

Goodman Street TRO Objection Report

Date: 07th November 2022

Report of 38/S278 Team

Report to the Chief Officer of Highways and Transportation

Will the decision be open for call in?

☐ Yes ☒ No

Does the report contain confidential or exempt information?

☐ Yes ☒ No

Brief summary

Background information

Planning permission 17/03203/FU was granted in 2017 for revisions to approved plans of 21/100/00/FU, granted in 2003, for residential development at Hunslet and Victoria Mills, Atkinson Street, LS10 1QB. As a result, off site highway works are required.

To meet the requirements of the planning permission, the Developer seeks to enter into a Section 278 Agreement (Highways Act 1980) to enable the highways works to be carried out, whereby these works are carried out by the developer, with the Council providing a design checking/approval service and undertaking inspections during construction and preparing a Traffic Regulation Order designed by S38 Team.

Following approval of a report to the Chief Officer (Highways and Transportation) in December 2021, Leeds City Council advertised the Traffic Regulation Order which attracted objections, only one of which has not been withdrawn. The outstanding objection is to the proposed waiting restrictions along the full length of Goodman Street.

This report seeks the approval of the Chief Officer (Highways and Transportation) to consider and overrule the reported objection to the proposed yellow lining for the reasons stated in Appendix B.

Recommendations

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

- a) Consider and over-rule the objection raised to the proposed Traffic Regulation Order "Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.61) Order 2014 City & Hunslet Ward TRO 2022 Amendment No.03 Order 2022"

- b) Request the City Solicitor to make, seal and implement the above order. as advertised, inform the objector accordingly of the Chief Officer's (Highways and Transportation) decision.

What is this report about?

- 1 This report details the objection received against the proposed Traffic Regulation Order that forms a package of work to improve road safety through the introduction of waiting restrictions on Goodman Street within the City & Hunslet Ward and requests the Chief Officer (Highways and Transportation) to consider the objection and the Officer's response.
- 2 The purpose of the report is to obtain authority to overrule the objection received to the proposals on Goodman Street and seeks approval to implement and seal the waiting restrictions as per the revised Order.
- 3 On Goodman Street the northern border of the carriageway is Victoria Mills and associated access points. The southern boundary of Goodman Street has houses east of Yarn Street which have parking at the front of their houses apart from number 80, and commercial premises to the west including Tetley's Coaches which has its own access point and the Goodman Street Café which does not have any of its own parking.
- 4 On the south side of the road, east of Yarn Street, at the easternmost end a link path can be found to the Riverside walking and cycling routes along the River Aire and the Trans Pennine Trail. To the north of Goodman Street is the Victoria Riverside development (planning reference 17/03203/FU) which was approved in 2017 and includes parking provision for over 70 cars and twenty cycle parking spaces.
- 5 The completed s278 work associated with the Victoria Riverside development includes a new entrance to the car park on Atkinson Street and a new entrance on Goodman Street. Leaving the final Associated Traffic Regulation Order works include waiting and parking restrictions on both sides of Goodman Street to restrict parking in front of car park entrance to the development as well as junctions.
- 6 Consultation has taken place with residents and public, as a result allowance has been made for some on-street parking notably towards the east of Goodman Street and to remove a previously proposed loading bay to allow additional parking.
- 7 The Traffic Regulation Order to protect the visibility of vehicles using the new entrances/exits for the Victoria Riverside development off Goodman Street. Without implementing double yellow lines, vehicles would not have adequate visibility when exiting the development, due to parked vehicles. This could lead to collisions between vehicles, especially with the increased number of cars that will be using Goodman Street due to the development. is proposed to avoid danger to persons or other traffic using the road and for preventing the likelihood of any such danger arising, as set out in the Road Traffic Regulation Act 1984, see: [Road Traffic Regulation Act 1984 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/1984/27). Proposals also facilitate the passage on the road for waste disposal lorries that require access to properties on Goodman Street, Yarn Street and Twine Street, all of which are adopted highway.

What impact will this proposal have?

- 8 Introduction of the restrictions will help restore sight lines for vehicles exiting junctions, whilst preventing vehicles from parking in ways that cause obstructions, delays, or safety issues on the public highway.
- 9 The proposals will displace a small number of vehicles throughout the nearby area as parking is removed, but this negative is mitigated by the safety benefits described above.

10 Residents

The proposals will help with parking issues around Goodman Street by deterring obstructive parking at access to vehicular entrances. Visibility at junctions will be improved and commuter parking by people outside the area will be better managed.

11 Businesses

Tetley's coaches will be able to drive in and out of their depot freely without obstructions. The local café will benefit from two-time limited parking bays for its customers that will provide a turnover of parking space for the business while still promoting sustainable public transport by limiting overall parking space that is available.

12 Cars currently blocking entrances, junctions and the Riverside walking and cycling route entrance, as well as the street being generally overwhelmed by parking making causing visibility issues. The waiting restrictions will better manage safety and parking availability as well as discouraging commuter parking in the street.

How does this proposal impact the three pillars of the Best City Ambition?

☒ Health and Wellbeing

☐ Inclusive Growth

☐ Zero Carbon

13 The scheme will assist in avoiding danger to persons and traffic using these roads and aid in facilitating the safe passage and access of traffic for businesses and residents, assist in the health and wellbeing of those in the area

What consultation and engagement has taken place?

Wards affected: Hunslet and Riverside

Have ward members been consulted?

☒ Yes

☐ No

14 Ward members have been contacted regarding the proposed TRO. No objections were received.

15 Residents and stakeholders were consulted directly prior to the legal advertisement of the Traffic Regulation Order in December 2021, and their comments helped shape the final proposals that were advertised.

16 The draft Traffic Regulation Order was advertised between 22nd December 2021 and 22nd January 2021, where notices were placed in the Yorkshire Post and attached to street lighting columns in the location of restrictions.

17 As a result of this advertisement, four objections were received, but three of these have now been withdrawn after changes were made to the proposals. One objection is outstanding to the draft order from one objector.

What are the resource implications?

18 There are no additional resources implications

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

- 19 There is a risk that if the restrictions are not introduced, then access for residents and emergency services will be significantly impeded.
- 20 There is a risk that if the restrictions are not introduced, then inter-visibility between road users will be restricted, which may compromise road safety.

What are the legal implications?

- 21 The recommendations set out in this report require the decision maker to consider the objection received during the statutory consultation period before considering whether the Order may be made. This will enable the Council to comply with the requirement of the Road Traffic Act 1984, as well as the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489 with regards to the consultation replies received.

Options, timescales and measuring success

What other options were considered?

- 22 Consideration was given to whether restrictions could be shortened further to try and further minimise the displacement of parked vehicles. However, further shortening the restrictions would not fully solve the ongoing parking issues, caused by vehicles obstructing entrances.
- 23 It was also considered that the restriction that was objected to could be removed entirely, but this would not provide the road safety benefits that have been outlined above.

How will success be measured?

- 24 An improvement of the conditions of the highway in the locations of the proposed restrictions, providing better sightlines and aiding the safe passage and access of traffic.

What is the timetable and who will be responsible for implementation?

- 25 The scheme is expected to be completed within the 2022/2023 financial year subject to the Chief Officer (Highways and Transportation) approving the contents of this report. Subject to resolving the objection, the scheme is anticipated to be completed by the end of the 2022/2023 financial year.

Appendices

- Appendix A – Equality, Diversity, cohesion and Integration Screening
- Appendix B – Objections and Responses
- Appendix C – PDF TRO Goodman Street

Appendix A

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: S38
Lead person: Amratpal Panesar	Contact number: 0113 378 2607

1. Title: Goodman Street, TRO Objection Report - Hunslet and Riverside Ward			
Is this a:			
<input type="checkbox"/>	Strategy / Policy	<input type="checkbox"/>	Service / Function
		Other	<input checked="" type="checkbox"/>
If other, please specify: Traffic Regulation Order			

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 implement a traffic regulation order in the Rothwell Ward, specifically overruling objections received during the public advertisement period.

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?	✓	
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"> Eliminating unlawful discrimination, victimisation and harassment Advancing equality of opportunity Fostering good relations 		✓

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>4. Considering the impact on equality, diversity, cohesion and integration</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>
<p> <ul style="list-style-type: none"> 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) <p>Consultation on the proposals has taken place with the following stakeholders:</p> <ul style="list-style-type: none"> Local Councillors Emergency Services (Police, West Yorkshire Fire and Ambulances Services) Metro Local Residents <p>Support for the scheme has been received from Local Councillors with no objections raised from other statutory consultees. One objection has been received by residents, as detailed in the summary table in Appendix B.</p> </p>

- **Key findings**

Positive Impacts of the Scheme Features:

The proposals will ensure that points of access is maintained a long stretches of highway and around junction radii, where existing concentrated parking is causing issues.

The same restrictions will also improve pedestrian accessibility, particularly carers with children and those pedestrians with pushchairs and/or wheelchairs. The restrictions will create lengths of highway free from parked vehicles, allowing increased visibility for all.

Negative Impacts of the Scheme Features:

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 impact on the accessibility for road users and/or pedestrians at a separate location.

- **Actions**

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

Any such issues that arise following the negative impact can be considered as part of a new scheme, moving forward.

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

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	
Date sent to Equality Team	
Date published (To be completed by the Equality Team)	

SUMMARY OF OBJECTION TO PROPOSED GOODMAN STREET TRAFFIC REGULATION ORDER HUNSLET AND RIVERSIDE, WARD

Summary of Objection	Highways Response	Objections No.
<i>The objector states that by placing yellow lines it will just displace the problem and move it to other streets</i>	<p>It is the duty of the local Highways Authority to ensure the safe movement of traffic and so restrictions are only used in locations where there is highlighted concern. In this case to protect the visibility of vehicles using the new entrances/exits for the Victoria Riverside development off Goodman Street. Without implementing double yellow lines, vehicles would not have adequate visibility when exiting the development, due to parked vehicles. This could lead to collisions between vehicles, especially with the increased number of cars that will be using Goodman Street due to the development.</p> <p>Since advertisement of the TRO it has become apparent that the loading bay is no longer required. it is therefore proposed to remove this from the advertised order and to use the space for unrestricted parking. This should alleviate any displacement caused by the double yellow line's restrictions. Following completion of the works surveys will take place and if there is significant displacement further measures may be considered as part of similar works in the area.</p>	1