



Report to Chief Officer (Highways & Transportation)

Date: 12 January 2021

Subject: Morley Town Fund Advance Funding – TRO advertisement

Are specific electoral wards affected? If yes, name(s) of ward(s): Morley South	<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 checked="" type="checkbox"/> Yes <input 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

- Morley has been selected as one of the places deemed eligible by Government to bid for Towns Fund monies. As part of this process a grant of £750,000 has been made available for capital projects in the town to be delivered before the end of the 2020/21 financial year
- On 24th November 2020 the Director of City Development approved this expenditure, which includes £550,000 for highways projects at Morley Bottoms and on Queen Street.
- Traffic Regulation Orders are required to deliver these schemes, and this report seeks approval to advertise these and to inject the £550,000 into the Highways & Transportation capital programme.

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

- As noted in the report to the Chief Officer (Asset Management and Regeneration) the proposed programme of interventions in Morley to be delivered through this accelerated Towns Fund monies will enable the Council to achieve against a number of ambitions set out in the Best Council Plan:

The delivery of improvements to the town's parks and green spaces will support Morley residents to live happy, healthy, active lives. These park improvements will be concentrated in Scatcherd and Lewisham parks. In addition the expansion of public realm in the town centre will enable incremental modal shift, improving the town's walkability and encouraging active travel.

The proposal, which includes parks and public realm improvements, as well as an underpinning cultural programme will also enable greater access to green spaces, leisure and the arts. The upgraded local public realm and parks will be animated through new public art, encouraging residents to re-engage with their town and to use these spaces for leisure and to experience culture.

The cultural programme of activity will be locally driven, reflect local culture and identity and will provide an opportunity for residents to engage with the town centre, with art and with the Morley Town Fund bid. This aligns with the Best Council Plan ambition to ensure that culture in Leeds can be created and enjoyed by anyone.

3. Resource Implications

- The project will be entirely funded through central government grant.
- Traffic Engineering will deliver the highway works using existing staff resources

Recommendations

Chief Officer (Highways & Transportation)

The Chief Officer is requested to:

- a) Note the contents of this report, and the report to the Director of City Development dated 23rd November 2020; and
- b) Instruct the City Solicitor to advertise two experimental Traffic Regulation Orders to introduce:
 - i) A Bus Taxi and Cycle gate and a one way traffic flow on Queen Street from its junction with Chapel Hill southbound for 27 metres;
 - ii) Extension of the existing Prohibition of Vehicles on Queen Street to cover the period 7pm – 7am Friday – Monday and to restrict loading and unloading between 5pm and 7pm in addition to the existing hours of restriction;
 - iii) No Waiting At Any Time on parts of Queen Street on the approach to the junction with Chapel Hill, all as shown on drawing No. TM-26-664-TRO-01 and to include a provision within the Orders to enable the Chief Officer (Highways and Transportation) to modify or suspend the operation of the Orders or any of their provisions during the period of the experiment if it appears to him to be essential to do so; and
- c) At the end of the experiment which can remain in operation for a maximum period of 18 months and if no valid objections are received following the 6 month minimum objection period, to give appropriate consideration to making the Orders permanent to incorporate any modifications considered necessary as a consequence of monitoring the experiment.

1. Purpose of this report

- 1.1 This report seeks approval to advertise an experimental Traffic Regulation Order to facilitate the delivery of highway works previously approved by the Director of City Development as part of a package of accelerated funding as part of the Morley Town Fund.

2. Background information

- 2.1 Morley has been included on a list of places eligible to apply for the Towns Fund, a government funding stream to revitalise communities. As part of this Morley was invited to apply for £750,000 of accelerated funding for a package of early win schemes to realise improvements in 2020/21. This package includes two highways projects.
- 2.2 A report was approved by the Director of City Development on 23rd November 2020 for the delivery of the package and the expenditure for the highways projects.

3. Main issues

- 3.1 Two highways projects are proposed as part of the accelerated funding package; one on Queen Street between Fountain Street and Hope Street (“Morley Tops”) and one at the junction of Brunswick Street, Chapel Hill and Queen Street (“Morley Bottoms”)

3.2 Morley Bottoms

- 3.2.1 The project at Morley Bottoms involves closing Queen Street at its junction with Brunswick Street and Chapel Hill to all traffic except buses, taxis and cyclists in a southerly direction to create a public plaza with street furniture, planting and new paving to support commercial businesses to operate safely, and to enhance the environment to benefit longer term economic recovery and growth. The proposal also facilitates the provision of pedestrian crossing at busy road junctions and helps animate and enhance a key route from the train station to the high street.
- 3.2.2 This proposal requires the advertisement of a Bus, Taxi and Cycle gate with an accompanying One Way order and some No Waiting At Any Time restrictions. These are detailed on attached drawing TM-26-664-TRO-01.

3.3 Morley Tops

- 3.3.1 The Morley Tops scheme involves extending the partially pedestrianised zone on Queen Street by closing it to through traffic in the evenings to facilitate and encourage bars, cafes and restaurants to use the public realm both in the day time and in the evenings. Public realm enhancements to increase the attractiveness of the space to support the local economy and encourage people to dwell.
- 3.3.2 The current Prohibition of Vehicles on Queen Street operates during these times:
- All Days 7am to 7pm
 - Except for loading and unloading goods 7am to 10am & 4pm to 7pm (inclusive)
- 3.3.3 The proposed restriction would vary this to:
- Monday – Thursday 7am to 7pm
 - Except for loading and unloading goods 7am to 10am & 4pm to 7pm

- Friday – Sunday 7am to midnight
- Except for loading and unloading goods 7am to 10am

- 3.4 The effects of introducing these restrictions on traffic patterns is uncertain, particularly the closure of Queen Street at Morley Bottoms. In ordinary circumstances the effects would be modelled and more extensive consultation carried out; given the timescales placed on the authority by the project funding it is necessary to understand the effects through a trial and error approach.
- 3.5 In order to allow reactive modifications to take place it is proposed to introduce the restrictions necessary for these projects through an experimental Traffic Regulation Order. This process will allow officers to monitor the effects and vary the restrictions as necessary to ensure that the project can fairly reflect any feedback or observations taken during the trial period.
- 3.6 It is proposed to commence this trial in late January 2021, and if the new restrictions are successful to formalise the arrangement in March 2021.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 Consultation has taken place with ward members and the town council through the Morley Town Fund Board and through a number of individual meetings to discuss the highways projects. Strong support has been expressed for the projects and councillors have been heavily involved in the development of the proposals.
- 4.1.2 Consultation with bus operators and Metro was started in November 2020. Due to the high level of opposition to the Morley Bottoms proposal (a full closure of Queen Street) the current arrangement was developed which allows bus services to travel northbound (towards Morley).
- 4.1.3 Meetings have been held in December 2020 with affected businesses and further individual frontage consultation is taking place in January 2021. General support has been expressed to date and any further specific matters will be considered as part of the project delivery and where necessary reported back to the Chief Officer for further consideration.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 An equality, diversity cohesion and integration screening was completed for the report of 23rd November and is included at Appendix A.

4.3 Council policies and the Best Council Plan

- 4.3.1 The proposed highway works in Morley will enable the Council to achieve against a number of ambitions set out in the Best Council Plan. These are detailed in the appended report to the Director of City Development, and the TRO proposals detailed above allow these to be realised.

Climate Emergency

- 4.3.2 These proposals will reduce motor vehicle use in two areas of Morley where pedestrian and other active travel use is deemed more appropriate. This will

contribute to a reduction in carbon emissions in these areas and in the wider town, helping with the overall ambition to reduce carbon emissions across Leeds.

- 4.3.3 These proposals also have a significant effect on improving air quality in one of the worst performing areas in the city (Morley Bottoms) by reducing through traffic in this topographically challenging location.

4.4 Resources, procurement and value for money

- 4.4.1 The scheme is fully funded through government grant as detailed in the report of 23rd November 2021.

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

- 4.5.1 The proposals in this report are not subject to Call-In.

4.6 Risk management

- 4.6.1 There are no risks, above those normally encountered when working on the public highway, associated with this report.

5. Conclusions

- 5.1 Approving this report allows the highways projects in Morley previously approved by the Director of City Development to be facilitated within the funding timescales.

6. Recommendations

Chief Officer (Highways & Transportation)

The Chief Officer is requested to:

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- b) Instruct the City Solicitor to advertise two experimental Traffic Regulation Orders to introduce:
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- c) At the end of the experiment which can remain in operation for a maximum period of 18 months and if no valid objections are received following the 6 month minimum objection period, to give appropriate consideration to making the Orders permanent to incorporate any modifications considered necessary as a consequence of monitoring the experiment.

7. Background documents¹

- 7.1 Report to the Director of City Development dated 23rd November 2020

8. Appendices

- 8.1 Appendix A – EDCI Screening
- 8.2 Appendix B - TM-26-664-TRO-01

¹ The background documents listed in this section are available to download from the council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.