

**Report to the Chief Officer (Highways and Transportation)**

**Date: 20 January 2015**

**Subject: Alwoodley Traffic Regulation Order - Objection**

**Capital Scheme Number:**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Alwoodley.	<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 One of the four key objectives of the Best Council Plan is to 'promote sustainable and economic growth' through delivering key infrastructure projects. The proposals within this project will address the obstructive and inconsiderate parking and anti-social behaviour and provide safer environment for the general public.
- 2 A number of requests for Traffic Regulation Orders were received from Ward Members and members of the public for locations within the Alwoodley ward. These included:
- 3 King Drive – Request for double yellow lines to prevent double parking, causing sight line issues and vehicle conflicts when turning off King Drive.
- 4 This report seeks authority to overrule objections to Traffic Regulation, Waiting Restrictions (No.20) Order 2014 relating to the provision various restrictions in the Alwoodley area as advertised between 17 October 2014 and 10 November 2014.

**Recommendations**

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

- i) Consider and overrule the objections to Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W20) Order 2014 relating to the provision of various restrictions in the Alwoodley area; and
- ii) instruct the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting (Restrictions) (No.W20) Order 2014; and
- iii) instruct the City Solicitor to write to the objectors informing them of the Chief Officer's (Highways and Transportation) decision.

## **1 Purpose of this report**

- 1.1 To obtain authority to overrule the objections received to Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W20) Order 2014 relating to the provision various restrictions in the Alwoodley area and proceed with the works.

## **2 Background information**

- 2.1 Through general correspondence with Ward Members and members of the public, a number of requests were received to introduce some form of Traffic Regulation Orders in various locations across the ward of Alwoodley due to indiscriminate parking.
- 2.2 Following investigation into each site as they were requested, it was determined that whilst they had merit, they were such short lengths of restrictions which would not be cost effective to introduce individually. It was agreed to package up all the various sites into one legal order to provide a more cost effective scheme to benefit the wider Ward of Alwoodley.
- 2.3 In July 2014 the proposals were legally advertised on site and a number of objections were received to one element of the scheme. The proposals were to introduce a significant length of No Waiting at Any Time on King Drive in front of Blackmore Court.
- 2.4 The objections were seen to be valid and therefore the restrictions were removed from the whole length and re-advertised to cover just the first 10 metres of King Drive from its junction with King Lane, allowing the residents of Blackmore Court to park in front of their property.
- 2.5 A number of the original objectors withdrew their objection in favour of the new proposals, some did not respond and one wished to maintain their objection.

## **3 Main issues**

### **3.1 Design Proposals and Full Scheme Description.**

- 3.1.1 In order to resolve the problematic parking it is proposed to introduce the following
  - King Drive – Extend the existing double yellow lines for 10 metres into King Drive from its junction with King Lane to remove indiscriminate parking which can cause a conflict with vehicles exiting King Lane.

## 3.2 Programme

It is anticipated that the proposal will be implemented in the 2014/15 financial years.

## 4 Corporate Considerations

### 4.1 Consultation and Engagement

4.1.1 Ward Members: Ward Members were consulted by email on 24<sup>th</sup> February 2014 and further consulted in a meeting on 16<sup>th</sup> September 2014 regarding the proposed changes to the King Lane restrictions. All three Ward Members were in favour of the proposals.

4.1.2 Emergency Services and West Yorkshire Combined Authority: They were consulted by email on 24 February 2014. No adverse comments were received.

4.1.3 Public: Public notices were placed on site on 20 June 2014. Several responses were received to the King Drive proposals objecting to the whole length being covered with No Waiting at Any Time. The proposals were amended and were advertised again on 17 October 2014. One objection was maintained, several were withdrawn and 4 did not respond further. These are summarised in Appendix A.

### 4.2 Equality and Diversity / Cohesion and Integration

4.2.1 An Equality, Diversity, Cohesion and Integration Screening (Appendix 1) was carried out in February 2014 which found the following positive and negative impacts;

#### 4.2.2 Positive Impact:

The introduction of the restrictions will:

- Remove indiscriminate parking.
- Remove vehicular conflicts at junctions.
- Aid picking up and dropping off of Children (Nursery Lane).
- Clear sightlines for pedestrians and drivers.

#### 4.2.3 Negative Impact:

- Some may see it as a negative to remove parking through the introduction of double yellow lines. However, this is not an issue for blue badge holders.

4.4.4 Whilst the proposals will address the obstructive and inconsiderate parking, the anti-social behaviour and improve general road safety, in order to minimise the negative impact continuous monitoring will be carried out following the introduction of the restrictions and should further action be deemed necessary then further restrictions will be considered.

### **4.3 Council Policies and City Priorities**

4.3.1 The proposals contained in the report have no implications for the council constitution. This is a report covering multiple similar schemes grouped together for efficiency in managing, implementing and cost benefit (single press advert) and a scheme that covers multiple wards.

### **4.4 Resources and Value for Money**

4.4.1 The estimated total cost to implement this scheme is £6,000, which comprises of £2,500 works costs, £1,000 Staff fees and £2,500 legal fees, all to be funded from the Traffic Management Revenue fund.

### **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 during the 2014/2015 financial year.

### **4.6 Risk Management**

4.6.1 There are no risk issues, over and above those expected when working in the public highway, generated by the proposals contained within this report.

## **5 Conclusions**

5.1 It is believed that the proposals will benefit the local residents and users of these streets by removing indiscriminate and obstructive parking to ensure the free and safe movement of traffic on the network.

## **6 Recommendations**

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

- i) Consider and overrule the objections to Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W20) Order 2014 relating to the provision various restrictions in the Alwoodley area.
- ii) instruct the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting (Restrictions) (No.W20) Order 2014; and
- iii) instruct the City Solicitor to write to the objectors informing them of the Chief Officer's (Highways and Transportation) decision.

## **7 Background Documents<sup>1</sup>**

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<sup>1</sup> 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

7.1 None.

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published works.

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**Appendix A****List of Objectors to the Alwoodley TRO**

<b>Details of Objection</b>	<b>Number of Objectors</b>	<b>Officers Response</b>
<p>The introduction of restrictions along the whole of King Drive will prevent residents of Blackmoor Court from parking near their homes as there are not enough spaces in the private car park.</p>	4	<p>The proposals were reduced to only cover the first 10 metres of King Drive rather than its whole length to allow residential parking.</p>
<p>The introduction of the restrictions will push the parking problem further into King Drive and onto Sunningdale Avenue.</p> <p>Shortening the proposals to just 10 metres will still push the problem further into King Drive and see parking on a bend.</p>	1	<p>The objector was informed that we would remove the restrictions from the whole length of King Drive to just cover 10 metres. This will prevent parking occurring too close to the junction with King Lane causing conflict when turning onto King Drive. The reduction will minimise any displacement of parking from moving further into King Lane or to the bend with Sunningdale Avenue. On site observations saw whilst there was some parking near the bend, it did not prevent traffic using the road appropriately.</p>