

Various Waiting Restrictions in Calverley & Farsley Ward

Date: 22nd February 2023

Report of: Traffic Engineering Manager

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

Brief summary

Two Section 106 contributions relating to traffic management in the Calverley & Farsley ward have been received by Leeds City Council. A traffic management proposal has been developed comprising waiting restrictions, and to support Leeds City Council's 'Spending Money Wisely' approach a number of other identified issues will be combined into this proposal.

Local ward members have helped to draw out local issues identified by their constituents in order to maximise the value of this proposal. This will reduce the pressure on other budgets more commonly used to address these matters, and to enable future savings for the local authority.

A Traffic Regulation Order will be advertised and subject to no objections being received will be introduced within the 2023/24 financial year.

Recommendations

Chief Officer (Highways & Transportation)

The Chief Officer is requested to:

- a) Instruct the City Solicitor to advertise a Traffic Regulation Order as detailed on attached drawings TM/08/1174/TRO/01, TM/08/1174/TRO/02, TM/08/1174/TRO/03 & TM/08/1174/TRO/04 and subject to no objections being received to make and seal the Order as advertised; and
- b) Approve expenditure of £6,130.27 noting that this is fully funded from two existing Section 106 contributions relating to the Calverley & Farsley ward.

What is this report about?

- 1 In 2014 a sum of money was made available through a Section 106 contribution in the Calverley & Farsley ward to address parking issues. An additional S106 contribution has resulted in a total of £6130.27 being available for traffic regulation in the ward.
- 2 During development of a traffic management proposal it has become apparent that there are a number of other minor waiting restrictions which require action across the Calverley & Farsley ward. The normal approach here would be to collate these into a funding submission from the annual Traffic Management Capital budget, approved on an annual basis.
- 3 In the interest of supporting the council's core Spending Money Wisely approach, and to reduce the pressure on the TMC budget which has to cover the entire city, the package will be funded using the S106 contributions. The major cost of a TRO is the legal work required to produce the Order, and this is broadly consistent irrespective of the number of actual locations included in the package. Collating locations together maximises the efficiency of the TRO delivery and reduces the cost on a 'per site' basis. These locations are detailed on the attached drawings.

What impact will this proposal have?

- 4 Delivering this package of waiting restrictions will address a number of identified issues across the Calverley & Farsley ward, including obstruction of sightlines and through traffic. These will contribute to a reduction in risk of recorded injury collisions and a protection of the right to pass and repass on the public highway.
- 5 Delivering the TRO using the S106 contributions reduces the number of demands on the Traffic Management Capital budget and enables funds that could have been assigned to the Calverley & Farsley ward to be used on other requests elsewhere in the city. This increases the amount of local issues that can be addressed across the 2023/24 financial year and reduces the pressure on future budgets.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing

Inclusive Growth

Zero Carbon

- 6 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.

What consultation and engagement has taken place?

Wards affected: Calverley & Farsley

Have ward members been consulted?

Yes

No

- 7 Ward members have been extensively consulted and have helped to draw out issues of concern across the ward to finalise the package of restrictions detailed in this report. They fully support these proposals.

What are the resource implications?

- 8 The proposals are fully funded through Section 106 contributions (reference 32088 & 32865) totalling £6,130.27.
- 9 The proposals contained in this report will be delivered by the Traffic Engineering service over the 2023/24 financial year. No additional staff resources are required.

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

- 10 There are no risks above those normally encountered when working on the public highway.

What are the legal implications?

- 11 In relation to the proposed introduction of a Road Traffic Order, the decision maker is required to consider any objections and other comments 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. If objections are received, they will be reported back to Board for consideration.
- 12 All work proposed lies within the framework of highways legislation and national and local standards for design where applicable. All other relevant legislation has also been taken into consideration, including duties under the Equalities Act.
- 13 This report is not eligible for call-in being in consequence of an in pursuance of a regulatory decision.

Options, timescales and measuring success

What other options were considered?

- 14 The identified restrictions are considered appropriate for addressing the identified issues. These have been carefully designed to balance the need to address underlying issues with the public rights over the public highway.

How will success be measured?

- 15 Post completion monitoring will take place to assess the effectiveness of the restrictions. Feedback from local ward members will also be sought.

What is the timetable and who will be responsible for implementation?

- 16 The TRO will be advertised and, subject to no objections being received, will be introduced in the 2023/24 financial year.

Appendices

- Drawings TM/08/1174/TRO/01, TM/08/1174/TRO/02, TM/08/1174/TRO/03 & TM/08/1174/TRO/04

Background papers

- None