

Ringway, Garforth TRO – Objection Report

Date: 24 August 2021

Report of: Principal Traffic Engineer, Chris Way

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

What is this report about?

Including how it contributes to the city's and council's ambitions

- A Traffic Regulation Order was advertised for Ringway, Knightsway and Abbotsway in Garforth, designed to prevent obstruction to through traffic and obstruction to access to properties.
- The TRO proposal helps to meet priorities of the Best Council Plan: "Ensuring the safe use of the highways" and "Keeping people safe from harm"
- The TRO was advertised on site on 2nd April 2021 and attracted 3 objections. These are summarised in the attached Appendix A.
- This report seeks approval to over-rule these objections, and to make and seal the Order as advertised.

Recommendations

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

- a. Note the contents of the report;
- b. Consider and over-rule the objections raised to Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W36) 2013, Amendment Order No.1 2021;
- c. Request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W36) 2013, Amendment Order No.1 2021; and
- d. Request the City Solicitor to write to the objectors informing them of the decision taken by the Chief Officer (Highways and Transportation).

Why is the proposal being put forward?

- 1 A Traffic Regulation Order was advertised on 2nd April to introduce No Waiting 8-10am and 2-4pm, Monday – Friday on parts of Ringway, Knightsway and Abbotsway. This was designed to prevent obstruction from parked vehicles associated with pick up and drop off from an adjacent high school and ensure safe passage along the public highway.
- 2 Three objections have been received to the advertisement, and this report requests that these are over-ruled and that the Order be made and sealed as advertised.

What impact will this proposal have?

Wards Affected:

Have ward members been consulted? Yes No

- 3 Approval of the recommendations in this report will allow the introduction of the Traffic Regulation Order as advertised. This will ensure safe passage along the public highway, prevent obstruction to private properties.
- 4 The proposals were drawn up following sustained requests from local residents to address these issues and have support from local ward members.

What consultation and engagement has taken place?

- 5 Ward members were consulted via email on 4th May 2020, and responded expressing their support for the scheme.

Emergency Services were consulted via email on 4th May 2020. No comments were received.

West Yorkshire Combined Authority were consulted via email on 4th May 2020. No comments were received.

Local residents were consulted via letter on 12th June 2020 with a majority of respondents offering support for the proposals and subsequently it was determined to proceed with the proposals.

The Traffic Regulation Order was advertised on 2nd April 2021 and attracted three objections.

What are the resource implications?

- 6 The estimated total cost to implement the wider scheme is £15,000, broken down as £5,000 works costs and £10,000 design costs. This is being met from existing Traffic Engineering budgets.

What are the legal implications?

- 7 3 objections were received to the advertised TRO. These need to be resolved before the order can proceed to sealing and making.
- 8 This report requests that the objections are over-ruled, in line with the comments in Appendix A.

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

- 9 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.

Does this proposal support the council's 3 Key Pillars?

Inclusive Growth Health and Wellbeing Climate Emergency

- 10 The advertised TRO improves road safety and increases confidence that routes to school are unimpeded and can be travelled on foot. These factors contribute to the Health and Wellbeing priority.
- 11 The proposals support Inclusive Growth as they will improve physical accessibility and remove obstructions on the highway for pedestrians. If these proposals are implemented then residents will have improved access to their properties and ability to cross and re-cross onto the highway.
- 12 Climate Emergency is addressed by this proposal; the removal of indiscriminate parking will improve the free flow of two way traffic on most of the affected lengths, reducing emissions from waiting traffic.

Options, timescales and measuring success

a) What other options were considered?

- 13 The initial report detailed that this was the appropriate TRO to address the specific issue.

b) How will success be measured?

- 14 Over-ruling the objections as noted in Appendix A will allow the advertised TRO to be implemented, preventing obstruction to through traffic and access to properties.

c) What is the timetable for implementation?

- 15 Subject to approval of this report the Traffic Regulation Order will be completed at the start of the new school year in September 2021.

Appendices

16 Summary of objections

17 EDCI Screening

Background papers

18 None

APPENDIX A

SUMMARY OF OBJECTION TO PROPOSED TRAFFIC REGULATION ORDER

Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W36) 2013, Amendment Order No.1 2021

SUMMARY OF OBJECTION	HIGHWAYS RESPONSE
<p>Objection No.1</p> <p>The Objector states that the new restriction will cause distress to a family member who does shift work and would be unable to park in front of her house.</p>	<p>All the properties on Knightsway have off street parking. The new restriction should ensure that this off street parking is available for unobstructed use at all times.</p> <p>These restrictions have been developed in conjunction with local ward members and residents to find a balance between protecting access and maintaining on-street parking opportunities for the majority of the day.</p>
<p>Objection No.2</p> <p>The Objector claims that the new restrictions will be ineffective as the school related parking will be pushed onto the next available unrestricted road.</p> <p>The Objector also asserts that their family's business will be adversely affected as the restriction times are when they use vehicles and trailers to pick up heavy equipment and supplies from their house and must park on the road to achieve this.</p>	<p>There is a limit to how far away from the school parents are willing to park in order to drop off or pick up pupils. While the restrictions on Lidgate Lane did push the parking problem onto Ringway, Knightsway, and Abbotsway, it is expected that these these restrictions will move the available parking beyond this limit.</p> <p>The proposed restrictions on Ringway end at Westbourne Avenue. The objector has alternative access onto an unrestricted street which will facilitate alternative access. The advertised restriction permits loading and unloading.</p> <p>As noted above these restrictions have been developed in conjunction with local ward members and residents to find a balance between protecting access and maintaining on-street parking opportunities for the majority of the day.</p>

Objection No.3

The Objector asks if the council has evidence the free and safe flow of traffic on the roads where the new restrictions are proposed is being adversely affected by parking.

The Objector says that the current restrictions on Ringway, Knightsway, and Abbotsway are not enforced and asks for evidence that they have been.

The Objector states that previously introduced parking restrictions have already significantly reduced the occurrence of obstructive parking.

The Objector claims that the plans will adversely affect residents who are retired or working from home who should be able to park outside their houses during the day.

The Objector suggests that school related parking will only be moved from the roads in the new restrictions to the next unrestricted street.

The Objector asks if there will be enforcement of the new restrictions as if there is not they claim there is little point in putting the restrictions in place.

The Objector suggests that the speed that vehicles travel on Ringway, Knightsway, and Abbotsway will increase without the parked cars to slow them down and that this will make these roads more dangerous.

Site observations have demonstrated that free and safe flow of traffic is being affected by excessive and obstructive on street parking. This is supported by long standing complaints regarding these streets which led to the development of the advertised order.

The current restrictions are limited to No Waiting At Any Time at junction radii, plus those in the close vicinity of the school. Parking Services have attended on a regular basis to provide enforcement and will do so subject to resource availability.

Site observations and correspondence support the view that obstructive parking continues to cause difficulties for local residents.

All the properties with the area of the proposed restrictions have off street parking. It is therefore not necessary for residents to park on the street. On street parking has been observed to be limited during the working day.

There is a limit to how far away from the school parents are willing to park in order to drop off or pick up pupils. While the restrictions on Lidgate Lane did push the parking problem onto Ringway, Knightsway, and Abbotsway, it is expected that these restrictions will move the available parking beyond this limit.

Parking Services will enforce the restrictions as necessary. Residents and others will be able to request additional enforcement should this prove necessary.

The effect of the removal of parked cars on traffic speeds will be monitored. Should they be found to increase in a way that is deemed to be unsafe then appropriate measures can be considered.

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: Senior Traffic Engineering
Lead person: Sukhpal Shergill	Contact number: (0113) 3780426

1. Title: Ringway, Garforth TRO – Objection Report		
Is this a:		
<input type="checkbox"/> Strategy / Policy	<input type="checkbox"/> Service / Function	<input checked="" type="checkbox"/> Other
Provision of Traffic Regulation Order		

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 relating to parking restrictions on Ringway,

Knightsway, and Abbotsway in the Garforth and Swillington Ward, to maintain free flow of traffic along the carriageway.

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 Yorkshire 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 Ringway, Knightsway and Abbotsway, road users will find the route easier to use.
- Additionally residents will find their private driveways easier to access which will be beneficial to elderly residents and those generally with reduced mobility.

Negative impacts:

- Current parking practices on Ringway, Knightsway and Abbotsway related to parking at school drop off and pick up times may be displaced to a new location and subsequent issues may arise resulting from this. Though this seems unlikely as the next unrestricted road has been deemed far enough from the school to be desirable for this purpose the situation will be monitored.
- Further, by freeing up carriageway space, the speed of passing vehicles may increase. This shall also be monitored following introduction of the scheme and further work can be considered to tackle resultant issues where determined necessary.

- **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