did not meet the approval of local residents and Ward Members.

b) How will success be measured?

- 11 Success of phase one will be measured by a monitoring exercise that will be carried out as part of the experimental TRO. If there is no need for any further modification, then phase one will be deemed a success. However, an experimental order does allow for modifications.

Success of phase two will be measured based on feedback from local residents and appropriate modification being made to the experimental TRO. Ultimate success will be measured on park and ride users not parking within the residential areas.

c) What is the timetable for implementation?

- 12 Phase one to be implemented in September 2021 to coincide with the opening of the Park & Ride. If required, phase two is to be implemented within the 18 months prescribed by the experimental order process (i.e., before April 2023).

Appendices

- 13 Appendix A Drawing reference 299513/LCC/HWT/XX/DR/C/MISC_27

Background papers

- 14 Executive Board Report June 2017 - Leeds Public Transport Investment Programme
- 15 Executive Board Report July 2018 - Update on Progress and Implementation of the Leeds Public Transport Investment Programme (LPTIP) (Inc. Stourton Park & Ride)