

Traffic Management Capital Programme 2024/2025

Date: 16 April 2024

Report of: Traffic Engineering

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

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 ten schemes through the Traffic Management Capital Budget during the 2024-25 financial year as prioritised in Appendix A of this report, to ensure full year spend is achieved.

Recommendations

- a) Review and approve the prioritised list of Traffic Management Capital schemes to the sum of £200,000 as identified in Appendix A for the 2024/25 capital year allocation.
- b) Approve the design, consultation and (subject to the making of any necessary Traffic Regulation Orders – be this Speed Limit or Waiting/Movement Restriction) the implementation of the approved programme of works as detailed in Appendix B of this report.
- c) Give authority and request the City Solicitor to advertise any Traffic Regulation Orders as listed in Appendix A (Speed Limit or Waiting/ Movement Restriction Order and any related traffic calming measures) 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;
- d) To receive further reports resulting from objections received to any of the advertised orders, or other matters arising from the scheme proposals; and
- e) Give authority to incur expenditure of £200,000 which will be funded entirely from the Traffic Management Capital Programme.

What is this report about?

- 1 The purpose of the report is to seek approval for the 2024-25 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 2024-25 which funds other minor works including small scale signing and lining schemes.

What impact will this proposal have?

- 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, 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 132 individual schemes considered, 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 132 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; this process is outlined in Appendix C.

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

Health and Wellbeing

Inclusive Growth

Zero Carbon

9. 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.

10. Local Transport Plan: The proposals contained in this report are in accordance with Local Transport Plan 3 – Strategic Approaches: -

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|----------------------------|-----|---|
| 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. |

11. 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.
12. 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.

What consultation and engagement has taken place?

Wards affected:

Have ward members been consulted? Yes No

13. The schemes in the proposed programme have originated from local communities either through Ward Members, Parish Councils, West Yorkshire Police, local residents or businesses. At this stage the detail and prioritisation has been assembled by the Traffic Engineering team with their knowledge of each area, but as the works programme develops, consultation on individual projects will be carried out with all the relevant stakeholders.
14. Subject to approval of the programme each individual scheme will be subject to full consultation with Ward Members, Parish/Town Councils, residents and businesses 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).
15. 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 monthly at the Highways and Transportation Board meeting. This process covers scheme design, consultation, statutory process, and project delivery.

What are the resource implications?

16. The scheme proposals have no implications in terms of resources. All design and works resources have been identified within the 2024/25 Annual Works Programme.
17. The total estimated cost for all 10 schemes is £200,000 and all are to be funded through the Traffic Management Capital Budget 2024/2025. The breakdown of each cost is as follows:
- Works Cost - £36,000
 - Staff Fees - £154,000
 - Legal Fees - £10,000

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

18. A level of risk is expected when working in the public highway, generated by the works contained within this report. All the schemes will be checked 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 locations listed in this report. Completed schemes will then be monitored to ensure the implemented design is appropriate.
19. Further to this, objections raised to specific elements of these works could result in these not being possible to take forward, or the entire scheme being unable to progress. Given the nature of how these sites have been compiled, auxiliary schemes that are both feasible and beneficial to take forward can be supplemented in should this issue arise.

What are the legal implications?

20. A variety of Road Traffic Regulation and Speed Limit Orders will be required to implement the identified schemes using the powers contained within the Roads Traffic Regulation Act 1984 and The Highways Act 1980.
21. Due to the Traffic Management Capital Programme affecting multiple wards, this report is eligible for call-in.

Options, timescales and measuring success

What other options were considered?

22. Consideration was given to all 132 sites submitted as part of this years review, but those selected ranked highly when scored against the criteria outlined in Appendix C, and these were therefore prioritised within the programme.
23. 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.

How will success be measured?

24. 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.

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

25. It is intended that the implementation of this programme of work be undertaken and completed within the 2024/25 financial year.

Appendices

- Appendix A – Proposed Programme 2024-2025
- Appendix B – Works Description
- Appendix C – Summary of Process.
- Appendix D – EDCI

Background papers

- None.