

Traffic Management Capital Programme 2022/23

Date: **06 April 2022**

Report of Traffic Engineering

Report to the 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 inclusive economic growth' through delivering key infrastructure projects. The projects within this report address several key concerns relating primarily to address local traffic issues including 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.
- The purpose of the report is to agree a programme of works to deliver 10 schemes through the Traffic Management Capital Budget during the 2022-23 financial year as prioritised in Appendix A of this report, to ensure full year spend is achieved.
- This report seeks approval to agree and authorise the preparation and delivery of a programme of works to be funded from the Traffic Management Capital Budget for minor local traffic management improvement schemes during the 2022-23 financial year, through the improved and efficient process.

Recommendations

- a) The Chief Officer (Highways and Transportation) is requested to:
 - i) Review and approve the prioritised list of Traffic Management Capital schemes to the sum of £205,000 as identified in Appendix A for the 2022/23 capital year allocation.
 - ii) Approve the design, consultation and (subject to the making of any necessary Traffic Regulation Orders – be this Speed Limit, Waiting/ Movement Restriction Order or Experimental Order), the implementation of the approved programme of works as detailed in Appendix B of this report.
 - iii) Give authority and request the City Solicitor to advertise any Traffic Regulation Orders as listed in Appendix A (Speed Limit, Waiting/ Movement Restriction Order or Experimental Order and any related traffic calming measures and proposals pursuant to The Local Government Miscellaneous Provisions Act 1976 in relation to Hackney Carriages) as required to address/ resolve the problems identified for each scheme, and if no valid objections are received, to make, seal and implement the Orders and proposals as advertised;

- iv) To receive such other further reports as may be needed to address any objections received to advertised Orders or other matters arising from the detailed scheme proposals; and
- v) give authority to incur expenditure of £205,000 (inclusive of any legal fees, staff fees and works costs) which will be funded by way of £200,000 from the Traffic Management Capital Programme and £5,000 from Horsforth Ward Members WBI contribution; and to commence the detailed design, consultation and implementation of the schemes described in Appendix B of this report; and
- vi) approve the injection of a £5,000 contribution from Horsforth Ward Members WBI fund into the Traffic Management Capital Programme 2022/23.

Why is the proposal being put forward?

1. The purpose of the report is to seek approval for the 2022-23 annual programme of Traffic Management Capital Schemes and authorise the detailed development, consultation, preparation and delivery of these scheme subject to the satisfactory advertising, making and implementation of any necessary Orders and fulfilment of other related statutory processes.
2. The Council's annual Capital Programme includes an allocation of funds for Traffic Management schemes. This annual programme is utilised to fund small scale minor traffic engineering works and Traffic Regulation Orders generally in local communities to address road safety, parking, and traffic related issues. In the interest of best value for money we have packaged the individual Traffic Regulation Order requests we receive, into one scheme to promote collective ward based Traffic Regulation Orders.
3. Traffic management schemes follow the feasibility, consultation and legal process, the length of which is difficult to determine but can often be in excess 12 months. The current pattern of funding enables the council to accommodate uncertainties over timing of spend while still delivering schemes of local importance in a planned and prioritised manner.
4. The Traffic Management capital budget is complementary to an operational revenue budget for 2022-23 of £99,890 for implementation of minor works including small scale signing and lining schemes and TRO's amendments to ensure all parking restrictions are enforceable.

What impact will this proposal have?

Wards Affected: Bramley & Stanningley, Horsforth, Killingbeck & Seacroft, Little London & Woodhouse, Middleton Park, Otley & Yeadon, Roundhay, Temple Newsam and Weetwood.
 Have ward members been consulted? Yes No

5. This report is seeking authority to take forward an agreed programme of Traffic Management schemes as detailed in Appendix B to this report. This section of the report therefore describes how this programme has been assembled.
6. Throughout the year, the Traffic Management Section receives a range of requests from Ward Members, Parish Councils, West Yorkshire Police, local residents, the general public and businesses for action to address local traffic issues of concern. At the same time operational matters on the network become apparent which also require remedial actions. All these issues are recorded and from this a list of schemes is assembled to be prioritised against the annual funding allocation. This year there have been a total of 167 individual schemes

requested, where initial evaluation by Traffic Engineers has determined that remedial action may be warranted and supported.

7. To ensure value for money, some schemes in the same locality/electoral ward have been combined to save legal and advertisement costs which have seen the true number of request fall from 167 sites to 33 identified Ward based schemes.
8. Each request has been assessed for their deliverability and for their general value for money in terms of being able to deliver realistic transport improvements. The schemes were also compared against the general aims of the overarching Local Transport Plan transport themes in order to enable comparison to be made of the range of benefits of each scheme. (These themes are Road Safety, Economic Growth, Sustainable Travel Choices, Congestion Issues and Equality of Accessibility).

Where Schemes Originate

9. Schemes originate from a range of sources. Some schemes are promoted internally, e.g., in response to changes in the regulations which prescribe the detail of signage and road markings or following identification of a road safety risk. However, most are initiated externally following representation from the public and business, generally backed by support from Elected Members, Parish Councils and other representative bodies providing valuable information in relation to the highway usage and requirements of users.
10. The issues that the service is approached to resolve can be emotive in local communities and schemes are only progressed where the case is supported by evidence and research (parking patterns, traffic speeds, accident records etc) and has a sound, cost effective solution.
11. The Traffic Management capital budget fills the middle ground between the small traffic revenue schemes and the larger LTP budget schemes and is subject to increasing demands. More significant however, is the increasing public desire for solutions to localised problems associated with traffic volumes, speeds, accessibility, and parking. The latter are often associated with commuter, business and shopper parking, especially around large traffic generators such as shopping centres, Universities, and hospitals.
12. The outcome of supporting this report is a justifiable and evidenced scheme programme that is aimed at meeting the expectations of the local communities in relation to:-
 - Supporting road safety
 - Supporting business
 - Encouraging community cohesion
 - Enhancing quality of life for residents
 - Supporting all highway users
 - Making best use of the highway network
13. There are always many more issues identified than the allocated budget can support and so a points scoring system is used to rank the schemes in terms of their local benefits and effectiveness. This approach ensures that the localism agenda is embedded within the process and that schemes are developed in accordance with local transport issues and priorities. The basic scoring categories cover the schemes impact in terms of: -
 - Accident history and severity
 - The change in level of service to road users including pedestrians, cyclists, public transport users and HGV impact; and
 - Environmental impact.

14. Initial cost estimates have been prepared for those requests and a recommended prioritised list of schemes (Appendix A) has been developed to enable schemes to be moved forward through design and consultation to implementation. Due to the limited funding available not all scheme requests are able to be supported and promoted at this time.
15. The prioritisation assessment has identified that 10 schemes can be delivered against the current £200,000 allocation for the 2022/23 budget year.
16. A copy of the prioritisation criteria and scoring system is attached as Appendix C.

What consultation and engagement has taken place?

17. The majority of the schemes in the proposed programme have originated from local communities either from Ward Members, Parish Councils, West Yorkshire Police, local residents or businesses. At this stage therefore the detail and prioritisation has been assembled with input from the relevant officers from the Highway and Transportation service disciplines, but as the works programme develops, consultation on individual projects will be carried out with all the relevant stakeholders.
18. Subject to approval of the programme each individual scheme will be subject to full consultation with Ward Members, Parish/Town Councils, local residents and businesses as appropriate prior to final detailed scheme being progressed. This will include any relevant statutory process, such as for Traffic Regulation Orders, where any objections received will be formally reported to the Chief Officer (Highways and Transportation).
19. The Executive Board Member for Climate Change, Transport and Sustainable Development has been briefed on the prioritisation methodology and proposed programme detailed herein. Ward Members are aware of the outcomes relating to proposals in their wards and the approved proposals have been published on the Council's website. The progress of the overall programme and each individual scheme will be monitored by the Chief Officer (Highways and Transportation) and Heads of Service via a regular presentation/ update on a monthly basis at the Highways and Transportation Board meeting. This process covers scheme design, consultation, statutory process, and project delivery.

What are the resource implications?

20. The scheme proposals have no implications in terms of resources. All design and works resources have been identified within the 2022/23 Annual Works Programme.
21. The total estimated cost to promote the 10 prioritised schemes from the Traffic Management Capital Budget 2022/23 is £205,000, which is split into the following categories:-

Works	£ 89,000
Staff Fees	£106,000
Legal Fees	£ 10,000

22. The £205,000 is funded £200,000 from the Traffic Management Capital Programme and a £5,000 Horsforth Ward Members WBI contribution.

TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Authority to Spend required for this Approval	TOTAL	TO MARCH 2021	FORECAST					
	£000's	£000's	2021/22	2022/23	2023/24	2024/25	2025 on	
			£000's	£000's	£000's	£000's	£000's	£000's
LAND (1)	0.0							
CONSTRUCTION (3)	0.0			89.0				
FURN & EQPT (5)	0.0							
DESIGN FEES (6)	0.0			106.0				
OTHER COSTS (7)	0.0			10.0				
TOTALS	0.0	0.0	0.0	205.0	0.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL	TO MARCH 2021	FORECAST					
	£000's	£000's	2021/22	2022/23	2023/24	2024/25	2025 on	
			£000's	£000's	£000's	£000's	£000's	£000's
LCC Capital Borrowing	0.0			200.0				
Revenue contribution	0.0			5.0				
Total Funding	0.0	0.0	0.0	205.0	0.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

What are the legal implications?

23. A variety of Road Traffic Regulation/Speed Limit Orders/traffic calming, and Hackney Carriage provisions will be required in order to implement the identified schemes using the powers contained within the Roads Traffic Regulation Act 1984, The Highways Act 1980 and the Local Government Miscellaneous Provisions Act 1976.
24. Due to the Traffic Management Capital Programme affecting multiple wards, this report is eligible for call-in.

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

25. 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. All the schemes will be independently safety audited to ensure that any consequential accident risks arising from any proposed measure are addressed through careful and appropriate design. The introduction of the individual schemes will mitigate existing road safety problems at the particular locations listed in this report. Completed schemes will then be monitored to ensure the implemented design is appropriate

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

Inclusive Growth

Health and Wellbeing

Climate Emergency

26. The projects will support the Best Council Plan 2020-25 objectives to 'promote sustainable and inclusive economic growth' through delivering key infrastructure projects. The schemes within this report aim to resolve several key areas of concern relating primarily to local traffic issues including parking and the provision of a safer environment for the general public and will contribute towards the Council's goal to reduce the numbers of people killed or seriously injured on the city's roads.
27. Local Transport Plan: The proposals contained in this report are in accordance with Local Transport Plan 3 – Strategic Approaches:-
- | | | |
|----------------------------|-----|---|
| Travel Choice Connectivity | P11 | Promote the benefits of active travel |
| | P18 | Improve safety and security |
| | P22 | Develop networks and facilities to encourage cycling and walking. |
28. Disability / Mobility: The schemes will provide a positive improvement to local residents by removing indiscriminate and obstructive parking which create road safety concerns. The schemes will also provide a safer environment for the general public.
29. Climate Emergency: The removal of obstructive and indiscriminate parking and improving specific junctions will improve connectivity in the locality and will encourage and enable more sustainable travel choices, making it more pleasant to walk or cycle, encouraging a healthier lifestyle. This will in turn result in a reduction in greenhouse gas emissions as journeys to and from school by private cars are reduced and a modal shift to more sustainable travel is fashioned.

Options, timescales and measuring success

a) What other options were considered?

30. Due to the specific nature of the problems at each location, various options, particularly in terms of waiting restrictions, will be considered as part of the consultation and detailed design process. To ensure value for money, some schemes in the same locality/electoral ward have been combined to save legal and advertisement costs rather than deal with them in isolation.

b) How will success be measured?

31. Where measures are to be introduced, post-implementation parking/speed/volume surveys and road traffic collision data will be monitored to understand the impact the scheme has had. Feedback on any scheme by any individual will be duly considered and any suggestions improvements will be carefully considered.

c) What is the timetable for implementation?

32. It is intended that the implementation of this programme of work be undertaken and completed within the 2022/23 financial year.

Appendices

33. Appendix A - Traffic Management Proposed Programme 2022-23
34. Appendix B - Traffic Management Scheme Works Description

35. Appendix C - Prioritisation Criteria and Scoring System
36. Appendix D: EDCI

Background papers

37. None.