

Roundhay Ward Traffic Regulation Order – Objection Report

Date:

Report of:

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 Roundhay 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 2022, the Traffic Management Capital Programme was approved, which included the Roundhay Ward Traffic Regulation Order.
- This was subsequently designed, consulted upon, and advertised from 23rd June 2023 to 14th July 2023, during which time seven objections were raised, one of these objections comprised a petition which included 11 signatures to the order and a summary of this 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 (Traffic Regulation) (Waiting Restriction) (No.47) Order 2014 Amendment No.1 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 eight different sites around the Roundhay 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 Chirton Grove, Devonshire Avenue and Ravenscar Avenue. A compromise and way forward was found with Devonshire Avenue and Chirton Grove, however not all objections have been formally withdrawn following this and are therefore detailed in appendix B.

Wards Affected: Roundhay

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 Roundhay 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 prior to the legal advertisement of the Traffic Regulation Order on 15th November 2022 and 27th January 2023, and their comments helped shape the final proposals that were then legally advertised.
- 6 The draft Traffic Regulation Order was advertised between 23rd June 2023 to 14th July 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, seven objectors (plus a petition of 11 signatories) relating to four locations within the order were received, the content of which is listed in Appendix B alongside the Highway Authorities response.
- 8 Further consultation was undertaken with the Ward members on a slight reduction in restrictions to alleviate the concerns of the objectors.
- 9 The objectors were contacted over the potential changes and given the opportunity to withdraw their objections, however to date none have withdrawn their objections

What are the resource implications?

- 10 These works were approved in a previous report dated 15/04/2022 and there are no further resource implications above and beyond those highlighted there.

What are the legal implications?

- 11 The schemes implementation is subject to resolving the objection and it is anticipated to be completed in the calendar year of 2024.
- 12 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.
- 13 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?

- 14 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

15 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?

16 Consideration was given to whether restrictions could be shortened further to try and further minimise the displacement of parked vehicles on Chirton Grove area. However, further shortening the restrictions would not fully solve the issues present at these locations.

17 Similarity consideration was afforded to alternate measures such as resident permit parking, for areas such as the Ravenscar area and Devonshire avenue. However these areas did not meet the criteria for such a resident permit zone and the problematic parking was also caused by resident parking themselves, something that an RPZ would not resolve.

18 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?

19 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?

20 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

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

<p>2. Please provide a brief description of what you are screening</p>

The screening focuses on a report to the Highways and Transportation Board requesting authority to introduce various highway improvement measures around the Roundhay Ward.

The scheme proposes to introduce a package of works within the Roundhay Ward to improve access and the safe passage of traffic in the area, including restrictions on:

Chirton Grove, Gipton, Copgrove Road, Gipton, Devonshire Avenue, Roundhay, Devonshire Close, Roundhay, Devonshire Lane, Roundhay, Easterly Avenue, Gipton, Gipton Wood Crescent, Gipton, Lidgett Park Road, Lidgett Park, North Park Avenue, Lidgett Park, Old Park Road, Gledhow, Park Crescent, Roundhay, Park Lane, Roundhay, Ravenscar Avenue, Gledhow, Ravenscar Mount, Gledhow, Ravenscar Terrace, Gledhow, Ravenscar View, Gledhow, Ravenscar Walk, Gledhow, Roman Avenue, Roundhay, Street Lane, Roundhay, Upland Crescent, Gipton, West Park Road, Roundhay

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 for junctions within the area, this is particularly beneficial to those with poorer eyesight, such as those that reside in the nearby residential home for the elderly.
- Greater visibility at junctions and reduced parking will assist those with poorer mobility, affording them more time to manoeuvre.
- Improved visibility at informal crossing points, which will assist crossing for Parents/Careers/children/Wheelchair users and those with mobility issues.
- Improved access for emergency service vehicles to the area, with the residential care home there is an increased likely hood of this requirement

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.
- Concerns raised by objectors over reduced ability to host visitors in the immediate vicinity, with fears that this could isolate residents, impact on deliveries and impact on quality of life
- The local population is made up of various demographics, with a slightly larger Jewish population due to the proximity to local Synagogues, as such this may adversely affect them.
- With respect to the omission of the proposals following the objections, if parking continues in this area on the footpath this will likely have a negative impact on pedestrians, however this decision has been undertaken following strong local opposition by residents of this street as whole. As such we have adopted the balanced view of adhering to local wishes.

• **Actions**

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

Following consideration of the objections raised, taking into consideration the concerns over reduced parking provision potentially increasing loneliness of residents of the nearby Elderly Persons home, we have reduced the restrictions to the minimum that can be introduced to deal with the issues of sightlines, double parking etc.

Blue Badge holders will still be able to park on the restrictions for up to 3 hours

Deliveries will still be able to load and unload

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	

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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

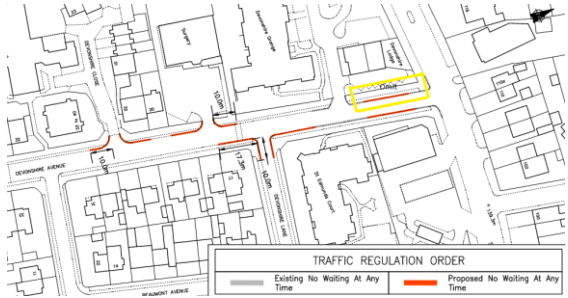
Date screening completed	
Date sent to Equality Team	
Date published (To be completed by the Equality Team)	

Appendix B:

List of objections to the Roundhay Ward Traffic Regulation Order:

Details of Objection	Highways Response	Highways Recommendation
<p>Ravenscar's – Three Objectors</p> <ul style="list-style-type: none"> Parking spaces are limited. Agrees with restrictions on Ravenscar Avenue, but does not agree with restrictions on the corners of Ravenscar Terrace/Ravenscar View Restrictions will be ignored. 	<ul style="list-style-type: none"> Proposals were derived through public consultation. It is expected the proposals will assist emergency services and refuse vehicles. <p>The original plans considered more stringent measures on Ravenscar View. Through consultation restrictions were minimised so they only covers 5m around the junction on one side.</p> <p>This is less than the Highways Code advises 'DO NOT stop or park opposite or within 10 metres (32 feet) of a junction'. On site observations suggest that one parking space outside residents' property is still possible.</p> <p>It is possible that some of the restrictions on Ravenscar View could be reduced to allow some additional parking that would not compromise the aims of the proposals.</p> <ul style="list-style-type: none"> When the order has been sealed, an instruction for enforcement will be carried out. 	<ul style="list-style-type: none"> Discussion have been held with the Ward Members over this element of the proposals, where it decided that this area required further consultation. As such Councillors agreed this should be removed in favour of being delivered separately. Recommendation to reduce the proposals to covering the absolute minimums on the junctions of Ravenscar Avenue with Ravenscar Walk, Ravenscar View with Ravenscar Terrace and Mount, Thereby omitting the section of double yellow lining adjacent to the wooded area behind the public house.

<ul style="list-style-type: none"> • Wants to consider a polite notice asking people to not park in certain areas at certain times 	<ul style="list-style-type: none"> • Informal measures such as a 'polite notice' would not be possible, any informal measures cannot be enforced and would fail to meet the aims of the proposals. 	
<p>Chirton Grove – Objector (petition with 11 signatures included)</p> <ul style="list-style-type: none"> • Restrictions will cause an issue for resident and visitor parking. • Restrictions will reduce property values. • Nearby cul-de-sac's such as Montagu View "which is a smaller cul-de-sac" do not have restrictions 	<ul style="list-style-type: none"> • Restrictions are focused on the areas in which parking already causes an issue and obstructs access for emergency services and refuse vehicles. As the width of Chirton Grove is substandard, any parking in this area would obstruct the public highway. • There is no evidence that parking restrictions reduces property values particularly where properties have off-street parking facilities. • Complaints have not been received regarding parking issues on Montagu View, therefore consideration has not been afforded to this location previously. Consideration for restrictions is undertaken taking each site on its own merit rather than considering restrictions on characteristics. Montagu View is approximately 4.5m wide whereas Chirton Grove is approximately 2.5m wide, therefore Chirton Grove is significantly narrower, which does not enable parking to be permitted without causing obstruction on the public highway. 	<ul style="list-style-type: none"> • Discussion have been held with the Ward Members over this element of the proposals, where it decided that this area required further consultation. As such Councillors agreed this should be removed in favour of being delivered separately. • Recommendation to omit from scheme and review again at a later date.
<p>Devonshire Avenue – Three Objectors</p>		

<ul style="list-style-type: none"> Where will visitors to Devonshire Grange park? The Development was only allowed 27 car parking places, with 41 apartments, so many existing residents make use of on street facilities <p>Many residents have mobility issues and need to park nearby</p>	<ul style="list-style-type: none"> Restrictions centre on access issues and sight lines at junction, where the existing level of parking can compromise the visibility at these junctions. <p>Poor sightlines at junctions negatively impact on motorists with visual impairments and those with mobility issues who need the greatest visibility to safely manoeuvre. This also negatively impacts on pedestrians crossing at junction, where vehicles parked close to them reduce their visibility of and to on coming traffic. Given that the demographics of the residential home, it is especially important to ensure that safety is improved.</p> <p>However it also needs to be considered the mobility issues in relation to parking in close proximity to the development and the fine balance between this and safety at the junctions.</p> <p>As such the proposed restrictions have been kept to a minimum to allow some parking in the immediate vicinity, whilst maintaining the aims of the scheme to improve sightlines at these junctions and access to the development. However under further review opportunities have identified on the western kerb line adjacent to Devonshire Grange to allow additional parking opportunities, as such restrictions here are reduced.</p>	<ul style="list-style-type: none"> Recommendation to Omit the section on the Northern side of Devonshire Avenue adjacent to the public house to allow a small section of parking, as the road is wide enough to accommodate parking on one side but not both. Remaining restrictions ensure sight lines at access/junctions and must be maintained and with respect to this we would recommend the overruling of the outstanding objections and implement the scheme. 
<ul style="list-style-type: none"> Believes it could deter sales of flats without onsite parking 	<ul style="list-style-type: none"> There is no evidence that restrictions in the vicinity of the premises restrictions would affect sales. The development was introduced under planning conditions restricting parking on site, taking into consideration the transport links and intended 	

	<p>residents would not require a vehicles, as such it should be expected that any prospective buyers to consider this when purchasing. However these restrictions are introduced to improve road safety in the area, that could be more attractive to prospective buyers.</p>
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Background papers

- 1 None.