

Ardsley & Robin Hood Ward Traffic Regulation Order – Objection Report

Date:

Report of: Traffic Engineering

Report to: Chief Officer (Highways and Transportation)

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

What is this report about?

Including how it contributes to the city's and council's ambitions.

- The scheme that this report relates to addresses several key concerns around the Ardsley & Robin Hood Ward, primarily addressing local traffic issues including obstructive parking and the provision of a safer environment for the public, which will contribute towards the Council's Vision Zero ambitions to reduce the numbers of people killed or seriously injured on the city's roads.
- Following approval of a report to the Chief Officer (Highways and Transportation) in March 2023, the Traffic Management Capital Programme was approved, which included the Ardsley & Robin Hood Ward Traffic Regulation Order.
- This was subsequently designed, consulted upon, and ultimately advertised from 15th September 2023 to 16th October 2023, during which time eight objections were raised to the order and a summary of these can be found in Appendix B.
- This report seeks approval of the Chief Officer (Highways and Transportation) to consider and over-rule the reported objections.

Recommendations

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

1. Note the content of this report;
2. Consider and over-rule the objections to the proposed Traffic Regulation Order "Leeds City Council (Traffic Regulation) (Waiting Restriction) (N^oW24) 2014 Ardsley and Robin hood Ward TRO - Amendment Order N^o1 Order 2023"
3. Request the City Solicitor to make, seal and implement the above order.

Why is the proposal being put forward?

- The Council's annual Capital Programme includes an allocation of funds for Traffic Management Schemes which is used to fund small scale minor works in local communities to address road safety, parking, and traffic related issues.
- Through this order, restrictions were proposed at several different sites around the Ardsley & Robin Hood Ward where indiscriminate parking or careless parking occurs – these issues include the obstruction of sight lines, limiting access/egress at junctions and private entrances, restricting free flow of traffic and obstructing emergency services and refuse vehicles throughout the ward.
- The objections that have been raised relate to the proposed restrictions on Batley Road, The Croft, Low Street and Gascoigne Road. A resolution has been found to all objections save for Gascoigne Road, however not all objectors to the proposals for Batley Road, The Croft & Low St have written in to formally withdraw their objections as such all comments are detailed in appendix B

Wards Affected: Ardsley & Robin Hood

Have ward members been consulted? Yes No

What impact will this proposal have?

- 1 Introduction of the restrictions will help restore sight lines for vehicles exiting junctions, whilst preventing vehicles from parking in ways that cause obstructions, delays, or safety issues on the public highway. This will also assist the access requirements of refuse and emergency service vehicles, who experience difficulties with the existing parking arrangements.
- 2 The proposals will displace a small number of vehicles throughout the nearby area as parking is removed, but this negative is mitigated by the safety benefits described above.

What consultation and engagement has taken place?

- 3 The Ardsley & Robin Hood Ward Members were consulted and briefed on the scheme upon its initial proposal, and dialogue has continued with them throughout the development of the scheme. As a result of this, the Ward Members are in support of the scheme.

- 4 Emergency Services and the bus operators have been consulted on the scheme, and no adverse comments were received in response to the consultation.
- 5 Residents and stakeholders were consulted directly at the same time as the legal advertisement of the Traffic Regulation Order.
- 6 The draft Traffic Regulation Order was advertised between 15th September 2023 to 16th October 2023, where notices were placed in the Yorkshire Post and attached to street lighting columns in the location of the restrictions.
- 7 As a result of this advertisement, eight objectors relating to three areas within the order were received, the content of which is listed in Appendix B alongside the Highway Authorities response.
- 8 Following this, proposed amendments have been suggested and agreed with the Ward Members to accede to seven of the eight objections. Objectors were advised of this via telephone conversations and emails, who were happy with the changes. However, only one has followed up in writing as to withdraw their objections formally.

What are the resource implications?

- 9 These works were approved in a previous report dated 15/04/2023 and there are no further resource implications above and beyond those highlighted there.

What are the legal implications?

- 10 The schemes implementation is subject to resolving the objection and it is anticipated to be completed in the calendar year of 2024.
- 11 The recommendations set out in this report require the Chief Officer (Highways and Transportation) to consider the objection received during the statutory consultation period before considering whether the Order may be made. This will enable the Council to comply with the requirement of the Road Traffic Act 1984, as well as the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489.
- 12 This report is not eligible for call-in, as it does not require a decision to be made on the spending of LCC funds.

What are the key risks and how are they being managed?

- 13 Failure to approve the recommendations detailed within this report will prevent the Traffic Regulation Order from being implemented and therefore the benefits outlined above would not be attained.

Does this proposal support the council's 3 Key Pillars?

Inclusive Growth

Health and Wellbeing

Climate Emergency

14 The scheme will assist in avoiding danger to persons and traffic using these roads and aid in facilitating the safe passage and access of traffic for businesses and residents, assist in the health and wellbeing of those in the area.

Options, timescales and measuring success.

a) What other options were considered?

- 15 Consideration was given to whether restrictions could be shortened further to try and minimise the displacement of parked vehicles on Gascoigne Road. However, further shortening the restrictions would not fully solve the issues present at these locations.
- 16 It was also considered that the restrictions that was objected to could be removed entirely, but this would not provide the road safety benefits that have been outlined above.

b) How will success be measured?

- 17 An improvement of the conditions of the highway in the locations of the proposed restrictions, providing better sightlines and aiding the safe passage and access of traffic.

c) What is the timetable for implementation?

- 18 Subject to resolving the objections, it is anticipated to be completed in calendar year of 2024.

Appendices

- Appendix A – EDCI
- Appendix B – Objection table

Equality, Diversity, Cohesion, and Integration

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: Chris Procter	Contact number: 0113 378 7501

1. Title: Ardsley & Robin Hood Ward Traffic Regulation Order – Objection Report		
Is this a:		
<input type="checkbox"/> Strategy / Policy	<input type="checkbox"/> Service / Function	<input checked="" type="checkbox"/> Other
If other, please specify.		

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 introduce various highway improvement measures around the Ardsley & Robin Hood Ward.
The scheme proposes to introduce a package of works within the Ardsley & Robin Hood Ward to improve access and the safe passage of traffic in the area

1. 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?		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">• Eliminating unlawful discrimination, victimisation, and harassment• Advancing equality of opportunity• Fostering good relations		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**.

4. Considering the impact on equality, diversity, cohesion, and integration

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).

- **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)

Consultation on the proposals has also taken place with the following stakeholders:

- Local Ward Members
- Emergency Services (Police, West Yorkshire Fire and Ambulances Services)
- West Yorkshire Combined Authority
- Local Residents and businesses

- **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)

Scheme features:

The positive impacts of the scheme have been identified as follows:

- Prevention vehicles from parking in ways that cause obstructions, delays, or safety issues on the public highway.
- Improved sightlines at junctions will improve the ability of pedestrians to cross at informal crossings. This particularly assists parents/careers/children/elderly and disabled in crossing opportunities and safety in the area.
- Reduction in parking in the vicinity of junctions assists sight lines for motorists, particularly assisting those with poor eyesight and/or mobility issues, affording them more time to make judgements.
- Blue Badge holders will still be able to park for up to three hours
- Deliveries will still be able to take place under loading provision within the TRO

The negative impacts of the scheme have been identified as follows:

- The proposals will displace a small number of vehicles throughout the nearby area as parking is removed, but this negative is mitigated by the safety benefits described above.
- Displaced parking into nearby streets may impact on the quality of life of residents within those streets.
- Some residents may lose the ability to park directly outside their home
- Parents parking on Gascoigne Road and making use of the footbridge to access the Primary School on Dolphin Lane will be required to walk a slightly longer distance.

- **Actions**

(think about how you will promote positive impact and remove/ reduce negative impact)

Following a review of the Eight objections, agreements were made with Seven of those who objected and agreed with Ward Members to reduce the restrictions in several locations to assist residents and retain on street parking in the vicinity of their homes.

A compromise on the final location could not be achieved as the restrictions are required to ensure the safety of pedestrians and visibility at the junction, where unrestricted road space is available within 30m

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

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

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	

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

Appendix B:

List of objections to the Ardsley & Robin Hood Ward Traffic Regulation Order:

Details of Objection	Highways Response	Highways Recommendation
<p data-bbox="105 405 448 432">Batley Road – Five Objectors</p> <ul data-bbox="129 465 485 1256" style="list-style-type: none"> <li data-bbox="129 465 485 707">• Parking spaces are limited. Agrees with restrictions on some areas of Batley Road, but does not agree with restrictions outside their home which removes all of their parking. <li data-bbox="129 1070 485 1256">• Restrictions are to deal with sporadic parking associated with local pub, which would be better dealt with by assistance from them. 	<ul data-bbox="531 465 975 1352" style="list-style-type: none"> <li data-bbox="531 465 975 600">• Proposals shaped from public consultation. It is proposed the restrictions will assist emergency services and refuse vehicles. <p data-bbox="571 645 1007 1025">A final review was undertaken that conceded that the provision of some limited parking in front of the residential properties would be possible and that the original proposed restrictions could be detrimental to residents, and it is proposed to relax these restrictions to permit residential parking, whilst maintaining the original aims of the proposed scheme.</p> <ul data-bbox="531 1070 975 1352" style="list-style-type: none"> <li data-bbox="531 1070 975 1352">• Support from the local pub on where parking can occur has been sought, and through discussions with other concerned parties there is now an option of overflow parking in a nearby car park that is now signposted on the website/in the public house. 	<ul data-bbox="1042 465 1485 779" style="list-style-type: none"> <li data-bbox="1042 465 1485 633">• Further discussions have been held between concerned parties that concluded in the removal of the restrictions covering the frontages of 15 to 21 Batley Road. <li data-bbox="1042 645 1485 779">• Following which the objectors withdrew their objections verbally, however only one following up in writing.
<p data-bbox="105 1402 491 1462">The Croft/Low Street area – two objectors</p> <ul data-bbox="105 1496 491 1908" style="list-style-type: none"> <li data-bbox="105 1496 491 1908">• Proposed restriction is located in the corner where residents park, if introduced this would displace the vehicle beyond into the path of larger vehicles. Resident previously parked in this location and had lost several wing mirrors to large vehicles and hence moved to right into the corner. 	<ul data-bbox="531 1496 975 1704" style="list-style-type: none"> <li data-bbox="531 1496 975 1704">• Further discussions have been held between concerned parties, which concluded that this section can be omitted from the proposals whilst retaining the aims and integrity of the original scheme. 	<ul data-bbox="1042 1496 1485 1753" style="list-style-type: none"> <li data-bbox="1042 1496 1485 1641">• Further discussions have been held between concerned parties that concluded in the removal of the restrictions. <li data-bbox="1042 1653 1485 1753">• One objector withdrew their objection in writing following this offer.

<ul style="list-style-type: none"> Has requested additional restrictions on Low Street outside No8 to deal with large van of resident 	<ul style="list-style-type: none"> Unfortunately, the existing proposals cannot be altered in this way and any additions would need to be handled on their own merit with the appropriate consultation. 	
Gascoigne Road – One Objector		
<ul style="list-style-type: none"> Parent/Carer believes that the restrictions covering the junction are too much and would mean they would need to walk further with their child to drop them off at the local school 	<ul style="list-style-type: none"> Whilst this would require a short distance further to walk (approx. 30m) this is not excessive to ask. <p>The restrictions have been proposed to protect the junction following complaints of reduced sight lines. As highway authority we need to act in the interests of safety for all road users and whilst this may inconvenience some (by way of a further walk) we do not feel this is an excessive distance for motorists to park in a safe manner.</p>	<ul style="list-style-type: none"> In light that of the requirement for these restrictions to preserve the access and egress in this area it is therefore recommend the objection be overruled and the scheme proceed as proposed.

Background papers

- 1 None.