

Farnley & Wortley Ward Traffic Regulation Order – Objection Report

Date: 13/12/2023

Report of: Jonas Nassau – Farnley & Wortley Ward TRO – Objection Report

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 Farnley & Wortley Ward, primarily addressing local traffic issues including obstructive parking, the movement of traffic and the provision of a safer environment for the public, which will contribute towards the Vision Zero commitment 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 May 2023, the Traffic Management Capital Programme was approved, which included the Farnley & Wortley Ward Traffic Regulation Order.
- This was subsequently designed, consulted upon, and legally advertised from 26th October 2023 to 16th November 2023, during which time two objections were raised to the order and a summary of these 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 Council (Traffic Regulation) (Waiting Restrictions) (No.14) 2015
 - Farnley & Wortley Ward Order – Amendment Order No.1 2023
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 ten different sites around the Farnley & Wortley 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.
The plans of these restrictions can be seen in the attached drawings (Appendix C):
 - 1302-LCC-11-XX-DR-TM-TRO_01
 - 1302-LCC-11-XX-DR-TM-TRO_02
- The objections that have been raised relate to the proposed movement restrictions on Royds Lane and the proposed parking restrictions on the junction of Maple Fold with Maple Drive.

Wards Affected: Farnley & Wortley		
Have ward members been consulted?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

What impact will this proposal have?

- 1 Introduction of one-way movement restrictions and parking restrictions will help restore sight lines for vehicles exiting junctions, preventing movements that raise the likelihood of accidents or collisions 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.
- 3 The proposals will reduce the likelihood of more accidents/collisions with the introduction of one-way systems which will overall make these highways a safer environment for motorists and pedestrians.

- 4 A negative is the travel distance for commuters travelling from the A6110 Ring Road to the A58 Whitehall Road will extend in distance to 0.5 miles than previously 0.25 miles.

What consultation and engagement has taken place?

- 5 The Farnley & Wortley 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.
- 6 Emergency Services and the bus operators have been consulted on the scheme, and no adverse comments were received in response to the consultation.
- 7 Residents and stakeholders were consulted via letter prior to the legal advertisement of the Traffic Regulation Order from 19th June 2023 – 17th July 2023, and their comments helped shape the final proposals that were then legally advertised.
- 8 The draft Traffic Regulation Order was advertised between 26th October 2023 – 16th November 2023, where the legal advertisements were placed in the Yorkshire Post and advertised via notices attached to street lighting columns at all locations of the restrictions.
- 9 As a result of this advertisement, two objectors relating to two sites within the order were received, the content of which is listed in Appendix B alongside the Highway Authorities response.

What are the resource implications?

- 10 These works were approved in a previous report dated 03/05/2023 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 before the end of the financial year of 2023/2024.
- 12 The recommendations set out in this report require the Chief Officer (Highways & 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. However, further shortening the restrictions would not fully solve the issues present at these locations.
- 17 It was also considered that the restrictions 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?

- 18 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?

- 19 Subject to resolving the objections, it is anticipated to be completed in the financial year of 2023/2024.

Appendices

Appendix A – Equality, Diversity, Cohesion and Integration (EDCI) Screening Document

Appendix B – Objections

Appendix C – 1302-LCC-11-XX-DR-TM-TRO_01 & 1302-LCC-11-XX-DR-TM-TRO_02

Equality, Diversity, Cohesion, and Integration Screening

Appendix A:

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: Jonas Nassau	Contact number: 0113 378 9192

1. Title: Farnley & Wortley 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 Farnley & Wortley Ward.

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

Maple Drive, Maple Fold, Chapel Lane, Maple Grove, Maple Croft, Greenthorpe Road, Pudsey Road, Green Hill Lane, Leysholme Drive, Green Hill Chase, Gamble Hill Drive, Gamble Hill Place, Queensthorpe Avenue, Henconner Lane, Tong Road, Back Lane, Kellett Crescent, Kellett Mount, Kellett Terrace, Kellett Avenue, Kellett Walk, Walker's Lane, Stonebridge and Royds Lane

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 proposals will reduce the likelihood of more accidents/collisions with the introduction of one-way systems which will overall make these highways a safer environment for motorists and pedestrians.

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.

- A negative is the travel distance for commuters travelling from the A6110 Ring Road to the A58 Whitehall Road will extend in distance to 0.5 miles than previously 0.25 miles.

- **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	

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	
Date published (To be completed by the Equality Team)	

Appendix B:

List of objections to the Farnley & Wortley Ward Traffic Regulation Order:

Details of the Objection	Highways Response
<p>Royds Lane – One Objection</p> <p>1. The one-way system will divert northbound traffic to use road A6110 Ring Road and A58 Whitehall Road resulting in additional congestion, travel time and fuel consumption.</p>	<p>1. The one-way plug restriction on Royds Lane is to prevent the movement of traffic accessing A58 Whitehall Road due to a recorded serious injury/collision at this junction in the past 5 years as well as many associated concerns raised by local Ward Members and residents.</p> <p>This proposal aligns with Leeds City Council - Vision Zero 2040 commitment as this will reduce this pattern of collisions occurring at this location.</p> <p>The addition 0.25 miles in length of distance for commuting using the roundabout of the A58 and A6110 is considered reasonable and the overall journey not using Royds Lane from A6110 to A58 is 0.5 miles in total.</p>

<p>Maple Fold – One Objection</p> <p>2. On Maple Fold there is no space for parking with exception of driveways therefore I rely on parking at the end of the street.</p>	<p>1. Vehicles should be parked in a manner where it is deemed not obstructive. Parking within 10 metres of a junction according to the Highway Code is not recommended as it can cause poor visibility to motorists and pedestrians.</p> <p>These restrictions will ensure visibility for vehicles exiting Maple Fold and making turning manoeuvres into the street easier to complete. which is commonly blocked due to parked vehicles by residents, and it is considered necessary for those to be removed and whilst these proposals do remove some parking, there is still on-street parking provided within the immediate area.</p>

Background papers

- 1 None.