

## Delegated Decision Notice (DDN)

This form is the written record of a key, significant operational or administrative decision taken by an officer.

<b>Decision type</b>	<input type="checkbox"/> Key Decision	<input checked="" type="checkbox"/> Significant Operational Decision	<input type="checkbox"/> Administrative Decision
<b>Approximate value</b>	<input type="checkbox"/> Below £500,000 <input type="checkbox"/> £500,000 to £1,000,000 <input type="checkbox"/> over £1,000,000	<input checked="" type="checkbox"/> below £25,000 <input type="checkbox"/> £25,000 to £100,000 <input type="checkbox"/> £100,000 to £500,000 <input type="checkbox"/> Over £500,000	<input type="checkbox"/> below £25,000 <input type="checkbox"/> £25,000 to £100,000
<b>Director<sup>1</sup></b>	Director of City Development		
<b>Contact person:</b>	Morgan Tatchell-Evans		Telephone number: 0113 3783655
<b>Subject<sup>2</sup>:</b>	Leeds Public Transport Investment Programme (LPTIP); Bradford to Leeds A647 Bus Priority Corridor; Armley Ridge Road Traffic Regulation Order Objection report		
<b>Decision details<sup>3</sup>:</b>	What decision has been taken? (Set out all necessary decisions to be taken by the decision taker including decisions in relation to exempt information, exemption from call in etc.) The Chief Officer (Highways and Transportation): <ol style="list-style-type: none"> <li>a) Noted the contents of the report;</li> <li>b) Considered and over-ruled the objections raised to Leeds City Council (Traffic Regulation) (Movement Restriction) (No.5) Order 2021;</li> <li>c) Requested the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Movement Restriction) (No.5) Order 2021;</li> <li>d) Requested the City Solicitor to write to the objectors inform them of the decision taken by the Chief Officer (Highways and Transportation).</li> </ol>		
	A brief statement of the reasons for the decision (Include any significant financial, procurement, legal or equalities implications, having consulted with Finance, PACS, Legal, HR and Equality colleagues as appropriate) In October 2019, the Chief Officer (Highways and Transportation) gave approval to advertise the draft Traffic Regulation Orders (TROs) required to implement		


<sup>1</sup> Give title of Director with delegated responsibility for function to which decision relates.

<sup>2</sup> If the decision is key and has appeared on the list of forthcoming key decisions, the title of the decision should be the same as that used in the list

<sup>3</sup> Simply refer to supporting report where used as these matters have been set out in detail.

	<p>the A647 Bus Priority Corridor scheme. The TRO to which this decision pertains was included in this approval, and has now been advertised. By prohibiting left turns from Stanningley Road into Armley Ridge Road, this TRO will help to improve safety for cyclists at the Stanningley Road / Armley Ridge Road junction, and will also help to encourage modal shift to cycling as a result. Whilst it is acknowledged that the TRO has some localised disbenefits, it is noted that there are suitable alternative routes available for the small number of trips which currently make use of this left turn, with fairly small associated increases in journey length.</p>
	<p>Brief details of any alternative options considered and rejected by the decision maker at the time of making the decision</p> <p>The option to leave the junction in its current layout has been considered, but has been rejected as this would fail to tackle the identified safety issue.</p> <p>The option to provide a separate signal stage for eastbound cyclists has been considered, which would address the safety issue without requiring left turns from Stanningley Road to Armley Ridge Road to be banned. However, amending the signal staging in this way would reduce the capacity of the junction for all movements, increasing queuing on the approaches and increasing delays for all modes. It is therefore considered that the most appropriate way to address the safety issue here is to ban the left turn.</p>
<p><b>Affected wards:</b></p>	<p>Armley</p>
<p><b>Details of consultation undertaken<sup>4</sup>:</b></p>	<p>Executive Member Councillor Helen Hayden 24.05.2021</p> <p>Ward Councillors Local Ward Members (Armley) briefed 26<sup>th</sup> October 2020</p> <p>Others Public consultation Phase 1: Spring 2018 Public consultation Phase 2: November 2018 First Bus: December 2018 CT Plus: November 2019 Emergency services: June 2019 Local residents: February-May 2021</p>

<sup>4</sup> Include details of any interest disclosed by an elected Member on consultation and the date of any relevant dispensation given.

<b>Implementation</b>	Officer accountable, and proposed timescales for implementation Officer accountable: Mark Philpott, Transport Planning Manager TRO to be made, sealed and implemented during summer 2021.		
<b>List of Forthcoming Key Decisions<sup>5</sup></b>	Date Added to List:-		
	<b>If Special Urgency or General Exception</b> a brief statement of the reason why it is impracticable to delay the decision		
	<b>If Special Urgency</b> Relevant Scrutiny Chair(s) approval Signature _____ Date _____		
<b>Publication of report<sup>6</sup></b>	If not published for 5 clear working days prior to decision being taken the reason why not possible:		
	If published late relevant Executive member's approval Signature _____ Date _____		
<b>Call In</b>	Is the decision available <sup>7</sup> for call-in?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
	<b>If exempt from call-in</b> , the reason why call-in would prejudice the interests of the council or the public:		
<b>Approval of Decision</b>	Authorised decision maker <sup>8</sup> Gary Bartlett		
	Signature 	Date 18.05.2021	

<sup>5</sup> See Executive and Decision Making Procedure Rule 2.4 - 2.6. Complete this section for key decisions only

<sup>6</sup> See Executive and Decision Making Procedure Rule 3.1. Complete this section for key decisions only

<sup>7</sup> See Executive and Decision Making Procedure Rule 5.1. Significant operational decisions taken by officers are never available for call in. Key decisions are always available for call in unless they have been exempted from call in under rule 5.1.3.

<sup>8</sup> Give the post title and name of the officer with appropriate delegated authority to take the decision.