

Pudsey Ward Traffic Regulation Order – Objection Report

Date: 09 March 2022

Report of: Traffic Engineering

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

- One of the key objectives of the Best Council Plan is to 'promote sustainable and economic growth' through the delivery of key infrastructure projects.
- The scheme that this report relates to addresses several key concerns around the Pudsey Ward, primarily addressing local traffic issues including obstructive parking and the provision of a safer environment for the general public, which will contribute towards the Council's goal to reduce the numbers of people killed or seriously injured on the city's roads.
- Following approval of a report to the Chief Officer (Highways and Transportation) in March 2020, the Traffic Management Capital Programme for 2020 was approved, and included the Pudsey Ward Traffic Regulation Order.
- This was subsequently designed, consulted upon, and ultimately advertised from 19th November 2021 to 17th December 2021, during which time one objection was raised to the order and a summary of this can be found in Appendix B.
- This report seeks approval of the Chief Officer (Highways and Transportation) to consider and over-rule the reported objection.

Recommendations

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

1. Note the content of this report;
2. Consider and over-rule the objection to the proposed Traffic Regulation Order "Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.19) Order 2015 Pudsey Ward TRO 2021 Amendment No.1 Order 2021"; and

3. Request the City Solicitor to make, seal and implement the above order.

Why is the proposal being put forward?

- The Council's annual Capital Programme includes an allocation of funds for Traffic Management Schemes which is used to fund small scale minor works in local communities to address road safety, parking, and traffic related issues.
- Through this order, restrictions were proposed at eleven different sites around the Pudsey Ward to assist in avoiding danger to persons and traffic using these roads and aid in facilitating the safe passage and access of traffic for businesses and residents. A plan of these restrictions can be seen in the attached drawing (Appendix C) "TM/28/14/TRO/01".
- The objection that has been raised relates to the proposed restrictions on Clifton Road and the surrounding area, expressing concern about the displacement of parking caused by the restrictions.

Wards Affected: Pudsey

Have ward members been consulted?

Yes

No

What impact will this proposal have?

- 1 Introduction of the restrictions will help restore sight lines for vehicles exiting junctions, whilst preventing vehicles from parking in ways that cause obstructions, delays, or safety issues on the public highway.
- 2 The proposals will displace a small number of vehicles throughout the nearby area as parking is removed, but this negative is mitigated by the safety benefits described above.

What consultation and engagement has taken place?

- 3 The Pudsey Ward Members were consulted and briefed on the scheme upon its initial proposal, and dialogue has continued with them throughout the development of the scheme. As a result of this, the Ward Members are in support of the scheme.
- 4 Emergency Services and the bus operators have been consulted on the scheme, and no adverse comments were received in response to the consultation.
- 5 Residents and stakeholders were consulted directly prior to the legal advertisement of the Traffic Regulation Order in November 2020, and their comments helped shape the final

proposals that were advertised.

- 6 The draft Traffic Regulation Order was advertised between 19th November 2021 and 17th December 2021, where notices were placed in the Yorkshire Post and attached to street lighting columns in the location of restrictions.
- 7 As a result of this advertisement, one objection was raised to the draft order from one objector.

What are the resource implications?

- 8 These works were approved in a previous report dated 24/03/2020 and there are no further resource implications above and beyond those highlighted there.

What are the legal implications?

- 9 The schemes implementation is subject to resolving the objection and it is anticipated to be completed early in the 2022/2023 financial year.
- 10 The recommendations set out in this report require the decision maker to consider the objection received during the statutory consultation period before considering whether the Order may be made. This will enable the Council to comply with the requirement of the Road Traffic Act 1984, as well as the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996/2489.
- 11 This report is not eligible for call-in, as it does not require a decision to be made on the spending of LCC funds.

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

- 12 Failure to approve the recommendations detailed within this report will prevent the Traffic Regulation Order from being implemented and therefore the benefits outlined above would not be attained.

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

Inclusive Growth Health and Wellbeing Climate Emergency

- 13 The scheme will assist in avoiding danger to persons and traffic using these roads and aid in facilitating the safe passage and access of traffic for businesses and residents, assist in the health and wellbeing of those in the area.

Options, timescales and measuring success

a) What other options were considered?

- 14 Consideration was given to whether restrictions could be shortened further to try and further minimise the displacement of parked vehicles. However, further shortening the restrictions would not fully solve the issues present at these locations.
- 15 It was also considered that the restriction that was objected to could be removed entirely, but this would not provide the road safety benefits that have been outlined above.

b) How will success be measured?

- 16 An improvement of the conditions of the highway in the locations of the proposed restrictions, providing better sightlines and aiding the safe passage and access of traffic.

c) What is the timetable for implementation?

- 17 Subject to resolving the objection, it is anticipated to be completed early in the 2022/2023 financial year.

Appendices

- 18 Equality, Diversity, Cohesion, and Integration Screening
- 19 List of objections to the Pudsey Ward Traffic Regulation Order

Background papers

- 20 None.

Appendix A

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: Development	Service area: Traffic Management
Lead person: Andrew Richardson	Contact number: 0113 378 7489

1. Title: Pudsey Ward Traffic Regulation Order – Objection Report
Is this a: <input type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function Other <input checked="" type="checkbox"/>
If other, please specify

2. Please provide a brief description of what you are screening
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The screening focuses on a report to the Highways and Transportation Board requesting authority to introduce various highway improvement measures around the Pudsey Ward.

The scheme proposes to introduce a package of works within the Pudsey Ward to improve access and the safe passage of traffic in the area, including restrictions on:

Carlisle Road, Carlton Avenue, Carlton Rise, Cemetery Road, Clifton Drive, Clifton Road, Edward Close, Fartown, Greenside, Greentop, Henry Grove, Hough Side Road, New Street, Perseverance Street, Post Hill View, Radcliffe Lane, Regency Park, Richardshaw Lane, Round Hill Road, Smalewell Road, South Parade, Uppermoor, Waterloo Road and Wheatfield Court.

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 and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

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 on the proposals has also taken place with the following stakeholders:

- Local Ward Members
- Emergency Services (Police, West Yorkshire Fire and Ambulances Services)
- West Yorkshire Combined Authority
- Local Residents and businesses

The Local Ward Members support the proposals.

- **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)

Scheme features:

The positive impacts of the scheme have been identified as follows:

- Restoration of sight lines for vehicles exiting junctions/private accesses.
- Prevention vehicles from parking in ways that cause obstructions, delays, or safety issues on the public highway.

The negative impacts of the scheme have been identified as follows:

- The proposals will displace a small number of vehicles throughout the nearby area as parking is removed, but this negative is mitigated by the safety benefits described above.

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

The parking restrictions have been kept to the minimum length possible, whilst still achieving the benefits outlined above.

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 Hunt	Traffic Engineering Manager	21/01/2021

7. Publishing

This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.

Please send a copy to the Equality Team for publishing

Date screening completed	21/01/2022
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Date sent to Equality Team	
Date published (To be completed by the Equality Team)	

Appendix B:

List of objections to the Pudsey Ward Traffic Regulation Order:

Details of the Objection	Highways Response
<p>Carlton Rise – One Objector</p> <p>1. The proposed restrictions will move non-resident parking further southwards on Carlton Rise</p> <p>2. Carlton Rise should be made a residents only parking area</p>	<p>1. Whilst the restrictions will displace a small amount of parking in the area, this parking that is being displaced is parked in inappropriate locations that obstruct sight lines, make access/egress difficult, and contravenes the recommendations of Rule 243 of The Highway Code <i>“DO NOT stop or park... opposite or within 10 metres (32 feet) of a junction”</i>.</p> <p>2. Resident permit parking schemes are only introduced within Leeds in places at which parking is unavailable to residents for most of the week and much of the day, such as around rail stations, hospitals, and universities. Further to this, they are only usually provided in areas where properties do not have off-highway parking provision.</p> <p>As all houses on Carlton Rise have off-street parking provision, and on-street parking is generally available to residents along the street, it does not meet the criteria for a resident permit parking scheme.</p>