

Report to the Chief Officer (Highways and Transportation)

Date: 09 December 2014

**Subject: Traffic Management Capital Programme 2014/15
Horsforth Area Waiting Restrictions – Objection report**

Capital Scheme Number: 32101 / 000 / 000

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): HORSFORTH	<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? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

- 1 A request was submitted to the Chief Officer (Highways and Transportation) on the 5th August 2014 that formed part of the report for the Traffic Management Capital Programme 2014/15. The report was subsequently approved, to introduce waiting restrictions on various roads including Outwood Lane, Horsforth and to advertise a draft Waiting Restriction Order.
- 2 Leeds City Council (Waiting Restrictions) No.26 Order 2013, Amendment Order No.2 2014, was advertised on site between 26th September 2014 and 27th October 2014 with drawing TMW-18-1225-CON1. 5 objections were received (please refer to Appendix A for details of the objections and the officer's response). In view of the representations made, minor changes to the proposals were put forward through re-consultation with those directly affected. Approval to incorporate these minor changes to the proposed Order would resolve 4 of the objections and leave 1 outstanding objection to the Scheme.

Recommendations

- 2 The Chief Officer (Highways and Transportation) is requested to:
 - i) Consider the objections to the advertised Leeds City Council (Waiting Restrictions) No.26 Order 2013, Amendment Order No.2 2014, (as shown in

the attached drawing TMW-18-1225-1c) and the officer's comments provided;

- ii) Overrule the objections and give authority to implement the scheme including the amendments as in drawing TMW-18-1225-1c; and
- iii) Request the City Solicitor to amend, make, seal and implement Leeds City Council (Waiting Restrictions) No.26 Order 2013, Amendment Order No.2 2014 as in drawing TMW-18-1225-1c and inform the objectors accordingly of the Chief Officer (Highways and Transportation's) decision.

1 Purpose of this report

- 1.1 To consider the objections received to Leeds City Council (Waiting Restrictions) No.26 Order 2013, Amendment Order No.2 2014, relating to the introduction of waiting restrictions – Outwood Lane, Horsforth.

2 Background information

- 2.1 There is a known, ongoing issue with over-parking on Outwood Lane, which stems mainly from visitors to the BUPA offices, towards Low Lane. This causes poor visibility for drivers and pedestrians and issues for its residents when exiting their driveways, onto Outwood Lane. There are some existing 'No Waiting At Any Time' restrictions and 'H' bar markings across driveways however; added restrictions would alleviate the current problems as the advisory markings are often ignored, making the problem worse. Furthermore, the long and windy nature of Outwood Lane further intensifies these issues, especially where there is the presence of parked cars.
- 2.2 The objective of the scheme is to minimise the possibility of danger to persons or traffic, by improving sight lines; whilst maintaining the maximum availability of parking spaces, in this area of Horsforth, where parking is at a premium. With the added restrictions, there are concerns of displaced parking and therefore further measures along the narrow section of Outwood Lane, have been proposed as a precaution.

3 Main issues

3.1 Design Proposals and Full Scheme Description.

- 3.1.1 'No Waiting At Any Time' restrictions are to be introduced along sections of Outwood Lane as in drawing number TMW-18-1225-1c, to protect residents driveways and to prevent displaced parking within the section where the road narrows.
- 3.1.2 The restrictions are repeated at its junction with Woodway, where the bend in the road, restricts visibility for motorists and forces drivers onto the wrong side of the road, when parked cars are present.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members: Ward Members were consulted by email on the 1st April 2014. The responses received from Ward Members were unanimously positive; there was an added suggestion to include the restrictions at the Woodway junction to address concerns previously highlighted by residents.
- 4.1.2 Emergency Services and Metro (WYPTE): Emergency Services and Metro were consulted on the 16 April 2014. Metro have given their support of the proposals and no other adverse comments were received.
- 4.1.3 Public notices were placed on site throughout the proposed areas on 26 September 2014, providing members of the public with an opportunity to make any objections or representations to the proposals. A notice was also advertised in the local press.
- 4.1.4 Following receipt of the objections, minor alterations were made to the proposals and re-consultation was carried out with those directly affected by the modifications. Ward members have also been consulted and have given their full support to the changes.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 An Equality, Diversity, Cohesion and Integration screening has been carried out on the proposals (Appendix 1) and has determined that an impact assessment is not required for the proposals as requested.
- 4.2.2 The introduction of further 'No Waiting At Any Time' restrictions on the proposed sections of Outwood Lane, will remove parking that is currently causing visibility issues for drivers and pedestrians in the area and issues for its residents when exiting their driveways, onto Outwood Lane. This will result in improved road safety and access for all, especially for people with mobility issues, the young and elderly; as they will be able to see oncoming motorists more easily. The restrictions will also provide a safer environment in the locality by ensuring that the passage of traffic is facilitated.

4.3 Council Policies and City Priorities

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

- 4.3.2 Local Transport Plan 3: **Strategic Approaches:**
Travel Choices: P10. Promote the benefits of active travel.
Connectivity: P18. Improve safety and security
P22. Develop networks and facilities to encourage cycling and walking.
- 4.3.3 Disability/Mobility: The scheme will provide a positive improvement to local residents by removing indiscriminate and obstructive parking that creates road safety concerns. The scheme will also provide a safer environment for the general public.

4.4 **Resources and Value for Money**

- 4.4.1 The estimated total cost to implement this scheme is £8,000, which comprises of £3,500 works costs, £3,000 Staff fees and £1,500 legal fees, all to be funded from the from the Traffic Management Capital Programme, as detailed in the previous design and cost report approved by the Chief Officer Highways and Transportation date 5 August 2014.

4.5 **Legal Implications, Access to Information and Call In**

- 4.5.1 The scheme is in the Annual Programme and subject to resolving any objections received it is anticipated to be completed within the 2014/2015 financial year.
- 4.5.2 The recommendations in this report are not subject to call in.

4.6 **Risk Management**

- 4.6.1 If no action is taken then poor visibility to motorists and pedestrians and issues for its residents when exiting their driveways onto Outwood Lane, caused by over-parking at the site, will not improve and the potential danger to pedestrians and motorists will not be addressed as planned.

5 **Conclusions**

- 5.1 The provision of the new waiting restrictions (including the proposed amendments) on Outwood Lane will provide a safer environment for both the local residents and visitors to the area, by removing indiscriminate and obstructive parking that creates road safety concerns.

6 **Recommendations**

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
- i) Consider the objections to the advertised Leeds City Council (Waiting Restrictions) No.26 Order 2013, Amendment Order No.2

2014, (as shown in the attached drawing TMW-18-1225-1c) and the officer's comments provided;

- ii) Overrule the objections and give authority to implement the scheme including the amendments as in drawing TMW-18-1225-1c; and
- iii) Request the City Solicitor to amend, make, seal and implement Leeds City Council (Waiting Restrictions) No.26 Order 2013, Amendment Order No.2 2014 as in drawing TMW-18-1225-1c and inform the objectors accordingly of the Chief Officer (Highways and Transportation's) decision.

7 Background Documents¹

7.1 None

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

Appendix A - List of Objectors to Horsforth Area TRO - Outwood Lane

Details of Objection	Number of Objectors	Officers Response
<p>Requesting further removal of parking, to assist residents pulling out of driveways onto Outwood Lane.</p>	<p>4</p>	<p>The existing 'H-bar markings across driveways are often ignored where parking is congested. The proposals were to reline these markings to 'No Waiting At Any Time'. Following on-site inspection and re-consultation, some areas of lining were proposed to be extended, to assist residents, by providing adequate sight lines when exiting their driveways, as in drawing TMW-18-1225-1c.</p> <p>We received positive feedback from the objectors who were happy for the alterations to go ahead. No adverse comments were forwarded from the other residents directly affected by the changes.</p>
<p>Opposition to lining the narrow section of Outwood Lane that falls within a conservation area. Concerns of visual damage being caused to its natural aspect, by introducing yellow lines and signage to an area that receives very occasional daytime parking.</p>	<p>1</p>	<p>'No Waiting At Any Time' restrictions are proposed through the Cragg Hill & Woodside conservation area will be lined using the recommended conservation lines and colours. These restrictions require no signage.</p> <p>Due to the added restrictions proposed for Outwood Lane, there will be some degree of displaced parking in the area. The area predicted to be most affected is the section of road in question, where experience has shown that drivers will likely park for convenience rather than considering where is appropriate and safe. This road is also used by HGVs and therefore there greater attention has been given to ensure that the passage of traffic is facilitated.</p> <p>The aim of the scheme is to provide an improved level of road safety in this area and whilst typical yellow lining may be considered 'unsightly', it is necessary for delivering the scheme's objectives.</p>