

# Skelton Moor Way Bus Gate and No Waiting At Any Time Traffic Regulation Order

Date: 19<sup>th</sup> October 2021

Report of: S38/278 Senior Engineer

Report to: Chief Officer (Highways & Transportation)

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 promote, advertise and (if no valid objections are received) to make, seal, and implement a traffic regulation order (TRO) to implement a no entry except buses restriction through the proposed bus gate linking Skelton Moor Way and Halton Moor Road. This will assist in the Council's ambition to double bus patronage which supports the Council's Climate Emergency key pillar.
- The report also seeks authority to promote, advertise and (if no valid objections are received) to make, seal, and implement no waiting at any time restrictions throughout the Logic Leeds development. The restrictions support the Council's key pillars of Health and Wellbeing and Climate Emergency, as they will improve air quality throughout the development by restricting waiting vehicles and will also provide a safer environment for pedestrians and cyclists throughout the development.

## Recommendations

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

- a) Request the City Solicitor to advertise the following Traffic Regulation Orders:
  - No Waiting At Any Time restrictions on Skelton Moor Way, as shown on drawing 579005-LCC-S38-XX-DR-CH-TRO\_01; and,
  - No Entry Except For Buses restriction between Skelton Moor Way and Halton Moor Road, as shown on drawing 579005-LCC-S38-XX-DR-CH-TRO\_01,

and, if no valid objections are received, to make, seal and implement the Orders as advertised.

## Why is the proposal being put forward?

- 1 Planning permission has been granted for the construction of the bus gate (reference 20/01749/FU granted on 26/01/2021). The proposed TRO for the no entry except for buses restriction is necessary for the implementation of the bus gate.

- 2 The need for no waiting at any time restrictions throughout the development has been established through the numerous planning permissions that have been granted for the Logic Leeds development. For instance, whilst discharging conditions (reference 17/01762/COND discharged 11/07/2017) to planning permission 14/07303/EXT (approved 02/04/2015), the applicant submitted a document entitled Additional Car Parking Statement which stated double yellow lines would be installed on the Highway throughout the development. This document was deemed acceptable by the Highways & Transportation department and the relevant conditions were discharged.
- 3 Also, planning permission 20/03055/RM (approved 18/12/2020) shows double yellow lines for the roads serving Plots K and L. Again, this was deemed acceptable to the Highways & Transportation department and reserved matters planning permission was granted.
- 4 The no waiting at any time restrictions proposed will help to manage parking within the development and will provide a safer environment for drivers, pedestrians, and cyclists.
- 5 The double yellow lines have previously been implemented by the developer without a TRO in place, so the introduction of the TRO will enable officers to enforce the restrictions.

### What impact will this proposal have?

**Wards Affected:** Temple Newsam

Have ward members been consulted?

Yes

No

- 6 The proposals will ensure the necessary restrictions are in place for the operation of the bus gate once a bus service provider wishes to use the link.
- 7 The proposals will also help prevent indiscriminate parking throughout the development, providing a safer environment for pedestrians and cyclists, ensuring unrestricted movement of vehicles on the highway, and ensuring adequate visibility for drivers.

### What consultation and engagement has taken place?

- 8 Colleagues throughout Highways & Transportation were consulted on the proposed TROs on 02/09/2021 with no adverse comments received.
- 9 Ward Members, Emergency Services, and the West Yorkshire Combined Authority (WYCA) were consulted on the proposed TROs on 02/09/2021. The Ward Members have expressed their support for the proposals. No responses were received from the Emergency Services or WYCA.

### What are the resource implications?

- 10 The works to promote, advertise, make, and seal the TROs will be funded by the developer and can be delivered within the existing resources of the Council. The implementation of the road markings and traffic signs associated with the TROs will be undertaken by the developer under the terms of an existing Section 38 Agreement between the developer and the Council.

### What are the legal implications?

- 11 This report is not eligible for call-in, as it is not a key decision.
- 12 There are no specific legal implications arising from this report. All work will lie within the framework of highways legislation and national and local standards for design where applicable. All other relevant legislation will also be taken into considering, including duties under the Equalities Act.

- 13 The TROs will be introduced using the powers contained within the Road Traffic Regulation Act 1984, the Highways Act 1980 and the Local Government Miscellaneous Provisions Act 1976. Further, the procedural steps undertaken will fully comply with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489.

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

- 14 The key risk associated with the TRO for the no entry except for buses restriction, following implementation, is indiscriminate use of the bus gate by private vehicles, which would cause wider issues relating to traffic in the Halton Moor area of Leeds. To mitigate this risk, temporary fencing will be installed across the Highway until such time as a bus service provider wishes to use the bus gate, in order to physically restrict the use of the link for private vehicles.
- 15 A commuted sum has been secured by the Council under the terms of a Section 106 Agreement for the implementation of permanent automatic rising bollards once a bus service provider wishes to use the bus gate. It is envisaged the permanent bollards will be delivered within the next 18-24 months and will be subject to further approval before construction.
- 16 The key risk associated with the TRO for no waiting at any time restrictions, following implementation, is indiscriminate parking potentially creating an unsafe environment for drivers, pedestrians and cyclists. To mitigate this, Parking Services will be notified following implementation of the restrictions, and they will be responsible for adhering to their standard practices and processes to prevent indiscriminate parking.

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

Inclusive Growth                       Health and Wellbeing                       Climate Emergency

- 17 The no entry except for buses restriction supports the Climate Emergency key pillar by enabling a bus route to be used in the future, which promotes the use of public transport.
- 18 The no waiting at any time restrictions support the Health and Wellbeing and Climate Emergency key pillars as they will improve air quality throughout the development by restricting waiting vehicles, and will also provide a safer environment for pedestrians and cyclists throughout the development.

### **Options, timescales and measuring success**

#### **a) What other options were considered?**

- 19 No other options were considered, as these restrictions are necessary as a result of planning permission 20/01749/FU and other planning permissions granted for the development, as detailed above. The no waiting at any time restrictions will create a safer environment for drivers, pedestrians and cyclists.

#### **b) How will success be measured?**

- 20 Success for the bus gate restrictions will be difficult to measure since there is no bus service provider currently wishing to use this route. Success will need to be measured following completion of the permanent bus gate works in the future.
- 21 For the no waiting at any time restrictions, success will be measured by the level of indiscriminate parking following the implementation of the restrictions. Parking Services will be notified following implementation, and they will be responsible for monitoring the level of indiscriminate parking.

#### **c) What is the timetable for implementation?**

22 Pending approval, the intention is that the TROs will be promoted, advertised and, subject to the receipt, review and consideration of objections, then be made and sealed within the 2021-22 financial year. The works to implement the restrictions will also be delivered by the developer within the same timeframe.

## **Appendices**

23 Appendix A – EDCI Screening

24 Appendix B – Drawing 579005-LCC-S38-XX-DR-CH-TRO\_01-P01

## **Background papers**

25 N/A