



Report to the Chief Officer (Highways and Transportation)

Date: 20 October 2020

Subject: Outwood Lane, Horsforth – S106 Highway Improvement Scheme Objection Report

Are specific electoral wards affected? If yes, name(s) of ward(s): Horsforth	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Has consultation been carried out?	<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
Will the decision be open 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

1. Main issues

- Following the initial planning approval in December 2017 (reference 16/07784/FU) of a residential development on the Former St. Joseph's Convalescent Home on Outwood Lane, Horsforth, the developer subsequently entered into a Section 106 Agreement with Leeds City Council, providing the Council funding to undertake highway works where it deemed appropriate in the vicinity of the development.
- Leeds City Council has subsequently proposed to introduce a 20mph zone with four round-top speed humps on Outwood Lane, as well as lengths of 'no waiting at any time' (double yellow lines) primarily on Outwood Lane and Newlay Lane, with the formal public advertisement undertaken between 12 June and 10 July 2020.
- The formal public advertisement of the Traffic Regulation Order attracted one objection to the introduction of 'no waiting at any time' on Outwood Lane. This report seeks the approval of the Chief Officer (Highways and Transportation) to consider and overrule the reported objection to the proposed parking restrictions detailed in Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.26) 2013, Amendment Order No.1 2020.

2. Best Council Plan Implications (click [here](#) for the latest version of the Best Council Plan)

The Best Council Plan 2020-2021 outlines how Leeds City Council will achieve the vision to become the best city in the UK. The plan highlights the aim to improve the safety of transport connections. This scheme meets these objectives by delivering a traffic management scheme to assist inter-visibility between drivers and pedestrians, assist driver and pedestrian movements and create a safer environment for all road users.

3. Resource Implications

- The scheme proposals are to be funded via a Section 106 Agreement between Leeds City Council and the developer. All design and works resources have been identified within the 2020/21 works programme.

Recommendations

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

- i) Note the contents of the report;
- ii) Consider and over-rule the objection raised to Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.26) 2013, Amendment Order No.1 2020;
- iii) Request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.26) 2013, Amendment Order No.1 2020; and
- iv) Request the City Solicitor to write to the objector informing them of the decision taken by the Chief Officer (Highways and Transportation).

1. Purpose of this report

- 1.1 This report details one objection received to the proposed Traffic Regulation Order that seeks to provide lengths of 'no waiting at any time' on Outwood Lane to maintain acceptable free flow of traffic at narrower points of the route, as well as ensuring that any excess parking from the new development does not cause undue restriction to the safe use and free flow of the traffic along Outwood Lane.
- 1.2 The Chief Officer (Highways and Transportation) is requested to consider and to over-rule the objection received and give approval to implement the waiting restrictions and the seal the Traffic Regulation Order as advertised

2. Background information

- 2.1 As detailed in the original report presented 10 October 2019, this scheme seeks to introduce a package of measures on Outwood Lane to resolve concerns related to the speed of traffic along the route including a reduction of the speed limit to 20mph and four 'round top speed humps'. The scheme also proposes to introduce varying lengths of 'no waiting at any time' to ensure adequate visibility and traffic free flow is maintained at certain junctions and at key points along Outwood Lane.
- 2.2 The proposals were formally advertised between 12 June and 10 July 2020, attracting a total of one objection.

3. Main issues

- 3.1 The objection received to the proposals focuses specifically upon the provision of 'no waiting at any time' on Outwood Lane. No objections were received to the 20mph or traffic calming proposals.
- 3.2 Appendix A of this report, the objection summary table, details the objectors concerns and Highways' response.

3.3 Programme

The scheme proposals are included on the Annual Programme and it is expected that the proposals will be implemented within the 2020/2021 financial year, subject to the Chief Officer (Highways and Transportation) approving the contents of this report.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 Ward Members were consulted via email on 16 August 2019 with support being received to the proposals.
- 4.1.2 Emergency Services were consulted via email on 16 August 2019. No adverse comments were received.
- 4.1.3 West Yorkshire Combined Authority were consulted via email on 16 August 2019. No adverse comments were received.
- 4.1.4 Local residents were consulted via letter on 20 November 2019. 395 letters were sent, with 37 responses received. Of the responses received:
- 20 were in support of all elements of the scheme.
 - 8 responses expressed support for all elements of the proposals, with requests for additional parking or traffic calming measures.
 - 3 responses expressed support for the 20mph speed limit, but disapproved of the traffic calming measures.
 - 3 of the responses expressed no firm opinion but sought additional information on the proposals.
 - 2 of the responses were in support of the 20mph speed limit and traffic calming, but requested reductions in the proposed parking restrictions.
 - 1 respondent expressed objection to the proposal.
- 4.1.5 Those residents who had offered comments against the traffic calming proposals, as indicated in 4.1.4 were responded to explaining the purpose of the scheme and that without the introduction of those measures, it would not be possible to consider the introduction of the 20mph speed limit that they had offered support to.
- 4.1.6 Considering the overall response received from residents, it was determined to carry forward the scheme as initially proposed.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 A full Equality, Diversity/ Cohesion and Integration Screening (Appendix B) has been carried out on the proposals and was detailed in the initial report date 10 October 2019.
- 4.2.2 By removing obstructive parking on Newlay Lane, residents will find accessibility to their properties and their private driveways easier, which will be beneficial to elderly residents and those generally with reduced mobility;
- 4.2.3 By removing obstructive parking on Outwood Lane, road users will find the route easier to use and there will be reduced footway parking as a result of the measures. This will benefit pedestrians by not having to step into the live carriageway to pass parked vehicles. In particular this would benefit vulnerable pedestrians such as children and the elderly, as well as those parents and guardians with pushchairs and wheelchair users also.

4.3 Council policies and the Best Council Plan

- 4.3.1 The Best City ambition is to improve life for the people of Leeds and make our city a better place. Measures to improve the highway network will contribute to making the road safer and easier to use, which contributes to the Best City for Communities.
- 4.3.2 The proposals contained in this report are in accordance with Plan Objective: Delivering Accessibility. The proposals also follow core strategy approaches A1 and A2 in that the scheme will improve physical accessibility and improve the highway for pedestrians.
- 4.3.3 Climate Emergency
The removal of indiscriminate parking will improve the free flow of two way traffic on most of the affected lengths, and therefore reduce or remove the need for vehicles to stand and wait for gaps in the traffic, reducing emissions in these areas from idling traffic.

4.4 Resources, procurement and value for money

- 4.4.1 The estimated total cost to implement the scheme is £40,000, broken down as £10,000 staff costs, £6,000 legal costs and £24,000 works costs. The scheme is to be funded through a contribution from the developer in line with the Section 106 Agreement signed by them and Leeds City Council.

4.5 Legal implications, access to information, and call-in

- 4.5.1 The report is not eligible for call in as the proposals fall below the relevant threshold.

4.6 Risk management

- 4.6.1 There are no direct risk issues over and above those expected when working in the public highway, generated by the proposals contained within this report. The introduction of the scheme will mitigate existing risks caused by poor parking practices and higher vehicle speeds.

5. Conclusions

- 5.1 Over-ruling the received objection detailed in Appendix A, in accordance with the recommendations, will allow this scheme to progress.
- 5.2 Provision of these measures will maintain free flow of traffic and remove obstructive parking practices on lengths of public highway in the vicinity of the Former St. Joseph's Convalescent Home development. The measures will therefore ensure that any parking overspill from that development will not cause any particular issues upon the public highway.

6. Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
 - i) Note the contents of the report;
 - ii) Consider and over-rule the objection raised to Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.26) 2013, Amendment Order No.1 2020;
 - iii) Request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.26) 2013, Amendment Order No.1 2020; and
 - iv) Request the City Solicitor to write to the objector informing them of the decision taken by the Chief Officer (Highways and Transportation).

7. Background documents

- 7.1 None.

8. Appendices

- 8.1 Appendix A – Summary of Objections to Proposed TRO
- 8.2 Appendix B – EDCI Screening
- 8.3 Drawing 1 TM-17-306-CON-03A
- 8.4 Drawing 2 TM-17-306-CON-03D

APPENDIX A

SUMMARY OF OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDER

Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.26) Order 2013 Amendment Order (No.2) 2019

SUMMARY OF OBJECTION	HIGHWAYS RESPONSE
<p>Objection No.1</p> <p>Objector states that the proposed measures will be problematic for residents of Sandywood Court [over 55 exclusive accommodation] and that no measures are proposed around the new development. Objector states that there are 17 spaces for 30 dwellings within Sandywood Court.</p> <p>Objector expresses concern that due to the age of some residents within Sandywood Court, removal of on-street parking spaces would be detrimental to them due to decreased mobility and that residents displaced from Outwood Lane would find it difficult to park in the near vicinity.</p> <p>Objector requests the introduction of a resident permit parking.</p>	<p>The public adopted highway is defined as a route designed for the passage and traffic, with no specific rights for parking provision. Leeds City Council has sought to maintain parking provision upon Outwood Lane, but is focussed on ensuring that parking practices that obstruct the highway cannot take place, regardless of whether local developments have inadequate parking provision. Parking measures are being provided in the vicinity of the new development to ensure inappropriate parking practices do not take place that would result in the narrowing of the carriageway, which may result in the road becoming impassable for a wider vehicle such as a refuse wagon or an emergency service vehicle.</p> <p>The proposal does not seek to remove parking provision from Outwood Lane, but instead preserve the areas of parking that are currently utilised and prevent double sided parking from obstructing traffic flow. It is noted that the parking would be on the opposing side of Outwood Lane to Sandywood Court, however this is due to officer observations noting the majority of parking taking place in this manner. The removal of on-street parking will also benefit residents through the removal of the possibility of vehicles parking upon the footway, which can obstruct the footway and particularly for those with wheelchairs, walking assists or mobility scooters.</p> <p>Leeds City Council does not believe there is a requirement to reserve areas of Outwood Lane for the specific use of residents at this time. For such a measure to be considered, it must be shown that residents are being displaced by an unreasonably high level of non-residential parking, which from officer observations, is not considered to be the case at this time. Subsequently, any such proposal would have no discernible impact on the use of Outwood Lane for parking.</p>

Appendix B

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: Highways Services	Service area: Traffic Engineering
Lead person: Jonathan Waters	Contact number: 0113 3787492

1. Title: Outwood Lane, Horsforth – S106 Highway Improvement Scheme Objection Report			
Is this a:			
<input type="checkbox"/>	Strategy / Policy	<input type="checkbox"/>	Service / Function
<input type="checkbox"/>	Provision of Traffic Regulation Order	<input checked="" type="checkbox"/>	Other

2. Please provide a brief description of what you are screening
The screening focuses on a report to the Highways and Transportation Board, requesting the authority to introduce a Traffic Regulation Order on Outwood Lane and adjacent streets, to maintain free flow of traffic along the carriageway and visibility at junctions, associated with the new development of housing on the Former St. Joseph's Convalescent Home.

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. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.

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 has taken place with Ward Members, the Emergency Services and West Yorkshire Combined Authority. Support was received from the Ward Members and WYCA, West Yorks Fire and Rescue raised no objections. Consultation will take place either directly with affected parties or via a series of public advertisement notices,

advertisement in the Yorkshire Post newspaper and a Section 90c Notice. All comments received from the consultation will be duly considered prior to scheme implementation.

- **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:

- By removing obstructive parking on Newlay Lane, residents will find accessibility to their properties and their private driveways easier, which will be beneficial to elderly residents and those generally with reduced mobility;

By removing obstructive parking on Outwood Lane, road users will find the route easier to use and there will be reduced footway parking as a result of the measures. This will benefit pedestrians by not having to step into the live carriageway to pass parked vehicles. In particular this would benefit vulnerable pedestrians such as children and the elderly, as well as those parents and guardians with pushchairs and wheelchair users also.

Negative impacts:

- Current parking practices related to all-day commuter parking will be displaced to a new location and subsequent issues may arise resulting from this. Furthermore, by freeing up carriageway space, the speed of passing vehicles may increase. Both matters shall be monitored following introduction of the scheme and further work can be considered to tackle resultant issues where determined necessary.
- The introduction of parking restrictions in the vicinity of Sandywood Court may impact those residents (age 55 and above) with reduced parking availability in close proximity of their homes. However, as noted within this report, the scheme has been designed on the basis of maintaining current parking practices.

- **Actions**

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

Comments received from members of the public towards the proposals will be duly considered in the design process. Should there be a comment raised that we feel requires accommodation within the scheme and is safe and reasonable to do so, then it shall be done.

Post-scheme implementation monitoring of the site will be carried out. Should there be a need for further works to alleviate post-implementation issues then this will be duly considered at the time.

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 Borrás	Principal Engineer	30/9/2020
Date screening completed		30/9/2020

7. Publishing	
<p>Though all key decisions are required to give due regard to equality the council only publishes those related to Executive Board, Full Council, Key Delegated Decisions or a Significant Operational Decision.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> • Governance Services will publish those relating to Executive Board and Full Council. • The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions. • A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record. <p>Complete the appropriate section below with the date the report and attached screening was sent:</p>	
For Executive Board or Full Council – sent to Governance Services	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent:
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: