

Appendix B

Site 1 Horsforth Road Safety

The Issue:-

Elected ward members have over the last few years requested traffic management intervention along various routes within their ward to resolve local concerns. It has not been possible to facilitate these measures holistically due to limit resources and members have agreed to match fund a package of road measures to reduce local residents concerns. This is therefore our contribution towards the schemes listed below.

What we propose:-

We seek authority for expenditure of £20,000 comprising of £15,000 works, £3,000 staff and £2,000 legal costs, to promote Speed Limit Order on the following streets within the Horsforth ward:-

Bayton Lane	–	Reduction in the speed limit on the unrestricted section to 40mph
Scotland Lane	-	Reduction in the speed limit on the unrestricted section to 40mph
Brownberrie Lane	-	Reduction in the speed limit from 40mph to 30mph (supported by the introduction of vertical traffic calming features).

Recommendations:-

- Give authority to promote several speed limit orders on streets within the Horsforth to remove road safety concerns.
- Give authority to incur match funding expenditure of £20,000 comprising of £15,000 works, £3,000 staff and £2,000 legal costs to promote the speed limit orders identified above.
- Give authority for the City Solicitor to advertise a draft Speed Limit Order to improve safety and if no valid objections are received, to make, seal and implement the Order as advertised.
- Give authority for the City Solicitor to advertise a 90c notice for the introduction of the vertical traffic calming measures.

Site 2 Speed Limit Review

The Issue:-

Department for Transport instructed all local authorities to review the speed limits on their A & B route network in line with new guidance for setting local speed limits. This is to ensure a consistent approach is adopted across the Country and that motorists better understand why they are being asked to drive at lower speed limits. Leeds is nearing the end of this project and has only 6 locations now to complete.

What we propose:-

We seek authority for expenditure of £71,300 comprising of £58,000 works, £8,300 staff and £5,000 legal costs, to promote 6 Speed Limit Orders on the following routes within the Leeds District:-

A638 Dewsbury Road

A650 Bradford Road

A63 East Leeds Link

A61 East Street to M621 section

B6135 Bradford Road to Tong

A58 Wetherby Road

Recommendations:-

- Give authority to promote several speed limit orders on the routes listed above within the Leeds district.
- Give authority to incur expenditure of £71,300 comprising of £58,000 works, £8,300 staff and £5,000 legal costs, to promote 6 Speed Limit Orders on the above routes within the Leeds District
- Give authority for the City Solicitor to advertise draft Speed Limit Orders to improve safety and if no valid objections are received, to make, seal and implement the Order as advertised.

Site 3 District Wide Traffic Regulation Order Consolidation Process and public interface computerized upgrade package.

The Issue:-

Chapter 15 of the Department for Transport Operation Guidance to Local: Parking Policy Authorities and Enforcement requires all Local Authorities wishing to take on Civil Parking Enforcement to review, update and consolidate all their TROs, thus ensuring that they are legal and correct.

In addition, the Chief Parking Adjudicator for England and Wales has been critical of many Local Authorities and has stated to Parliament:

“While Circular 1/95 made it completely clear that before taking on Decriminalised Parking Enforcement councils should update and consolidate their Traffic Regulation Orders, not all councils fully go through the exercise. Adjudicators observe that the format and variety of approaches to drafting Traffic Regulation Orders know no bounds. While some councils have meticulously consolidated their old orders into a single neatly word processed and concise new order, others soldier on with literally hundreds of old TROs, which have, over the years been amended, varied or modified.” And “The style of drafting can be obscure and complex”

Leeds City Council did not review and consolidate their TROs before they took on powers of decriminalised parking enforcement in March of 2005 and currently has approximately 3000 TROs in operation within the City. Many of these orders are over 40 years old and are written in a style that can be deemed difficult to understand. A large number of the TROs are covered in handwritten notes from where they have been amended. These hand written notes can make the TROs even more difficult to understand and it is not uncommon for a Parking Adjudicator to refuse to read them and as a consequence for the Authority to lose the case.

What we propose:-

It is proposed to consolidate all the orders into Ward based TROs. This would make the administration of the Authorities TRO records much easier to maintain and would ensure that Leeds City Council no longer lose Parking Adjudication cases as a consequence of having poorly presented

TROs. This approach also ensures that inconsistencies in approach are kept to a minimum. Legal Services are intending to use this as an opportunity to write new Legal Articles in plain English to ensure that they are easier to understand. An electronic copy of this Order could then be sent to the Traffic Penalty Tribunal (the Parking Adjudicators) for them to keep in their library. This would enable adjudicators to read the documents well in advance of any upcoming hearing and would save the Authority money in photocopying and postal costs.

Rather than consolidate Traffic Management TROs it is felt that a new TRO should be written to reflect the road markings and signs that are currently on site in the above mentioned Wards. This is because there are a number of inconsistencies with what is in the existing TROs and what is currently on the ground.

Furthermore, there are a number of lengths of peak period loading restrictions scattered across the remaining Wards. These restrictions often have varying hours of operation to each other and there is no consistency across the city centre. Typically, these loading restrictions operate between the hours of 8 - 9.30am and 4.30 - 6pm. Changes in working practices over the last 10 years has actually stretched the peak period significantly. Parked vehicles seriously reduce the capacity of a road and associated signals. Recent traffic count data demonstrates that the peak period now operates from 7–10 am and from 4–7 pm. It is for the above mentioned reasons that it is recommended that the existing peak period loading restrictions are amended to reflect this.

Currently all of the Taxi Ranks within the City Centre have been promoted as TRO's, whereas all of the Taxi Ranks within the outer districts have been made using the Local Government (Miscellaneous Provisions) Act 1976 (LGMPA). As a consequence of the above, only Parking Services are able to enforce the City centre taxi ranks, whereas the outer districts/Wards can be enforced by both Parking Services and the Taxi & Private Hire licensing teams respectively. For consistency, it is proposed that ranks within the City Centre also have LGMPA legislation to enable the Taxi & Private Hire licensing team to undertake enforcement action. Additionally, it is proposed to cover the outer districts/Wards' hackney Carriage Stands with a TRO in addition to the LGMPA as this will assist with regards to our GIS records, particularly as we intend to display all our TROs on a web based system for the public to access, including the enhanced pack for mobile device technology accessibility.

Recommendations:-

- Give authority to incur expenditure of £30,000, comprising of £20,000 works, £5,000 staff and £5,000 legal costs to promote a series of consolidated Traffic Regulation Orders.
- Request the City Solicitor to advertise a notice of intent to appoint stands for use by Hackney Carriages on various roads within the city centre, under provision of Section 63 of the Local Government (Miscellaneous Provisions) Act 1976
- Request the City Solicitor to advertise a series of draft consolidated Traffic Regulation Orders to remove indiscriminate and obstructive parking and if no valid objections are received, to make, seal and implement the Orders as advertised.
- Give authority to purchase the upgrade package for the traf-web system to enable the City Council to have the most up to date and relevant user friendly internet based system which includes, public consultation module, smart phone friendly accessibility additions.

Site 4 HAMP asset survey completion process.

The issue:-

The objective of this Highway Asset Management Plan (HAMP) is to lay out, in a clear and transparent manner, how Leeds manages the highway assets on the TLRN to keep them safe for use and fit for purpose. However Leeds does not have an up to date record of all its assets and therefore

a video exercise recording all its assets has been completed. Over 80% of this data has been transferred into a usable format and this contribution will enable the project to be completed.

The term 'highway' as used here refers to the public right-of-way managed by the highway authority and to all assets (physical components) in this area. The types of assets covered in this HAMP include carriageways, footways, highway structures, lighting (including lighting columns), and other assets, such as the green estate (trees and planted and grassed areas).

What we propose:-

To engage our partner to complete the data transfer exercise to a useable format.

Recommendations:-

- Give authority to incur expenditure of £20,000 to complete the data transfer requirements.

Site 5 Dartmouth Way – Traffic Regulation Order

The issue:-

Over the last few years requests have been received to remove indiscriminate and obstructive parking within this area. It is proposed to introduce 'No Waiting At Any Time' restrictions along its length and to consider, investigate and consult on requests to relax the resident permit restriction to enable short stay parking to facilitate the shops on some of the streets in the locality.

What we propose:-

We seek authority for expenditure of £6,000, comprising of £3,000 works, £1,500 staff and £1,500 legal costs, to promote a Traffic Regulation Order on Dartmouth Way and possible relaxations to the existing resident permit parking on Oakley Grove and Terrace.

Recommendations:-

- Give authority to incur expenditure of £6,000, comprising of £3,000 works, £1,500 staff and £1,500 legal costs to promote a Traffic Regulation Order.
- Request the City Solicitor to advertise a draft Traffic Regulation Order to remove indiscriminate and obstructive parking and if no valid objections are received, to make, seal and implement the Order as advertised.

Site 6 Tour De France Legacy Signing.

Design and implementation of a long term legacy signing scheme to identify the route within the Leeds boundary.

What we propose:-

We seek authority for expenditure of £5,000, comprising of £3,000 works and, £2,000 for the detailed design and implementation of a legacy signing strategy.

Recommendations:-

- Give authority to incur expenditure of £5,000, comprising of £3,000 works and £2,000 to design, manufacture and install signing as required.

Site 7 Beckett Park Campus – TRO correction works

The issue:-

It has been identified that the signing approach adopted within this estate needs amending to conform to current requirements. As part of the review it is proposed to amend the existing permit parking restrictions on St Anne's Road to enable some short stay limit waiting near to the shopping area and also some further short stay limit waiting on Batcliffe Drive to enable local residents to park in close proximity to the local park.

What we propose:-

We seek authority for expenditure of £6,000, comprising of £3,000 works, £1,500 staff and £1,500 legal costs, to promote a Traffic Regulation Order on within the Beckett Park estate to comply with Department for Transport requirements and to facilitate other needs identified by the wider community.

Recommendations:-

- Give authority to incur expenditure of £6,000, comprising of £3,000 works, £1,500 staff and £1,500 legal costs to promote a Traffic Regulation Order.
- Request the City Solicitor to advertise a draft Traffic Regulation Order and if no valid objections are received, to make, seal and implement the Order as advertised.

Site 8 Bridgewater Place – TRO

The issue:-

Following an incident in strong winds a temporary order was introduced to restrict access across the roads in the vicinity of Bridgewater Place during strong winds. These temporary arrangement need to be made permanent through the formal Traffic Regulation Order procedure. This scheme will seek to introduce long term orders to ensure safety in maintained at this location during adverse weather conditions.

What we propose:-

We seek authority for expenditure of £6,000, comprising of £3,000 works, £1,500 staff and £1,500 legal costs to promote a permanent Traffic Regulation Order on the road around Bridgewater Place to ensure public safety during adverse weather conditions.

Recommendations:-

- Give authority to incur expenditure of £6,000, comprising of £3,000 works, £1,500 staff and £1,500 legal costs to promote a Traffic Regulation Order.
- Request the City Solicitor to advertise a draft Traffic Regulation Order and if no valid objections are received, to make, seal and implement the Order as advertised.

Site 9 Roundhay Road

The issue:-

A request has been made via local members to review the Traffic Regulation Order with a section of Roundhay Road to assist local businesses.

What we propose:-

Ongoing assessments will help develop proposals of options to resolve the ongoing concerns.

Recommendations:-

- Give authority to incur expenditure of £6,000, comprising of £3,000 works, £1,500 staff and £1,500 legal costs to promote a Traffic Regulation Order.
- Request the City Solicitor to advertise a draft Traffic Regulation Order and if no valid objections are received, to make, seal and implement the Order as advertised.

Site 10 Vicar Lane/ New Market Street - Busgate signing / crossing upgrade.

The issue:-

It has been identified that there is an ongoing accident problem at this location. There is also an additional problem regarding the enforcement and signing requirements of the existing bus gate order, which has seen some enforcement ticket been overturned at appeal.

What we propose:-

We seek authority for expenditure of £10,000, comprising of £8,000 works and £2,000 staff fees to introduce a raised speed table at this junction to reduce vehicles speeds, thus reducing vehicle speeds and ped/vehicle conflict incidents. It is also proposed as part of these works to upgrade the signing of the bus gate order, which requires alterations to the kerblines to ensure provide an enhanced signing scheme.

Recommendations:-

- Give authority to incur expenditure of £10,000, comprising of £8,000 works and £2,000 staff fees to amend the kerblines to ensure better and legally compliant signing of the bus gate order and the introduction of a speed table to assist the safe passage of pedestrian to this problematic location.

Site 11 Wortley Traffic Regulation Order

The issue:-

Elected ward members have over the last few years requested traffic management intervention in the form of Traffic Regulations Orders to remove indiscriminate and obstructive parking at several locations within the ward. It is not financially viable to promote a separate Traffic Regulation Order for such small scale works, namely junction protections with 'No Waiting At Any Time' restrictions on an individual basis. We have therefore packaged these numerous requests into one ward based scheme to promote a Traffic Regulation Order, which enables a holistic approach to be taken and ensure value for money.

What we propose:-

We seek authority for expenditure of £7,000, comprising of £4,000 works, £2,000 staff and £1,000 legal costs, to promote a Traffic Regulation Order on the following primary streets within the Wortley ward:-

Rydale Avenue, Wortley Moor Road, Dragon Drive, Ring Road Health Centre, Oldfield Lane, Oldfield Road, Upper Wortley Road and any other roads identified during the consultation exercise which engineers feel are justified.

Recommendations:-

- Give authority to incur expenditure of £7,000, comprising of £4,000 works, £2,000 staff and £1,000 legal costs to promote a Traffic Regulation Order.
- Request the City Solicitor to advertise a draft Traffic Regulation Order to remove indiscriminate and obstructive parking and if no valid objections are received, to make, seal and implement the Order as advertised.

Site 12 Woodlesford & Rothwell Area - Traffic Regulation Order

The issue:-

Elected ward members have over the last few years requested traffic management intervention in the form of Traffic Regulations Orders to remove indiscriminate and obstructive parking at several locations within the ward. It is not financially viable to promote a separate Traffic Regulation Order for such small scale works, namely junction protections with 'No Waiting At Any Time' restrictions on an individual basis. We have therefore packaged these numerous requests into one ward based scheme to promote a Traffic Regulation Order, which enables a holistic approach to be taken and ensure value for money.

What we propose:-

We seek authority for expenditure of £6,000, comprising of £3,000 works, £2,000 staff and £1,000 legal costs, to promote a Traffic Regulation Order on the following primary streets within the Woodlesford & Rothwell ward:-

Oulton Drive, A642, Calverley Road, North Lane, Lynwood Avenue, St Johns Street, Aberford Road, The Croft, Smithson Street and any other roads identified during the consultation exercise which engineers feel are justified.

Recommendations:-

- Give authority to incur expenditure of £6,000, comprising of £3,000 works, £2,000 staff and £1,000 legal costs to promote a Traffic Regulation Order.
- Request the City Solicitor to advertise a draft Traffic Regulation Order to remove indiscriminate and obstructive parking and if no valid objections are received, to make, seal and implement the Order as advertised.

Site 13 Uppermoor/ Chapeltown/ Greenside – Pudsey - Road safety concerns

The issue:-

Concerns have been made relating to the difficult pedestrians, particularly the elderly have crossing Chapeltown/ Uppermoor at its junction with Greenside. There is an elderly people complex on one side and retail shopping area and local bus stops on the adjacent side. Whilst the numerical criteria for a formal crossing have not been met at this location, it is felt that community severance concerns could be better addressed through the introduction of a pedestrian central island.

What we propose:-

We seek authority for expenditure of £9,000, comprising of £6,000 works and £2,000 staff fees and £1,000 legal costs to promote a Traffic Regulation Order to slightly amend the existing restrictions and to introduce a central island at the junction of Uppermoor/ Chapeltown and Greenside junction to improve pedestrian accessibility at this busy and extremely wide junction mouth.

Recommendations:-

- Give authority to incur expenditure of £9,000, comprising of £6,000 works, £2,000 staff and £1,000 legal costs to promote a Traffic Regulation Order.
- Request the City Solicitor to advertise a draft Traffic Regulation Order to remove indiscriminate and obstructive parking and if no valid objections are received, to make, seal and implement the Order as advertised.

Site 14 Morley South Traffic Regulation Order

The issue:-

Elected ward members have over the last few years requested traffic management intervention in the form of Traffic Regulations Orders to remove indiscriminate and obstructive parking at several locations within the ward. It is not financially viable to promote a separate Traffic Regulation Order for such small scale works, namely junction protections with 'No Waiting At Any Time' restrictions on an individual basis. We have therefore packaged these numerous requests into one ward based scheme to promote a Traffic Regulation Order, which enables a holistic approach to be taken and ensure value for money.

What we propose:-

We seek authority for expenditure of £6,000, comprising of £4,000 works, £1,000 staff and £1,000 legal costs, to promote a Traffic Regulation Order on the following primary streets within the Morley ward:-

Howley Park Industrial Estate, Syke Road, South Parade, Bruntcliffe High School and any other roads identified during the consultation exercise which engineers feel are justified.

Recommendations:-

- Give authority to incur expenditure of £6,000, comprising of £4,000 works, £1,000 staff and £1,000 legal costs to promote a Traffic Regulation Order.
- Request the City Solicitor to advertise a draft Traffic Regulation Order to remove indiscriminate and obstructive parking and if no valid objections are received, to make, seal and implement the Order as advertised.

Site 15 City Centre Night Time economy road safety concerns.

The issue:-

Concerns relating to road safety in the City Centre during the night time periods was brought to the attention of officer last year and interim arrangement were introduced to enable the Police powers to close Call Lane and Albion Street during the busiest period to ensure public safety. This ultimately resulted in all vehicles being restricted from access between the hours of 22:00 and 05:00 Friday, Saturday and Sunday evenings.

This has been highly successful in reducing vehicle/ pedestrian conflict incidents, but some further anti-social behavior has been observed and it has been requested that access is limited to only buses and hackney carriage vehicles during these times. This will reduce conflict situation, will be less onerous on Police resources and will make the location much safer during the night time weekend periods. It is proposed to manage the requested restriction through the introduction of a bus gate order enforced by a statit camera.

Amendments to the existing waiting, loading and hackney carriage ranks are also proposed in the locality including the introduction of a 24hour hackney carriage rank on Boar lane outside MacDonalds restaurant.

What we propose:-

We seek authority for expenditure of £30,000 comprising of £24,000 works, £4,500 staff and £1,500 legal costs, to promote a Traffic Regulation Order and Miscellaneous Provision Act order to better manage the problematic parking and road safety concerns during the weekend evening period.

Recommendations:-

- Give authority to incur expenditure of £30,000 comprising of £24,000 works, £4,500 staff and £1,500 legal costs to promote a Traffic Regulation Order.
- Request the City Solicitor to advertise a draft Traffic Regulation Order, Miscellaneous Provisions Act and Experimental Order to remove indiscriminate and obstructive parking and if no valid objections are received, to make, seal and implement the Orders as advertised.

Reserve Schemes Approval

Site 16 Coal Road/ Redhall lane/ Skelton Lane – HGV restrictions

The issue:-

There has been a long standing campaign to restrict HGV access along residential routes of Coal Road, Redhall Lane and Skelton Lane to to encourage/ force HGV to use the primary route network of the A58 and A6120, rather that the short cut through these residential routes. In addition to this issue there is also a concern relating to injury accidents and speeding and a full review of the junction is proposed.

What we propose:-

We seek authority for expenditure of £21,000 comprising of £16,000 works, £3,500 staff and £1,500 legal costs, to promote a Traffic Regulation Order to either restrict HGV access or to introduce a point closure, which will be determined after a more comprehensive consultation and community engagement exercise.

Recommendations:-

- Give authority to incur expenditure of £21,000 comprising of £16,000 works, £3,500 staff and £1,500 legal costs to promote a Traffic Regulation Order.
- Request the City Solicitor to advertise a draft Traffic Regulation Order and if no valid objections are received, to make, seal and implement the Orders as advertised.

Site 17 Pudsey - Traffic Regulation Order

The issue:-

Elected ward members have over the last few years requested traffic management intervention in the form of Traffic Regulations Orders to remove indiscriminate and obstructive parking at several locations within the ward. It is not financially viable to promote a separate Traffic Regulation Order for such small scale works, namely junction protections with 'No Waiting At Any Time' restrictions on an individual basis. We have therefore packaged these numerous requests into one ward based scheme to promote a Traffic Regulation Order, which enables a holistic approach to be taken and ensure value for money.

What we propose:-

We seek authority for expenditure of £7,000, comprising of £4,000 works, £2,000 staff and £1,000 legal costs, to promote a Traffic Regulation Order on the following primary streets within the Pudsey ward:-

Cemetery Road, Brickmill Road, Hill Side Mount, Smalewell Close and any other roads identified during the consultation exercise which engineers feel are justified.

Recommendations:-

- Give authority to incur expenditure of £7,000, comprising of £4,000 works, £2,000 staff and £1,000 legal costs to promote a Traffic Regulation Order.
- Request the City Solicitor to advertise a draft Traffic Regulation Order to remove indiscriminate and obstructive parking and if no valid objections are received, to make, seal and implement the Order as advertised.

Site 18 Horsforth - Traffic Regulation Order***The issue:-***

Elected ward members have over the last few years requested traffic management intervention in the form of Traffic Regulations Orders to remove indiscriminate and obstructive parking at several locations within the ward. It is not financially viable to promote a separate Traffic Regulation Order for such small scale works, namely junction protections with 'No Waiting At Any Time' restrictions on an individual basis. We have therefore packaged these numerous requests into one ward based scheme to promote a Traffic Regulation Order, which enables a holistic approach to be taken and ensure value for money.

What we propose:-

We seek authority for expenditure of £10,000, comprising of £6,000 works, £3,000 staff and £1,000 legal costs, to promote a Traffic Regulation Order on the following primary streets within the Horsforth ward:-

Church Lane, Church Avenue, Scotland lane, Featherbank Lane, Sunny Bank Avenue, Stanhope, Brodwell Grange, Outwood Lane and any other roads identified during the consultation exercise which engineers feel are justified.

Recommendations:-

- Give authority to incur expenditure of £10,000, comprising of £6,000 works, £3,000 staff and £1,000 legal costs to promote a Traffic Regulation Order.

- Request the City Solicitor to advertise a draft Traffic Regulation Order to remove indiscriminate and obstructive parking through the formalisation of parking and if no valid objections are received, to make, seal and implement the Order as advertised.

Site 19 Guiseley & Rawdon - Traffic Regulation Order

The issue:-

Elected ward members have over the last few years requested traffic management intervention in the form of Traffic Regulations Orders to remove indiscriminate and obstructive parking at several locations within the ward. It is not financially viable to promote a separate Traffic Regulation Order for such small scale works, namely junction protections with 'No Waiting At Any Time' restrictions on an individual basis. We have therefore packaged these numerous requests into one ward based scheme to promote a Traffic Regulation Order, which enables a holistic approach to be taken and ensure value for money.

What we propose:-

We seek authority for expenditure of £7,000, comprising of £4,000 works, £2,000 staff and £1,000 legal costs, to promote a Traffic Regulation Order on the following primary streets within the Guiseley & Rawdon ward:-

Westfield Estate, Victoria Road, Low Fold, Otley Road, Main Street Hawkworth and any other roads identified during the consultation exercise which engineers feel are justified.

Recommendations:-

- Give authority to incur expenditure of £7,000, comprising of £4,000 works, £2,000 staff and £1,000 legal costs to promote a Traffic Regulation Order.
- Request the City Solicitor to advertise a draft Traffic Regulation Order to remove indiscriminate and obstructive parking and if no valid objections are received, to make, seal and implement the Order as advertised.