

Armley Ward Traffic Regulation Order

Date: 07/12/2023

Report of: Traffic Management

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 Armley Ward TRO, primarily addressing local traffic issues including obstructive parking and the provision of a safer environment for the public, which will contribute towards the vision zero commitment I to reduce the numbers of people killed or seriously injured on the city's roads.
- Following a report to the Chief Officer (Highways and Transportation) in March 2023, the Traffic Management Capital Programme was approved, which included the Armley Ward Traffic Regulation Order.
- This was subsequently designed, consulted upon, and legally advertised between 22nd September to 13th October 2023, during which time one objection was raised, a summary of which can be found in Appendix B.
- This report seeks approval of the Chief Officer (Highways and Transportation) to consider and over-rule the reported objections.

Recommendations

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

1. Note the content of this report;
2. Consider and over-rule the objections to the proposed Traffic Regulation Order "Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.9) Order 2015 Armley Ward Consolidation Order – Amendment Order No.1 2023".

3. Request the City Solicitor to write to the objector informing them of the Chief Officer (Highways and Transportation)'s decision.
4. Requested 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 8 sites around the Armley 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 the proposed restrictions that received objections can be seen in the attached drawings "1300-LCC-04-01-DR-TM-TRO_01b" & "1300-LCC-04-01-DR-TM-TRO_01."
- The objections that have been raised relate to the proposed restrictions at the junction of Armley Ridge Road / Halliday Avenue.

Wards Affected: Armley

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 entering and exiting the junction of Halliday Avenue, 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 benefits described above.

What consultation and engagement has taken place?

- 3 The Armley 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 June 2023, and their comments helped shape the final

proposals that were then legally advertised.

- 6 The draft Traffic Regulation Order was advertised between 22nd September 2023 and 13th October 2023, where notices were placed in the Yorkshire Post and attached to street lighting columns in the location of the restrictions.
- 7 As a result of this advertisement, 1 objection relating to Armley Ridge Road / Halliday Avenue was received, the content of which is listed in Appendix B alongside the Highway Authorities response.
- 8 The objector was directly consulted by a letter, and two meetings were held between them and highways officers with a further extension to the above deadline granted for them to submit their comments.
- 9 The objector also commissioned, traffic consultancy to evaluate these proposals and their comments have been within the objection report for transparency.

What are the resource implications?

- 10 These works were approved in a previous report dated April 2023 and there are no further resource implications above and beyond those highlighted there.

What are the legal implications?

- 11 The schemes implementation is subject to resolving the objection and it is anticipated to be completed in the 2023/2024 fiscal year.
- 12 The recommendations set out in this report require the Chief Officer (Highways and Transportation) 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.
- 13 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?

- 14 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

- 15 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?

- 16 Consideration was given to whether restrictions could be shortened further to try and further minimise the displacement of parked vehicles.
- 17 It was also considered that the restrictions that received objection could be removed entirely, but this would not improve visibility through the junction.
- 18 In the initial consultation, it was proposed to install keep no waiting at any time restrictions (double yellow lines) along the entire length of Halliday Avenue and Armley Ridge Close, thus still allowing blue badge holders to park and for pick-up and drop-off to take place. After meeting with the objector, this proposal was amended to propose blue-badge parking along this length.
- 19 Following the amendments, the objector requested that this blue badge parking also be removed as well as the proposed no waiting at any time restrictions. The blue badge parking and one length of the no waiting at any time restriction has been removed from the proposal, it is considered appropriate for the other proposed restrictions at the junction to remain to improve visibility.

b) How will success be measured?

- 20 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 and pedestrians.

c) What is the timetable for implementation?

- 21 Subject to resolving the objections, it is anticipated to be completed late in the 2023/2024 fiscal year.

Appendices

- Appendix A: EDCI Screening
- Appendix B: Objection Summary
- Appendix C: Drawing 1300-LCC-04-01-DR-TM-TRO_01b
- Appendix D: Drawing 1300-LCC-04-01-DR-TM-TRO_01
- Appendix E: 21-104-004.01 – Objection to Waiting Restrictions with Appendices

Appendices

Appendix A:

Appendix 1

Equality, Diversity, Cohesion, and Integration

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: City Development	Service area: Traffic Management
Lead person: Ben Grime	Contact number: 0113 575 1730

1. Title: Armley Ward Traffic Regulation Order – Objection Report

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify.

2. Please provide a brief description of what you are screening

The screening focuses on a report to the Highways and Transportation Board requesting authority to introduce various highway improvement measures around the Armley ard.

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

Oldfield Lane, Tong Road, Wortley Road, Moorfield Road, Stanningley Road, Carr Crofts, Hall Lane, Chapel Lane, Brooklyn Terrace, Barnet Road, Percy Street, Fearnley Place, Armley Ridge Road, Halliday Avenue.

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
- 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 including refuse collection.

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
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Date to complete your impact assessment.	N/A
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Lead person for your impact assessment (Include name and job title)	N/A
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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	07/12/2023

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	
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Date sent to Equality Team	
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Date published	
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(To be completed by the Equality Team)

Appendix B:

List of objections to the Armley Ward Traffic Regulation Order:

Details of the Objection:	Highways Response
<p>The proposed Blue Badge Parking and no waiting at any time restrictions will be detrimental to the nearby businesses and remove vital parking within the area.</p>	<p>Following feedback from the objector, a length of the proposed no waiting at any time restrictions and the blue badge parking have been removed from the proposal.</p> <p>Other parking opportunities are available in the surrounding area and it is not anticipated that the remaining proposals will cause the displacement of a large number of vehicles.</p>
<p>The objector has invested in disabled access ramp and the proposed restrictions would make customer access to this ramp more difficult.</p>	<p>People who are looking to access the this property will still have the capability of doing so, with enough space for two parked vehicles directly outside their frontage.</p> <p>Motorists displaying a blue badge will still be permitted to park on these restrictions for up to three hours, and pick-up/drop-off & loading can still take place on these restrictions.</p>
<p>The restrictions do not need to cover all days/hours and are unjustified.</p>	<p>Given the area is a mix of residential/commercial properties, these restrictions are required to protect sightlines for vehicles exiting Halliday Avenue onto Armley Ridge Road during all hours of the day.</p>
<p>The proposed length of the restrictions is unnecessarily long.</p>	<p>The restrictions have been proposed at their minimum extents to ensure visibility for traffic exiting Halliday Avenue onto Armley Ridge Road.</p> <p>These extents are proposed in-line with the Highway Code and Manual for Streets 2 to ensure visibility is maintained to the correct standard. The proposal also ensures that whole parking spaces are left between the restriction and nearby private access, and if the extents of the restriction were reduced further, they would not protect sight lines for vehicles leaving the junction.</p>
<p>Why is this restriction being proposed at this location and not others in the area. There is no justification for choosing this specific location.</p>	<p>The proposed restrictions at this location were highlighted to us by both local Ward Members and residents within the area. Highway officers agreed there would be a benefit to installing the restrictions to ensure sight lines for vehicles using this junction.</p>

	<p>This location forms one of eight different locations within this Traffic Regulation Order highlighted to the authority through the same process.</p>
<p>The proposed restrictions will reduce the ability of the elderly to park nearby and will make pick-up and drop-off more difficult.</p>	<p>Whilst the restrictions will remove a small number of spaces that are currently available for parking, these are close to a junction and restrict sightlines for vehicles.</p> <p>Furthermore, Other parking opportunities are available in the surrounding area and it is not anticipated that the remaining proposals will cause the displacement of a large number of vehicles.</p> <p>Pick-up/drop-off and loading can still take place on the proposed restrictions.</p>

Background papers

- 1 None.