

Report to the Chief Officer (Highways and Transportation)

Date: 27 March 2018

Subject: Cross Gates Ward TRO - Objection Report

Capital Scheme Number : 32752

Are specific electoral Wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, name(s) of Ward(s): Cross Gates		
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?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, Access to Information Procedure Rule number:		
Appendix number:		

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. Following approval of a report to the Chief Officer (Highways and Transportation) in April 2017, Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.35) Order 2014 Amendment No.1 Order 2018 was advertised and attracted a total of 4 objections from various residents of Cross Gates.
3. This report seeks approval of the Chief Officer (Highways and Transportation) to consider and overrule the reported objections associated to the proposed waiting restrictions detailed in Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.35) Order 2014 Amendment No.1 Order 2018

Recommendations

4. The Chief Officer (Highways and Transport) is requested to:
 - i) note the contents of this report;

- ii) consider and overrule the objections to Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.35) Order 2014 Amendment No.1 Order 2018 giving authority to implement the scheme as advertised; and
- iii) request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.35) Order 2014 Amendment No.1 Order 2018 and inform the objectors accordingly of the Chief Officer's (Highways and Transportation) decision.

1 Purpose of this report

- 1.1 This report details the objections received against the proposed Traffic Regulation Orders that forms a package of work to improve road safety through the introduction of waiting restrictions on various streets within the Cross Gates Ward and requests the Chief Officer (Highways and Transportation) to consider the objections and the Officer's response.
- 1.2 The purpose of the report is to obtain authority to overrule the objections received and seeks approval to implement and seal the waiting restriction as per the advertised Order.

2 Background information

- 2.1 Due to the rising levels of indiscriminate parking experienced on various roads within Cross Gates, concerns have been raised via Ward Members, members of the public and local businesses, regarding its adverse effect on sight lines, general access for the residents and the free movement of traffic. A scheme was collated as a consequence to introduce a series of waiting restrictions within the Ward with the intention of improving accessibility and visibility at key points, thus improving road safety.
- 2.2 The Chief Officer (Highways and Transportation) approved this package of measures as part of the wider Traffic Management Capital scheme report presented April 2017 and gave authority to advertise and implement a Traffic Regulation Order subject to objections.
- 2.3 The Traffic Regulation Order was subsequently advertised between 24 November 2017 and 29 December 2017. As a result of the advertisement period, a total of 4 objections were received. These objections are outlined in Appendix A.

3 Main issues

- 3.1 This report refers to a Traffic Regulation Order scheme that seeks to implement lengths of waiting restrictions on various streets across the Cross Gates Ward, the proposals that received objections are detailed on drawings, TM-11-2899-01-02a.
- 3.2 Appendix A, the objection summary table, details the objector's concerns and Highways Officer's response.

4 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 Ward Members:

Ward Members were initially consulted by email on 1st August 2017. With all three Ward Members in favour of the proposals. Following amendments in response to local resident consultation, Ward Members were notified by email on 11th October. Again Ward Members responded positively and were keen to see the scheme implemented as soon as possible.

4.1.2 Emergency Services and West Yorkshire Combined Authority (WYCA):

The Emergency Services and WYCA were consulted by email on 1st August 2017. No adverse comments were received to the proposals.

4.1.3 Local Residents:

The affected residents of all affected locations were consulted via letter prior to the legal advertisement. Following feedback two locations were removed from the scheme. One location received 2 outstanding objections. Despite communication with the objectors they did respond and thus the objections stand.

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 that 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 parking restrictions is that parking will be displaced to nearby locations, which remain unrestricted and can better accommodate this. As with any displaced parking there is a risk that this may have a negative impact on the accessibility for road users and/or pedestrians at a separate location, however we are confident that in this instance any such impact will be minimal.

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 £15,000 comprising:

Physical Works	£7,000
TRO	£1,500
Staff fees	£3,500

- 4.4.2 The scheme is funded by the Traffic Management Capital budget and it's completion is anticipated within the 2017/18 financial year.

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 is a risk that if the restrictions are not introduced, then access for residents and emergency services will be severely restricted.
- 4.6.2 There is a risk that if the restrictions are not introduced, then inter-visibility between road users will be severely restricted
- 4.6.3 There are risks, normally encountered when working on the adopted highway, associated with the scheme.

5 Conclusions

- 5.1 These proposals are designed to remove indiscriminate parking and improve access and visibility for many local residents.
- 5.2 Over-ruling the received objections detailed in Appendix A, in accordance with the recommendations will allow this scheme to progress.
- 5.3 Provision of these measures will improve safety at key points on various roads within the Cross Gates Ward, particularly accessibility and visibility around junctions and also protecting access to private property where required.

6 Recommendations

- 6.1 The Chief Officer is requested to:

- i) note the contents of this report;
- ii) consider and over-rule the objections to Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.35) Order 2014 Amendment No.1 Order 2018 giving authority to implement the scheme as advertised; and
- iii) request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.35) Order 2014 Amendment No.1 Order 2018 and inform the objectors accordingly of the Chief Officer's (Highways and Transportation) decision.

7 Background documents¹

7.1 Appendix A

¹

APPENDIX A

SUMMARY OF OBJECTION TO THE CROSS GATES PROPOSED TRAFFIC REGULATION ORDER

Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.35) Order 2014 Amendment No.1 Order 2017

SUMMARY OF OBJECTION	HIGHWAYS RESPONSE
<p>Objection Reason No.1</p> <p><i>This objection focusses on the Sandbed estate permit zone hours of operation.</i></p> <p><i>2 objectors state that the proposed changes to reduce the hours of operation, is pointless as the existing restriction is not enforced.</i></p>	<p>School gate parking issues are prevalent at a great many schools throughout the country and are very difficult to overcome without the full co-operation of the parents/carers who bring their children to school by car. The restrictions introduced around the Sandbeds, were introduced at the time to prevent all day parking that was occurring within the estate causing issues for residents. They were not to prevent parent/careers from undertaking the typical picking up/dropping of children from the local school, which regardless of the zone is allowed under the exemptions of any permit zone.</p> <p>The exception to this is if they are leaving their vehicles unattended which would be in contravention of the permit zone.</p> <p>The zone is patrolled routinely by Leeds City Council parking enforcement officers and they also attend when they receive reports from residents that a vehicle is parked in contravention of the permit zone, that they attend the site and deal with them accordingly.</p> <p>Specifically the proposed changes to the hours of operation were requested by residents to reduce the overall restrictive nature of the zone for them, whilst still maintaining the intended use of the zone to prevent all day parking throughout the area. As such the hours of operation are proposed to be changed from 8am to 4pm to 8am to 9.30am & 2.30pm to 4pm.</p> <p>Should the changes proceed there will be an increased level of enforcement following their introduction, furthermore with reduced hours of operation it will be easier to maintain a presence during the hours of operation</p>

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