

Meanwood District Centre

Date: December 2023

Report of: James Chadwick – 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

Following the approval of the Meanwood District Centre scheme by the Chief Officer (Highways and Transportation), the proposed Waiting Restrictions, Movement Order and Speed Limit Order were advertised and attracted 23 formal objections.

This report seeks approval of the Chief Officer (Highways and Transportation) to consider and overrule the reported objections to the proposed orders detailed in (Traffic Regulation) (Movement Order) No 6 Order 2023 and (Traffic Regulation) (Waiting Restriction) No.7 Order 2023.

Brief summary

Recommendations

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

- a) Consider and over-rule the objections raised to Leeds City Council (Traffic Regulation) (Movement Order) No.6 Order 2023 and (Traffic Regulation) (Waiting Restriction) No.7 Order 2023;
- b) Request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Movement Order) No.6 Order 2023; (Traffic Regulation) (Waiting Restriction) No.7 Order 2023; and (Speed Limit) (No. 11) Order 2023 20MPH Speed Limit
- c) Request the City Solicitor to write to the objectors informing them of the decision taken by the Chief Officer (Highways and Transportation).

What is this report about?

- 1 This report details the objections received to the proposed Traffic Regulation and Movement Orders that form a package of works to improve the Meanwood District Centre through the introduction of restricted turning movements, new parking restrictions and traffic signals as to the Highways Board report approved in June 2023.

- 2 The Chief Officer (Highways and Transportation) is requested to consider and to over-rule the objections received and give approval to implement the restrictions as part of the wider scheme.

What impact will this proposal have?

- 3 The restrictions are anticipated to have the following benefits:
- a) The introduction of mandatory and prohibited movements will allow the signalisation of the junction to operate more efficiently and prevent queuing traffic on the approach arms to the junction.
 - b) The restriction of parking within this area will permit traffic (particularly public transport vehicles) to flow through the junction without being obstructed and will provide a safer and pleasant environment for pedestrians through the construction of wider pavements and the creation of formal crossing points on key desire routes.
 - c) The waiting restrictions on Bentley Lane will protect junctions from obstructive parking and provide safe and convenient passing places for traffic and avoid congestion for the diverted bus route.
 - d) The introduction of limited waiting bays will provide short stay parking to facilitate a turnover of customer parking and allow convenient opportunities for deliveries for the local businesses, including the takeaway restaurants to pick up new orders.
 - e) The introduction of one-way lengths will reduce opportunities for rat running to avoid the mandatory / prohibited movements.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing

Inclusive Growth

Zero Carbon

- 4 The scheme has envisaged benefits of promoting modal shift, supporting active travel and facilitating a reduction in dependence on private motor vehicles.
- 5 The proposal directly promotes health and wellbeing and the Council's climate emergency commitment for zero carbon by 2030, by encouraging residents to walk within the area, by providing a less car dominated environment, wider pavements and the introduction of formal crossing points. This design which provides wider pavements supports and enables the ambitions of the Meanwood Valley Partnership to enhance at a future date, the district centre through the introduction of trees/ planters and greenery in the future.
- 6 The installation of the pedestrian crossings along key desire lines will increase accessibility on a key walking route around the junction and to local shops and local amenities. It will also offer an enhanced link to community facilities and wider key public transport routes and corridors.

What consultation and engagement has taken place?

Wards affected: Meanwood and Weetwood

Have ward members been consulted?

Yes

No

- 7 The overall scheme design consultation was undertaken as described in the approved Highways Board report published 16 June 2023. This included regular meetings with Ward Members and the Meanwood Valley Partnership, a drop-in session attended by over 600 people and an online consultation which received a sizeable number of comments and emails.

- 8 Notices were placed on street lighting on the affected roads on 16 June 2023 until 14 July 2023 detailing the proposed Waiting restrictions, movement order and speed limit order. The notice included an email for the TRO Team for objections as well as a link to Traffweb where details of the proposals were shown, and comments could be received.
- 9 Ward Members were emailed on 16 June 2023 informing them of the legal advertisement along with a copy of the notice and plans of the proposals.
- 10 The order was placed on Traffweb where members of the public could see the proposals and provide comments directly. No comments were received via Traffweb.
- 11 A total of 24 comments were received, resulting in 23 objections and 1 in support of the proposals. Details of the objections can be found in Appendix A.

What are the resource implications?

- 12 The estimated total cost to implement this scheme is £740,000 comprising £506,000 Works costs, £105,000 UTMC, £126,000 Staff fees and £3,000 legal fees, and give authority to incur the expenditure, which is to be funded from the S106 contributions (£100,000), CRSTS funding (£340,000) and Leeds City Councils, Town, and Local Centres Programme (£300,000).

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

- 13 Due to the time constraints on the funding from the Local Centres Programme, there is a risk that this money will not be available in the next financial year if it is not assigned to this scheme.

What are the legal implications?

- 14 As the scheme covers multiple wards and is over £500,000 it is eligible for Call In and is a Key Decision.
- 15 The overall scheme implementation is subject to resolving any objections which may be received from the advertisement of the TRO.
- 16 All work will lie within the framework of highway legislation and national and local standards for design where applicable. All other relevant legislation will also be taken into consideration, including duties under the Equalities Act.
- 17 The TROs will be introduced using the powers contained within the Road Traffic Regulation Act 1984, the Highways Act 1980 and the Local Government Miscellaneous Provisions Act 1976. Further, the procedural steps undertaken will fully comply with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

Options, timescales and measuring success

What other options were considered?

- 18 Over 12 other design options were proposed, which would maintain all the existing turning movements, however, they were not taken forward because the traffic impact modelling showed an excessive adverse effect on traffic on the approach routes, with excessive congestion and queues forming.

How will success be measured?

- 19 An improvement of conditions for pedestrians within the junction and for cyclists travelling through and a reduction in the recorded injury collision.

What is the timetable and who will be responsible for implementation?

20 The schemes implementation is anticipated to start within the 2023/24 financial year and complete on site within the 2024/25 financial year.

Appendices

- Appendix A – List of objections and responses.
- Appendix B – Drawing 2434-LCC-00-XX-DR-TM-01_01c
- Appendix C – Drawing 2434-LCC-00-XX-DR-TM-01_02

Background papers

-