

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

**Date: 09 May 2017**

**Subject: Rockwood Road Experimental Traffic Regulation Order**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Calverley & Farsley	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input 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. Rockwood Road is a residential street on which a secondary access into Priesthorpe School is located. This secondary access attracts an increasing volume of traffic and causes nuisance and safety concerns for local residents.
2. It is proposed to advertise and introduce parking restrictions to control and regulate the parking which results from this traffic, to alleviate these concerns and improve the road environment.
3. Leeds City Council's Best Council Plan includes the priorities "Keeping people safe from harm" and "Supporting communities, raising aspirations". These proposals help to meet these priorities.

**Recommendations**

- 4 The Chief Officer (Highways and Transportation) is requested to:
  - i) Approve the contents of this report;
  - ii) Request the City Solicitor to advertise an Experimental Traffic Regulation Order as shown on drawing TME/14/3/1922/TRO/2 to introduce specific waiting restrictions. A provision shall be included to enable the Chief Officer (Highways and Transportation) to modify or suspend the Order during the period of the experiment; and
  - iii) at the end of the 18 month experimental period and in the event that no valid objections have been received give appropriate consideration to making the

Order permanent incorporating any modifications considered appropriate following the monitoring of the measures.

## **1 Purpose of this report**

- 1.0 This report seeks approval for the advertisement and implementation of an Experimental Traffic Regulation Order to provide a combination of No Waiting between 08.00-09.15 and 14.30-16.00 Monday to Friday and No Waiting At Any Time, on Rockwood Road in Pudsey.
- 1.1 The report also seeks approval to make the Experimental Order permanent given appropriate consideration to any objections received and modifications made during the 18 month experimental period.

## **2 Background information**

- 2.1 Priesthorpe School is one of three large high schools serving the Pudsey, Farsley and Calverley areas of Leeds. In addition to these areas there are many pupils who attend from outside the immediate area, the majority of which travel by private car.
- 2.2 The main entrance and vehicular access to Priesthorpe School is from the A6120 Ring Road which forms part of the main road network in Leeds. Traffic speeds and volumes on this road are high, and as a result the main entrance is designed as a left in/left out arrangement, with the right turn out of the school prohibited. Traffic turning left out of the school can make a U turn at Rodley roundabout 1.6 miles to the north of the school however traffic volumes on the A6120 Ring Road are heavy at peak times and there is often a queue of slow moving traffic from Rodley roundabout right up to the school access. The A6120 is three lanes wide at this point, significantly increasing the risk of collision for traffic turning across it.
- 2.3 There is a secondary pedestrian access into the school from Rookwood Road, a residential street accessed from Woodhall Road which lies to the west of the school. This access is a ginnel between two residential properties. This secondary entrance reduces the amount of traffic using the main school entrance.
- 2.4 As discussed above there is a substantial proportion of pupils who attend from outside the immediate area. A number of these pupils travel from Bradford and consequently the secondary access is closer – use of the main entrance would result in a lengthy return route via the A6120.
- 2.5 The secondary entrance does therefore attract large volumes of private cars during pick up and drop off times as drivers do not wish to access the main entrance and return via the A6120. At the afternoon in particular this traffic can be present for up to an hour in advance of school finishing time.
- 2.6 As a consequence of this traffic there have been a series of complaints to the Highway Authority and to local ward councillors. Residents have raised a number of concerns, primarily around road safety and nuisance. The chief request from residents is for the secondary entrance to be closed.

- 2.7 A petition of 124 signatories was submitted by local residents in late 2016, together with 50 letters detailing residential concerns, as part of a formal complaint. These documents are summarised in Appendix A.
- 2.8 Closure of the secondary entrance would require all children to access the school from the main entrance on the A6120 Ring Road, and it would be expected then that the majority of vehicles going to the school would use this access. The traffic is heavy on the A6120 Ring Road at peak times – when most school traffic occurs - and drivers leaving the school would not wish to travel to Rodley roundabout to turn around which would require them to join the slow moving traffic heading in this direction. Closing the secondary entrance is therefore likely to result in violations of the prohibited right turn onto the ring road, with serious implications for road safety due to the high volumes of traffic, vehicle speeds on the ring road and the three lane arrangement.
- 2.9 Closure of the secondary entrance is likely also to have the effect that schoolchildren will be picked up or dropped off on the A647 Bradford Road, a three lane dual carriageway with a 40mph limit and high mean speeds, and that this may result in an increased demand for schoolchildren to cross this road during times of high traffic volumes. The Highway Authority would consider that this is less safe for pedestrians than the present arrangement.
- 2.10 Both of these safety issues combined could result in a situation which in total is significantly less safe for the general public than the existing arrangement. Whilst the Highway Authority acknowledges that there is a general pattern of poor behaviour around the secondary entrance it is generally contained and at low speeds. The anticipated behaviours detailed above would be within high speed and heavily trafficked areas with an associated expectation of increased severity for any incidents which occur.
- 2.11 As a result of these factors the Highway Authority and the Police support the retention of a secondary entrance into the school site, and would not support any action which results in the main entrance being the only access into or out of the school. Given the character of the existing surrounding road network it is considered critical by the Highway Authority and the Police that a secondary entrance – in some form – is maintained into the school.
- 2.12 At the present time the existing secondary entrance is the only viable alternative access, and it has not been possible to secure a replacement secondary entrance to the school.

### **3 Main issues**

- 3.1 To address the concerns detailed above it is proposed to implement a set of parking restrictions on Rockwood Road, aiming to control and manage the influx of school traffic such that a safer and more orderly environment is created around the secondary entrance to the school.
- 3.2 To allow for the new parking restrictions to be reactive to any changes in parking patterns around the secondary entrance – which are very difficult to predict – it is proposed to advertise an Experimental Traffic Regulation Order. This will allow

the effects of the restrictions to be monitored and tailored over a period of several months such that a suitable balance can be achieved on Rockwood Road between the aims of the proposal and the convenience of residents. Introducing a permanent Traffic Regulation Order in the first instance will not allow this tailoring to take place without a complete re-advertisement of revised restrictions.

- 3.3 Introduction of these restrictions will allow appropriate enforcement to be undertaken by Leeds City Council's Civil Enforcement Officers, without the requirement to draw on the limited Police resources.
- 3.4 The proposed restrictions are No Waiting between 08.00-09.15 and 14.30-16.00 Monday to Friday along the southern side of Rockwood Road and No Waiting At Any Time across driveways on the northern side. The No Waiting on the southern side is designed to keep one side of the road clear of parked vehicles during school pick up and drop off, and so maintain the free flow of traffic on the public highway.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 The proposals were developed in conjunction with local ward members who have expressed strong support for some action to be taken here.
- 4.1.2 A consultation with affected residents was undertaken by the local ward members in March 2017. Some opposition to the proposals was expressed however this is counter to the formal complaints and demand for action previously received.

### **4.2 Equality and Diversity / Cohesion and Integration**

- 4.2.1 A screening has taken place and is attached to this document as Appendix A..
- 4.2.2 Key findings are: the proposed parking restrictions do not unduly affect a particular user group. The proposed restrictions allow for disabled users to park and so do not prevent use of the highway by these individuals.
- 4.2.3 Introduction of these restrictions will allow appropriate enforcement to be undertaken by Leeds City Council's Civil Enforcement Officers, without the requirement to draw on the limited Police resources.

### **4.3 Council policies and City Priorities**

- 4.3.1 Leeds City Council's Best Council Plan includes the priorities "Keeping people safe from harm" and "Supporting communities, raising aspirations". These proposals help to meet these priorities by improving the road environment on this residential street.

### **4.4 Resources and value for money**

- 4.4.1 Funding for the proposal – totalling around £6,000 – will be met entirely from the Traffic Management Revenue budget.

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

4.5.1 The contents of this report are not subject to Call In.

## **4.6 Risk Management**

4.6.1 There are no specific risks, other than those normally encountered when working on the public highway, associated with this proposal.

## **5 Conclusions**

5.1 Introduction of the Experimental Traffic Regulation Order on Rockwood Road detailed in this report will control and regulate parking around the secondary entrance into Priesthorpe School.

5.2 The Experimental form of the TRO will allow for revisions to be made to the Order as these become apparent and necessary during operation of the Order.

5.3 Installing these restrictions will form a proactive response to the concerns raised by local residents without a detrimental impact on road safety, particularly with respect to use of the main school entrance onto the A6120 Ring Road.

## **6 Recommendations**

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

- i) Approve the contents of this report;
- ii) Request the City Solicitor to advertise an Experimental Traffic Regulation Order as shown on drawing TME/14/3/1922/TRO/2 to introduce specific waiting restrictions. A provision shall be included to enable the Chief Officer (Highways and Transportation) to modify or suspend the Order during the period of the experiment; and
- iii) at the end of the 18 month experimental period and in the event that no valid objections have been received give appropriate consideration to making the Order permanent incorporating any modifications considered appropriate following the monitoring of the measures.

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

7.1 None.

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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 published works.

# 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.

<b>Directorate: City Development</b>	<b>Service area: Traffic Engineering</b>
<b>Lead person: Chris Way</b>	<b>Contact number: 87493</b>

**1. Title: Rockwood Road Experimental Traffic Regulation Order**

Is this a:

**Strategy / Policy**
 **Service / Function**
 **Other**

**If other, please specify:** Introduction of parking restrictions

**2. Please provide a brief description of what you are screening**

Introduction of experimental traffic regulation order to provide parking restrictions on Rockwood Road, briefly comprising No Waiting 8.00-9.15 & 14.30-16.00 on the southern side of Rockwood Road and No Waiting At Any Time across driveways on the northern side.

**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. Also those areas that

impact on or relate to equality: tackling poverty and improving health and well-being.		
<b>Questions</b>	<b>Yes</b>	<b>No</b>
Is there an existing or likely differential impact for the different equality characteristics?		X
Have there been or likely to be any public concerns about the policy or proposal?		X
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> <li>• Eliminating unlawful discrimination, victimisation and harassment</li> <li>• Advancing equality of opportunity</li> <li>• Fostering good relations</li> </ul>	X	

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**.

<b>4. Considering the impact on equality, diversity, cohesion and integration</b>
If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.
Please provide specific details for all three areas below (use the prompts for guidance).
<ul style="list-style-type: none"> <li>• <b>How have you considered equality, diversity, cohesion and integration?</b></li> </ul> <p>Parking restrictions are generally designed to address specific concerns relating to the public highway, primarily obstruction of through traffic, obstruction of sightlines or safety concerns. These are key statutory considerations for the highway authority.</p> <p>Consideration is given to access to premises and residences adjacent to the proposed restrictions and this is balanced against the above requirements.</p> <p>The secondary entrance does therefore attract large volumes of private cars during pick up and drop off times as drivers do not wish to access the main entrance and return via the A6120. At the afternoon in particular this traffic can be present for up to an hour in advance of school finishing time.</p> <p>As a consequence of this traffic there have been a series of complaints to the Highway Authority and to local ward councillors. Residents have raised a number of concerns, primarily around road safety and nuisance. The chief request from residents is for the</p>

secondary entrance to be closed.
<ul style="list-style-type: none"> <li>• <b>Key findings</b></li> </ul> <p>The proposed parking restrictions do not unduly affect a particular user group. The proposed restrictions allow for disabled users to park and so do not prevent use of the highway by these individuals.</p> <p>To address the local concerns it is proposed to implement a set of parking restrictions on Rockwood Road, aiming to control and manage the influx of school traffic such that a safer and more orderly environment is created around the secondary entrance to the school.</p> <p>Introduction of these restrictions will allow appropriate enforcement to be undertaken by Leeds City Council's Civil Enforcement Officers, without the requirement to draw on the limited Police resources.</p>
<ul style="list-style-type: none"> <li>• <b>Actions</b></li> </ul> <p>As detailed above the restrictions do not un-necessarily affect any particular user group and do improve the general use and safety of the highway</p>

<b>5. If you are <b>not</b> already considering the impact on equality, diversity, cohesion and integration you <b>will need to carry out an impact assessment.</b></b>	
Date to scope and plan your impact assessment:	
Date to complete your impact assessment	
Lead person for your impact assessment (Include name and job title)	

<b>6. Governance, ownership and approval</b>		
Please state here who has approved the actions and outcomes of the screening		
<b>Name</b>	<b>Job title</b>	<b>Date</b>
Nick Hunt	Traffic Engineering Manager	January 2017
<b>Date screening completed</b>		January 2017

<b>7. Publishing</b>
<p>Though <b>all</b> key decisions are required to give due regard to equality the council <b>only</b> publishes those related to <b>Executive Board, Full Council, Key Delegated Decisions</b> or a <b>Significant Operational Decision</b>.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> <li>• Governance Services will publish those relating to Executive Board and Full</li> </ul>



Council.

- The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions.
- A copy of all other equality screenings that are not to be published should be sent to [equalityteam@leeds.gov.uk](mailto:equalityteam@leeds.gov.uk) for record.

Complete the appropriate section below with the date the report and attached screening was sent:

For Executive Board or Full Council – sent to <b>Governance Services</b>	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate <b>Directorate</b>	Date sent:
All other decisions – sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a>	Date sent: