

Report to the Chief Officer (Highways and Transportation)

Date: 23 May 2017

Subject: Newall Carr Road, Otley – Traffic Regulation Order

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Otley and Yeadon	<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 The Best Council Plan 2015-20 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority. According to the Best Council Plan, the success of the Best Council objective: ensuring high quality public services will be partly measured through reduced numbers of people Killed or Seriously Injured on the city’s roads. This report proposes a scheme that will contribute to this objective and improve road safety which is also a priority within the West Yorkshire Local Transport Plan.
- 2 This report seeks authority to implement a permanent Traffic Regulation Order (TRO) following the 2015 implementation of a Section 14 Temporary Traffic Regulation Order (TTRO) on Newall Carr Road, Otley and adjoining side streets in the Otley and Yeadon ward. The TRO will consist of all elements implemented under the TTRO and one additional length identified following displacement of vehicles as a consequence of the TTRO.

Recommendations

- 3 The Chief Officer (Highways and Transportation) is requested to:
 - i) Authorise the implementation of a scheme in the Otley and Yeadon ward, as shown on drawing TM-27-2339-TRO to replace the existing TTRO based around Newall Carr Road, Otley with a permanent TRO covering all elements forming part of the TTRO and to implement one additional length of no waiting at any time on Newall Carr Road, Otley; and

- ii) Instruct the City Solicitor to advertise a draft Traffic Regulation Order to introduce a series of waiting restrictions as described in paragraph 3 and if no valid objections are received, make and seal the Traffic Regulation Order as advertised.

1 Purpose of this report

- 1.1 This report seeks authority to implement a permanent Traffic Regulation Order (TRO) following the 2015 implementation of a Section 14 Temporary Traffic Regulation Order (TTRO) on Newall Carr Road, Otley and adjoining side streets in the Otley and Yeadon ward. The TRO will replace the TRO and will consist of all elements implemented under the TTRO and one additional length identified following displacement of vehicles as a consequence of the TTRO.

2 Background information

- 2.1 Newall Carr Road, Otley is a local distributor road within the north side of Otley, serving as a route to take traffic northbound in the direction of Weston moor and the A59 and also southbound taking traffic in Otley town centre.
- 2.2 A 2014 traffic survey indicated a daily average traffic flow of 6900 vehicles, at an average speed of 27.1mph.
- 2.3 Newall Carr Road, in the area of the proposed measures, acts as the point of access to the Wharfedale Hospital, as well as residential properties. The route is also noted to be well used by large goods vehicles associated with nearby quarries.
- 2.4 The TTRO was implemented in December 2015 as a result of a noted increase in on-street parking during the development of part of the Wharfedale Hospital site into a new private dwelling site. This parking was noted to result in the obstruction of footways and/ or the narrowing of the carriageway thus preventing two-way vehicle flow. Parking close to and on junction radii had the impact of reducing visibility splays from these junctions and restricting turning movements for buses into the adjoining side roads from Newall Carr Road.

3 Main issues

3.1 Design Proposals and Full Scheme Description

- 3.1.1 The restrictions that were implemented under the Section 14 TTRO can be seen on the associated drawing, TM-27-2339-TRO, alongside the proposed permanent restrictions. Existing permanent measures are not detailed within this report. A breakdown of the TTRO restrictions is as follows:
 - i. **Carr Bank Bottom:** Length of 'No waiting Monday to Friday 8am-6pm'.
 - ii. **Newall Carr Road:** Lengths of 'No waiting at any time'.
 - iii. **The Gills:** Lengths of 'No waiting at any time'.

- 3.1.2 In the intervening time between the implementation of the TTRO as described in paragraph 2.4 to the date of this report, on site observations have been undertaken to ascertain whether, following the completion of the private dwelling site has completed, there is a need to make permanent the TTRO measures and also whether any additional measures are required. Officer observations and comments received from Ward Members suggests that the TTRO scheme has ensured better parking practices on Newall Carr Road and ensured appropriate traffic flow is maintained along the route and the TTRO measures should be made permanent.
- 3.1.3 Furthermore, observations have noted one area of Newall Carr Road that is now subject to parking that would benefit from the implementation of further measures. This section can be seen on the associated drawing TM-27-2339-TRO, as the southernmost section. Parking on the inside of this uphill bend has been noted to cause larger vehicles to cross the centre line and to limit forward visibility through the bend. Subsequently, an extension of the 'No waiting at any time' introduced as part of the TTRO is proposed as part of the permanent TRO.
- 3.1.4 Site observations have been undertaken on surrounding residential streets as part of the development of this TRO, however no consistent parking problems have been identified.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members: Ward Members were consulted on these permanent proposals by email on 16 March 2017. An indication of support was received from two Ward Members respectively, both on 17 March 2017. No objection was raised by the third Ward Member.
- 4.1.2 Emergency Services and West Yorkshire Combined Authority (WYCA): The Emergency Services and WYCA were consulted by email on 3 April 2017. An indication of support was received from WYCA on 3 April 2017. A response was received from the West Yorkshire Fire & Rescue Service on 3 April 2017 indicating no objection. No other objections were received to the proposals.
- 4.1.3 Formal public advertisement of the scheme will be undertaken following approval of this report in the form of street notices and electronically on the leedstraffweb website.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 An Equality, Diversity, Cohesion and Integration screening form was completed for the proposed scheme, which found that the proposals would ensure vehicular access is maintained along narrower stretches of highway, around junction radii and points of access to private property where existing concentrated parking is causing issues.
- 4.2.2 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.

- 4.2.3 A consequence of the implementation of the additional parking restrictions is that parking will displace to a new location, 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. Any such issues that arise following this displacement can be considered as part of a new scheme, moving forward.

4.3 Council policies and City Priorities

- 4.3.1 The Best Council Plan 2015-20 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority. According to the Best Council Plan, the success of the Best Council objective: ensuring high quality public services will be partly measured through reduced numbers of people Killed or Seriously Injured on the city's roads.

- 4.3.2 The proposal contributes to the policies in the West Yorkshire Local Transport Plan 2011-26 as follows:

Transport Assets: P2. Maintain to a suitable and sufficient standard.
Travel Choices: P10. Promote the benefits of active travel.
Connectivity: P18. Improve safety and security

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

4.4 Resources and value for money

- 4.4.1 The full scheme is estimated at £6,000 comprising:

Construction	£2,500
Advertisement	£1,500
Staff fees	£2,000

- 4.4.2 The scheme is to be funded by a private developer who has paid £6,000 to Leeds City Council via a Section 106 Agreement for the introduction of the Traffic Regulation Order and Temporary Traffic Regulation Order linked to planning application 13/03022/FU, on the former Wharfedale Hospital site.

4.5 Legal Implications, Access to Information and Call In

- 4.5.1 The scheme is not eligible for Call In.

4.6 Risk Management

- 4.6.1 There are no risks, other than those normally encountered when working on the adopted highway, associated with the scheme.

5 Conclusions

- 5.1 It is considered appropriate to introduce a permanent Traffic Regulation Order on Newall Carr Road and adjoining side roads in the Otley and Yeadon ward, following the introduction of a Section 14 Temporary Traffic Regulation Order in 2015. The formalisation of those restrictions, along with the new additional restrictions will continue to ensure the free flow of traffic, the removal of obstructive footway parking and ensuring accessibility and visibility around junctions and bends in the area.

6 Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
- i) authorise the implementation of a scheme in the Otley and Yeadon ward, as shown on drawing TM-27-2339-TRO to replace the existing TTRO based around Newall Carr Road, Otley with a permanent TRO as before and to implement one additional length of no waiting at any time on Newall Carr Road, Otley; and
 - ii) Instruct the City Solicitor to advertise a draft Traffic Regulation Order to introduce a series of waiting restrictions as described in paragraph 3 and if no valid objections are received, make and seal the Traffic Regulation Order as advertised.

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.

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: Development	Service area: Traffic Management
Lead person: Jonathan Waters	Contact number: 37 87492

1. Title: Newall Carr Road, Otley – Traffic Regulation Order			
Is this a:			
<input type="checkbox"/>	Strategy / Policy	<input type="checkbox"/>	Service / Function
		<input checked="" type="checkbox"/>	Other
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 Otley and Yeadon 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> <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 (as part of the initial temporary order). <p>Support for the scheme has been received from Local Councillors with no objections raised from other statutory consultees.</p> <ul style="list-style-type: none"> • Key findings (think about any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another) Positive Impacts of the Scheme Features: <p>5.1.1 The proposals will ensure that vehicular access is maintained along narrower stretches of highway, around junction radii and points of access to private</p>

property, where existing concentrated parking is causing issues.

5.1.2 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:

5.1.3 A consequence of the implementation of the additional permanent 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)

6 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
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Date to complete your impact assessment	N/A
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Lead person for your impact assessment (Include name and job title)	N/A
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6. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
Nick Hunt	Traffic Engineering Manager	16/5/2017

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	16 May 2017
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Date sent to Equality Team	
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Date published (To be completed by the Equality Team)	
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