

Objection Report – Warren Lane, Arthington – Traffic Regulation Order

Date: 4 October 2023

Report of: Jonathan Waters, Senior Traffic Engineer

Report to: Highways and Transportation Board

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

This report seeks the approval of the Chief Officer Highways & Transportation to consider and overrule objections received to the Experimental Traffic Regulation Order, which introduced sections of no waiting at any time and a clearway restriction on Warren Lane, Arthington.

The scheme introduced these measures in response to ongoing concerns raised by local residents, Ward Members and Police with respect to carriageway obstruction on Warren Lane.

The report also seeks approval to make and seal the Experimental Traffic Regulation Order into a permanent Traffic Regulation Order, as the measures introduced as part of the experiment are considered successful.

Recommendations

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

- a) Note the contents of this report and the objections detailed in Appendix A.
- b) Consider and take into account the comments made, overrule the objections received to Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.10) (Experimental) Order 2022.
- c) Request the City Solicitor to write to the objectors informing them of the decision taken and to then make and seal the above Order.

What is this report about?

- 1 This report details the objections received to an advertised Experimental Traffic Regulation Order introduced in 2022 on Warren Lane, Arthington and seeks approval for these objections to be overturned.
- 2 Warren Lane is a narrow, rural lane in the village of Arthington, in Adel & Wharfedale ward. There are limited passing places and a typical carriageway width of 3.5 metres. The lane serves a small number of residential properties and private farm land, provides service access to Arthington Viaduct for Network Rail and provides access to a Yorkshire Water treatment site at its northern end.
- 3 A scheme was introduced following persistent complaints from local residents, Ward Members and the Police with respect to carriageway obstruction taking place along Warren Lane, associated with parking by members of the public visiting the River Wharfe, which is located at the northern end of Warren Lane. Due to the narrow nature of the carriageway, regular obstruction of the carriageway took place due to poor parking practices, denying access to residential property and the other required access as noted in paragraph 2. Anecdotal reports were made to Leeds City Council Officers of emergency service vehicles called to emergency situations on Warren Lane being unable to reach their destination due to such parking, which clearly poses a significant risk to public safety in this area.
- 4 The specific proposals were the result of detailed consultation and introduced sections of 'No waiting at any time' towards the southern end of Warren Lane and a carriageway Clearway introduced for the central and northern sections. A plan of the proposals can be seen attached as Appendix B.
- 5 The scheme was introduced as an Experimental Traffic Regulation Order rather than a permanent measure, as it was unclear what impact the scheme would have the surrounding – also rural – highway network. The flexibility offered within an Experimental Traffic Regulation Order, allowing Highway Authorities the opportunity to make amendments to the Order after an initial six month period, meant that should parking be displaced onto other nearby routes causing significant road safety concerns, these could be addressed quickly. However, no such displacement took place and no amendments have been required during this period.
- 6 The scheme was legally advertised from 18 August 2022, inviting objections for an initial six month period to 28 February 2023, during which time two objections were received to the Order and are detailed in Appendix A with the Leeds City Council response.
- 7 A separate project has recently been carried out to close the byway on Sandbed Lane, which ran from the northern end of Warren Lane towards the River Wharfe. As part of that project, the landowner has agreed to introduce a small vehicular parking area, which will accommodate some of the parking displaced as a result of the parking restriction scheme.

What impact will this proposal have?

- 8 By overruling the objections received, Leeds City Council can make permanent the Experimental Traffic Regulation Order and continue to ensure good accessibility along Warren Lane at all times, reducing the risk to public safety as well as continuing to allow unimpeded access to private premises and service access to Network Rail and Yorkshire Water sites.

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

Health and Wellbeing

Inclusive Growth

Zero Carbon

- 9 The obstructive parking practices noted on Warren Lane posed a health and safety risk to members of the public and local residents by denying access for all types of vehicles, including emergency services. This scheme supports the Health and Wellbeing pillar, by ensuring that residents and others in this area can be properly supported by essential emergency and non-emergency services should they be required.

What consultation and engagement has taken place?

Wards affected: Adel & Wharfedale

Have ward members been consulted?

Yes

No

- 10 Ward Members were formally consulted on the final proposal for the Experimental Traffic Regulation Order on 16 June 2022 with support noted from two Ward Members.
- 11 Local residents and landowners, Network Rail and Yorkshire Water were consulted on the proposals via letter on 16 June 2022. A number of responses were received with no objections and five indications of support. No response was received from Network Rail nor Yorkshire Water with respect to the proposals.
- 12 West Yorkshire Police, West Yorkshire Fire & Rescue Service and Yorkshire Ambulance Service were consulted on the proposals 16 June 2022. No objections were received. West Yorkshire Police have remained in dialogue with Officers with respect to the issues on site and continue to offer their support from an enforcement perspective.
- 13 The restrictions were made live as Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.10) (Experimental) Order 2022 on 18 August 2022, inviting objection until 28 February 2023 as per the usual process for Experimental Traffic Regulation Orders. A further six months has passed in which the Highway Authority has the opportunity to make any amendments it requires to the Order before seeking to overrule any received objections and seal the Order. Two objections were received during that period and were acknowledged at that time.

What are the resource implications?

- 14 As the scheme is currently live on site and no further design or implementation work is envisaged with respect to the scheme asides from the making and sealing of the Order, there are no further resource implications as a result of this report.

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

- 15 Should the objections received be upheld and the waiting restrictions on site be removed, Leeds City Council would introduce a public safety risk by encouraging the reintroduction of parking practices on Warren Lane. This may result in obstruction to vehicles and particularly emergency service vehicles that may not be able to attend emergencies in an efficient manner. It is recommended for this reason, the objections are overruled and the Order be made and sealed as detailed within this report.

What are the legal implications?

- 16 The recommendations set out in this report require the decision maker to consider the objections 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.
- 17 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.
- 18 This report is not eligible for Call-In.

Options, timescales and measuring success

What other options were considered?

19 Two other alternative waiting restriction layouts were considered for Warren Lane. Initially it was considered that by making Warren Lane a 'resident only permit parking zone', the obstructive non-residential parking would be removed, whilst allowing continued flexibility for residents. However, Warren Lane does not meet the three criteria for resident permit parking that Leeds City Council seeks to follow, these being:

- That there is an all-day, majority of the week, parking problem linked to a major traffic generator; and
- That residents do not have any off-highway parking space within their homes; and
- That residents are unable to park in close proximity of their homes when they return to the area.

20 The second consideration was the introduction of 'No waiting at any time' along the entirety of Warren Lane. This consideration was dismissed due to concerns that vehicles displaying a blue badge would still be in a position to park, potentially obstructively and therefore not resolve the problem at hand. Additionally, the poor condition of the carriageway on Warren Lane in certain areas and particularly at the northern extent, would not have supported the introduction of the parking restriction lines on the ground.

How will success be measured?

21 Success has been measured in the last 12 month period since implementation, via regular Officer observations on site as well as updates provided by local residents, Ward Members and the Police. Whilst there have been occasions where parking in contravention of the parking restrictions has occurred, the frequency has significantly reduced in comparison to pre-implementation. The scheme can be considered a success in achieving its aims of reducing obstructive parking practices and ensuring accessibility along Warren Lane.

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

22 The scheme is already in place and in operation, until 18 February 2024 at the latest point. It is the intention of this report to secure approval to make and seal the Order at which point the measures currently in place become permanent.

Appendices

- Appendix A – List of objections received and Leeds City Council response
- Appendix B – Plan of waiting restrictions
- Appendix C – Equality, Diversity, Cohesion and Integration Screening Form

Background papers

- None.