

Bramley & Stanningley Ward TRO Objection Report

Date: November 2024

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

The Bramley & Stanningley Ward TRO Objection Report (ref D57037) was published on the 19th December 2023 detailing four objections received to a proposed Traffic Regulation Order. During the time of this advertisement, a change to our legal processing system and transference of this to another Local Authority resulted in further objections not being correctly identified.

This is a compilation of these additional objections received to the proposed "Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.13) Order 2023" with the recommendation that the Chief Officer (Highways and Transportation overrules these.

Recommendations

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

- a) Note the content of this report; Consider and over-rule the objections to the proposed Traffic Regulation Order "Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.13) Order" - Bramley & Stanningley Ward.
- b) Requested the City Solicitor to write to the objectors informing them of the Chief Officer (Highways and Transportation)'s decision.

What is this report about?

- 1 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.
- 2 The scheme that this report relates to addresses several key concerns the Bramley & Stanningley Ward, primarily addressing local traffic issues including obstructive parking whilst simultaneously increasing the reliability of refuse collections and providing a safer environment for the general public, which will contribute towards the Council's Vision Zero goal to reduce the numbers of people killed or seriously injured on the city's roads.
- 3 Following approval of a report to the Chief Officer (Highways and Transportation) in March 2022, the Traffic Management Capital Programme for 2022 was approved, and included the Bramley & Stanningley Ward Traffic Regulation Order covering 17 sites across the Ward.
- 4 This was subsequently designed, consulted upon, and ultimately advertised from 26th October 2023 to 16th November 2023, during which time four objections were raised to the order via email and a summary of these objections was presented to the Chief Officer (Highways and Transportation) in December 2023; these objections were overruled.
- 5 Since the publishing of this decision, further objections have been identified which are now being presented to the Chief Officer and are the subject of this report.
- 6 A summary of these additional objections can be found in Appendix B, and a plan of the of proposed restrictions can be seen in Appendix C.

What impact will this proposal have?

- 7 These proposals seek to remove indiscriminate and obstructive parking, facilitating safe access across the highway network for all road users, whilst simultaneously increasing the reliability of refuse collections where it has previously been hindered by obstructive parking.
- 8 The introduction of some of the restrictions will help restore sight-lines for vehicles exiting junctions.
- 9 The proposals may 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.

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

Health and Wellbeing

Inclusive Growth

Zero Carbon

- 10 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.

What consultation and engagement has taken place?

Wards affected: Bramley & Stanningley

Have ward members been consulted?

Yes

No

- 11 The Bramley & Stanningley Ward Members were first consulted and briefed on the scheme upon its initial proposal on the 19th December 2022, 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.
- 12 Emergency Services and the bus operators have been consulted on the scheme, and no adverse comments were received in response to the consultation.
- 13 Residents and stakeholders were first consulted on the proposals via letter drop in February 2023, and their comments helped shape the final proposals.
- 14 The draft Traffic Regulation Order was then advertised between 26th October 2023 and 16th November 2023, with notices placed in the Yorkshire Post and attached to street lighting columns in proximity of the restrictions.
- 15 As a result of this advertisement, 4 written objections all in proximity to Aston Terrace were received via email. These were present in a previous report published on 19th December 2023 overruling all objections, and details of these objections can be found in background papers, these include duplicate responses from the same objectors.
- 16 Further to this, a total of 37 representations have been received these objections are compiled alongside the Highway Authority response in Appendix B.

What are the resource implications?

- 17 The resources for these works were approved in the Traffic Management Capital Programme 2022/23 on the 15th April 2022, and there are no further resource implications above and beyond those highlighted there.

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

- 18 Failure to approve the recommendations detailed within this report will prevent the Traffic Regulation Order from being fully implemented and therefore the benefits outlined above would not be attained.

What are the legal implications?

- 19 The schemes implementation is subject to resolving the objection and it is anticipated to be completed in the 2024/2025 financial year.

Options, timescales and measuring success

What other options were considered?

- 20 Changes to the restrictions were made following meetings with Ward Members and consultation with local residents, these include the inclusion of additional locations and the extension/descoping of restrictions to better suit the requirements of local residents where possible.
- 21 Consideration was given to whether restrictions could be shortened further to try and minimise the displacement of parked vehicles. However, further shortening the restrictions would not fully solve the issues present at these locations and therefore was not taken forward.
- 22 It was also considered that some restrictions that were objected to could be removed entirely, but this would not provide the road safety benefits that have been outlined above.

How will success be measured?

- 23 The reduction/removal of indiscriminate and obstructive parking in the locations, alongside improving access to the highway network for larger vehicles and increasing the reliability of refuse collections.

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

- 24 If approved, it is anticipated to be completed in the 2024/2025 financial year.

Appendices

a) Appendix A

Equality, Diversity, Cohesion and Integration Screening



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: Joshua Freeman	Contact number: 0113 336 8155

1. Title: Bramley & Stanningley Ward TRO 2022
Is this a: <input type="checkbox"/> Strategy / Policy <input checked="" type="checkbox"/> Service / Function Other <input 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 Bramley & Stanningley Ward.

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

No waiting at any time of parts of: Ashdown Street, Bramley; Aston Avenue, Bramley; Aston Drive, Bramley; Aston Grove, Bramley; Aston Mount, Bramley; Aston Place, Bramley; Aston Road, Bramley; Aston Street, Bramley; Aston Terrace, Bramley; Aston View, Bramley; Back Aston Place, Bramley; Back Aston Road, Bramley; Back Aston Street, Bramley; Back Aston Terrace, Bramley; Back Aston View, Bramley; Back Highfield Road, Highfield Road, Cross Aston Grove, Eightlands Lane, Snowden Close, Snowden Crescent. Cross Eric Street, Pollard Lane, Leeds And Bradford Road (Bramley), Valley Rise, Valley Road, Snowden Royd, Outgang.

No waiting between 8am to 6pm Monday to Saturday (inclusive): Town Street, Bramley, Rossefield Drive, Hough Lane, McLaren Fields.

Shared Time Limited/Permit parking zone, all days all hours, 1 hour no return within 1 hour, exemption for persons with a permit authorised by the Council: Landseer Green, Outgang, Rossefield Avenue, Rossefield Chase, Rossefield Drive, Rossefield View, Rossefield Place, Rossefield Terrace, Snowden Vale.

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).
<ul style="list-style-type: none"> • 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) <p>Consultation on the proposals has also taken place with the following stakeholders:</p> <ul style="list-style-type: none"> • Local Ward Members • Emergency Services (West Yorkshire Police, West Yorkshire Fire & Rescue Service, and Yorkshire Ambulances Service) • West Yorkshire Combined Authority (as the passenger transport Executive/ Metro) • Direct Frontages (Local Residents and businesses) <p>The Local Ward Members support the proposals and recorded additional sites. Ward members have also forwarded supportive messages, notably from the Bramley centre asking when the permit zone will be activated, and concerns notably from The Astons about loss of parking.</p>
<ul style="list-style-type: none"> • 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:

- Prevention vehicles from parking in ways that cause obstructions, delays, or safety issues on the public highway including refuse collection and deliveries which is something residents shared concerns over.
- Restoration of sight lines for vehicles exiting junctions/private accesses: This will allow an improved opportunity for a response time for drivers emerging at these junctions, which will have an additional benefit for road users over 65 years old, and people with poorer eyesight who are of greater risk of these types of collision.
- Greater visibility at junctions and informal crossing points, reduced parking will assist those with poorer mobility, affording them more time to manoeuvre.
- Provides improved intervisibility for short statured people including children and Wheelchair users crossing the road, assisting children walking to Raynville Academy.
- The permit parking scheme around the Bramley centre will improve opportunity for residents to park close to their house.

The negative impacts of the scheme have been identified as follows:

- The proposals may 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. Blue badge holders can park on Double Yellows lines if safe to do so for up to 3 hours.

• **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.

Blue Badge holders will still be able to park on the restrictions for up to 3 hours

Improved access for large vehicles (refuse collection, Home Deliveries and Emergency vehicles) who will also be able to stop on the double yellow lines

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	2024

7. Publishing	
<p>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.</p> <p>If this screening relates to a Key Delegated Decision, Executive Board, full Council or a Significant Operational Decision a copy should be emailed to Corporate Governance and will be published along with the relevant report.</p> <p>A copy of all other screening's should be sent to equalityteam@leeds.gov.uk. For record keeping purposes it will be kept on file (but not published).</p>	
Date screening completed	
If relates to a Key Decision - date sent to Corporate Governance	
Any other decision – date sent to Equality Team (equalityteam@leeds.gov.uk)	

b) **Appendix B**

List of objections to the Bramley & Stanningley Ward Traffic Regulation Order:

Details of the Objection:	Highways Response:	No of individual comments:
Pollard Lane For illustrations of proposed restrictions please refer to "1044-LCC-06-XX-DR-TM-01_9.pdf"		
Support the introduction of the restrictions as advertised	Noted	2
The restrictions are not extensive enough, and cars constantly park on the only pavement.	<p>The proposed No waiting at any time restrictions (double yellow lines) have been designed to comply with national guidance regarding required sightlines for vehicles, and it would be difficult to justify extending these further and removing additional parking given the national guidance documents have been satisfied.</p> <p>Any parking on an unrestricted section of road which causes an obstruction is already an offence and can be ticketed by the police.</p>	1
At junctions it's difficult to see oncoming vehicles due to parked cars... often parked on the double yellow lines on Leeds Bradford Road and in the private forecourt of nearby shops.	<p>The proposals seek to protect the sight lines at junctions by removing parking at the shown locations, allowing our parking services team to take enforcement action.</p> <p>Upon introduction of the restrictions, Parking Services officers will look to attend the site regularly and ensure the restrictions are being adhered to.</p> <p>LCC are not able to take enforcement action on vehicles parked fully within the curtilage of the shops as this is private land.</p>	1
Money would be better spent to enforce the 20mph speed limit.	<p>It is appreciated that drivers do sometimes exceed the posted speed limit, but enforcement of speed limits is the responsibility solely of the police.</p> <p>The Capital funding being used to fund these works cannot be given to the police to undertake enforcement as this is not the intention of this budget.</p>	2
<p>An influx of parking occurs when sports events/rugby games are played on the field.</p> <p>I live on the corner and will be unable to park directly outside my house.</p>	<p>While most residential properties have off-street parking, we understand that this is not the case for everyone and that these changes may impact some residents.</p> <p>The proposals aim to enhance safety and accessibility at junctions by preserving sight lines and crossing points. To achieve this, parking will be relocated from obstructive areas to safer locations.</p>	2

	<p>Whilst it is recognised that the restrictions will remove parking outside of some properties, surveys have shown that parking will still be available in the area should these restrictions be introduced.</p>	
<p>The Astons' Estate</p> <p>For illustrations of proposed restrictions please refer to "1044-LCC-06-XX-DR-TM-01_14b.pdf"</p>		
<p>Concerns about lack of compliance and enforcement of existing TRO near school/ability to enforce new restrictions.</p>	<p>Enforcement of these parking restrictions will be undertaken by Leeds City Councils parking services team.</p> <p>Upon introduction of the restrictions parking services officers will attend the site regularly and ticket vehicles contravening the restrictions. Following this, the area will be added to the city-wide rota for regular attendance.</p> <p>Whilst it is recognised that parking services officers cannot attend the site every time a restriction is contravened, the restrictions will be enforced as officers regularly pass, and the team can be called on 0113 376 0442 to report any vehicles contravening the restriction.</p>	<p>3</p>
<p>Not enough available parking in this area</p>	<p>It is recognised that the introduction of these restrictions will reduce the number of parking spaces within an area and this may impact on residents ability to park directly outside of their property.</p> <p>For this reason, the restrictions have only been proposed in locations where current parking practices are unsafe and obstructive</p> <p>Individuals have a responsibility to park in a safe, unobstructive manner and the Highway Authority can only work with the existing highway area, ensuring that parking does take place does not cause issue.</p> <p>Further to this, our surveys have shown that there is space to park in the wider area and that the number of parked vehicles can be accommodated in the existing streets even if the proposed restrictions are put in place.</p>	<p>17 (Petition)</p>
<p>No waiting at any time restrictions are not necessary covering all back streets within the area</p>	<p>The backstreets where restrictions are being placed have been identified as areas where obstructive parking frequently leads to missed refuse collections. This has been causing significant inconvenience to residents.</p> <p>Whilst parking on these backstreets which physically prevents the passage and re-</p>	<p>4</p>

	<p>passage of vehicles is already an offense, the new restrictions will enable parking services officers to take more direct enforcement action, helping to ensure that residents can access essential services without interruption.</p>	
<p>Properties need to be able to load/unload in various locations where the restrictions are being proposed.</p>	<p>No waiting at any time restrictions (double yellow lines) do not prevent loading and unloading from taking place for a period of up to 30 minutes.</p>	3
<p>There is sometimes a requirement to block the back streets (for example to undertake building works) and these restrictions would prevent this.</p>	<p>It is recognised that parking during building work can be frustrating, especially on narrow streets. While double yellow lines are in place, you can still use them to load or unload for up to 30 minutes.</p> <p>If building work is planned, Those undertaking building work should apply to Leeds City Council for the appropriate permit which can both suspend parking restrictions and authorise the road to be closed to allow for works to take place safely within the Highway. A link providing further information can be found below:</p> <p>https://www.leeds.gov.uk/parking-roads-and-travel/licences-and-permits/street-works-permit-scheme</p>	2
<p>The proposed restrictions should cover bin-days only to facilitate refuse collection and allow residents to park outside of these days/hours.</p>	<p>The locations where restrictions are being proposed are in areas where parking is generally obstructive, causing access issues for other vehicles as-well as refuse wagons, whilst restricting sight-lines for those exiting junctions.</p> <p>Refuse collection days/times are subject to 5-year review and short notice changes, and it is therefore not reasonably practicable to have a single yellow line for limited day/time as the legal order and signs would need changing frequently to accommodate this.</p>	5
<p>I have a disability and need to park near my house</p>	<p>Whilst it is recognised that the restrictions will remove parking outside of some properties, surveys have shown that parking will still be available in the area should these restrictions be introduced.</p> <p>If you have a blue badge you may be eligible for a disabled parking space outside your house. To get an application form for a disabled parking bay please call 0113 378 7279 or email HighwaysDisabledAccess@leeds.gov.uk.</p>	3

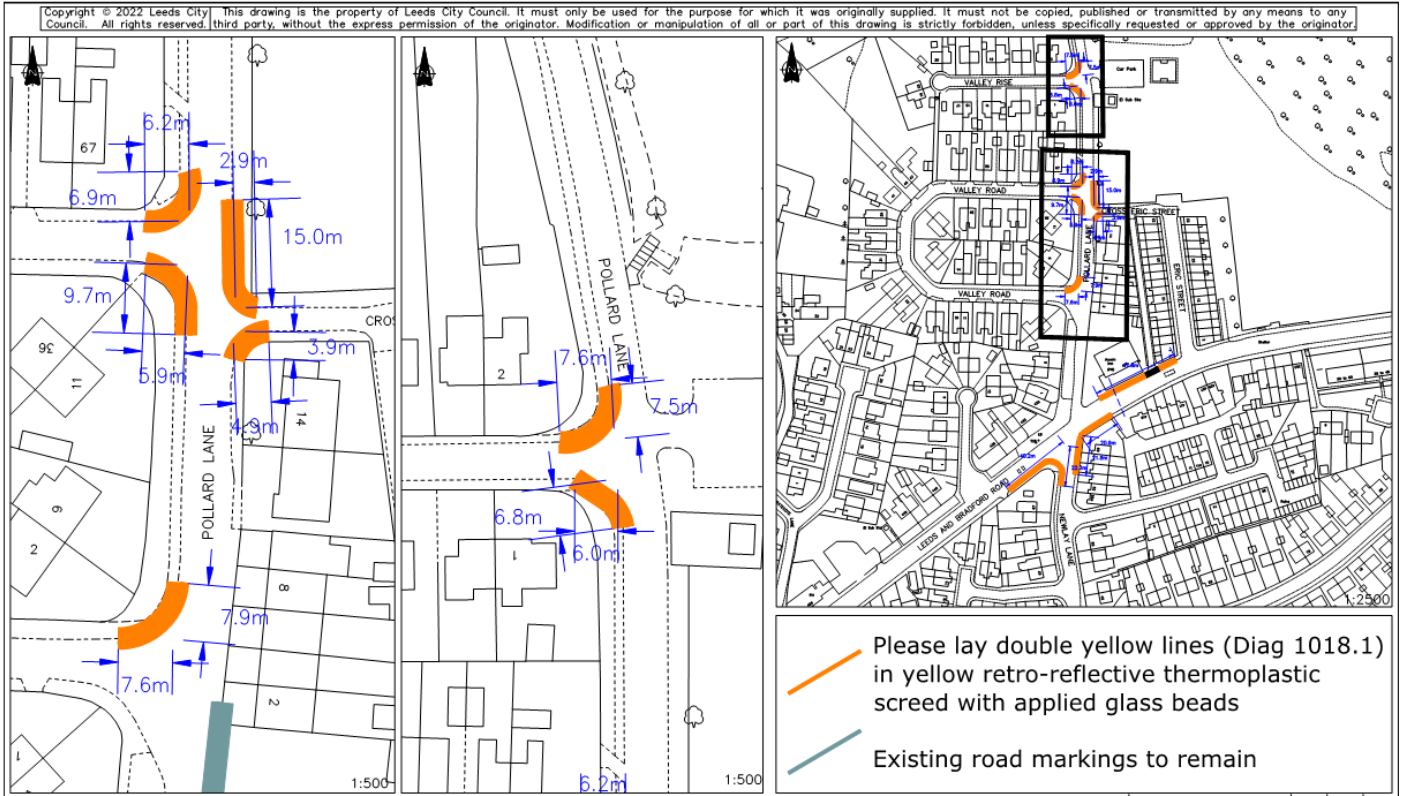
	It should be noted that blue badge holders can park for up to three hours on double yellow lines as per national legislation.	
There are some disabled bays (not in use) that I have reported that take parking spaces away from residents.	Please use the above contact details and these can be removed if no longer needed.	1
The proposed restrictions will affect everyone, whilst the issue is only caused by the irresponsibility of a small number of motorists.	<p>Whilst it is recognised that the restrictions will have an impact on parking, the restrictions are only proposed in places where obstructive parking currently occurs.</p> <p>Whilst this may displace a small number of vehicles, these vehicles are parked in an obstructive manner and removing them will have an overall benefit to the local area.</p>	2
A Resident Permit Parking scheme should be implemented throughout the area.	<p>Leeds City Council's criteria for the introduction of a resident permit parking restriction are as follows:</p> <ul style="list-style-type: none"> - There is an all-day parking problem linked to a major traffic generator such as a university, or shopping centre; and - Residents do not have any off-street parking; and - Residents are unable to park near their homes when they return to the area. <p>Surveys of the area by the Highway Authority have shown that a overwhelming majority of vehicles parking in the area belong to residents, and therefore this area does not qualify for a resident permit parking scheme under Leeds's criteria.</p> <p>If a permit scheme was introduced here, these vehicles would be eligible to receive a permit and therefore the introduction of such a restriction would have no minimal impact on the availability of parking for residents.</p>	3
The proposals are a waste of money that could be better spent elsewhere within the City.	<p>This funding for this scheme was allocated as a Traffic Order covering the whole Bramley & Stanningley Ward, combining many restrictions to ensure value for money from such order.</p> <p>These works will provide value to the local community, by increasing road safety, ensuring refuse collections and that larger vehicles (e.g. fire service) can always access the area.</p> <p>This funding is allocated for this purpose and cannot be spent on other council services or highway improvements.</p>	3

<p>Why hasn't this been seen by all the residents within the area, wider consultation should have taken place.</p>	<p>At the time of advertisement, street notices were placed in the local press and onsite at the locations of all restrictions, in line with the Road Traffic Act 1980. This gave opportunity for any resident or passerby to submit a response – this covers the legal requirement of the above act.</p> <p>Above and beyond this, all 415 frontages within the area were sent a letter detailing these restrictions prior to their legal advertisement.</p>	<p>6</p>
<p>These changes will devalue my property, and make it harder to sell.</p>	<p>Whilst it is appreciated that residents can be concerned about the value of their property when changes are made to the local area, there is no evidence to support that the introduction of such measures reduces the value of surrounding properties.</p>	<p>5</p>
<p>Bramley Centre Permit Zone For illustrations of proposed restrictions please refer to “1044-LCC-06-XX-DR-TM-01_15b.pdf”</p>		
<p>Support the introduction of the restrictions as advertised</p>		<p>2</p>
<p>This needs to just be permit holders & visitors only.</p>	<p>Originally it was proposed to introduce a daytime only permit zone, as a result of consultation with residents this has been amended to a 24-hour, 7 day per week restriction with 1 hour time-limited parking for non-permit holders.</p> <p>Visitor permits will also be available, and residents can contact parking services to temporarily add large numbers of visitors for events.</p>	<p>2</p>
<p>Parking bays should be marked throughout the area to ensure residents park efficiently.</p>	<p>All vehicles parking on the public highway are required to do so in a way that is responsible and considerate of other road users.</p> <p>Although inconsiderate parking can sometimes take place, the introduction of marked bays would reduce the number of spaces available and cannot be recommended at this time.</p>	<p>2</p>
<p>Concerns about lack of compliance and enforcement of TRO.</p>	<p>Enforcement of these parking restrictions will be undertaken by our parking services team.</p> <p>Upon introduction of the restrictions parking services officers will attend the site regularly and ticket vehicles contravening the restrictions. Following this, the area will be added to the city-wide rota for regular attendance.</p>	<p>2</p>

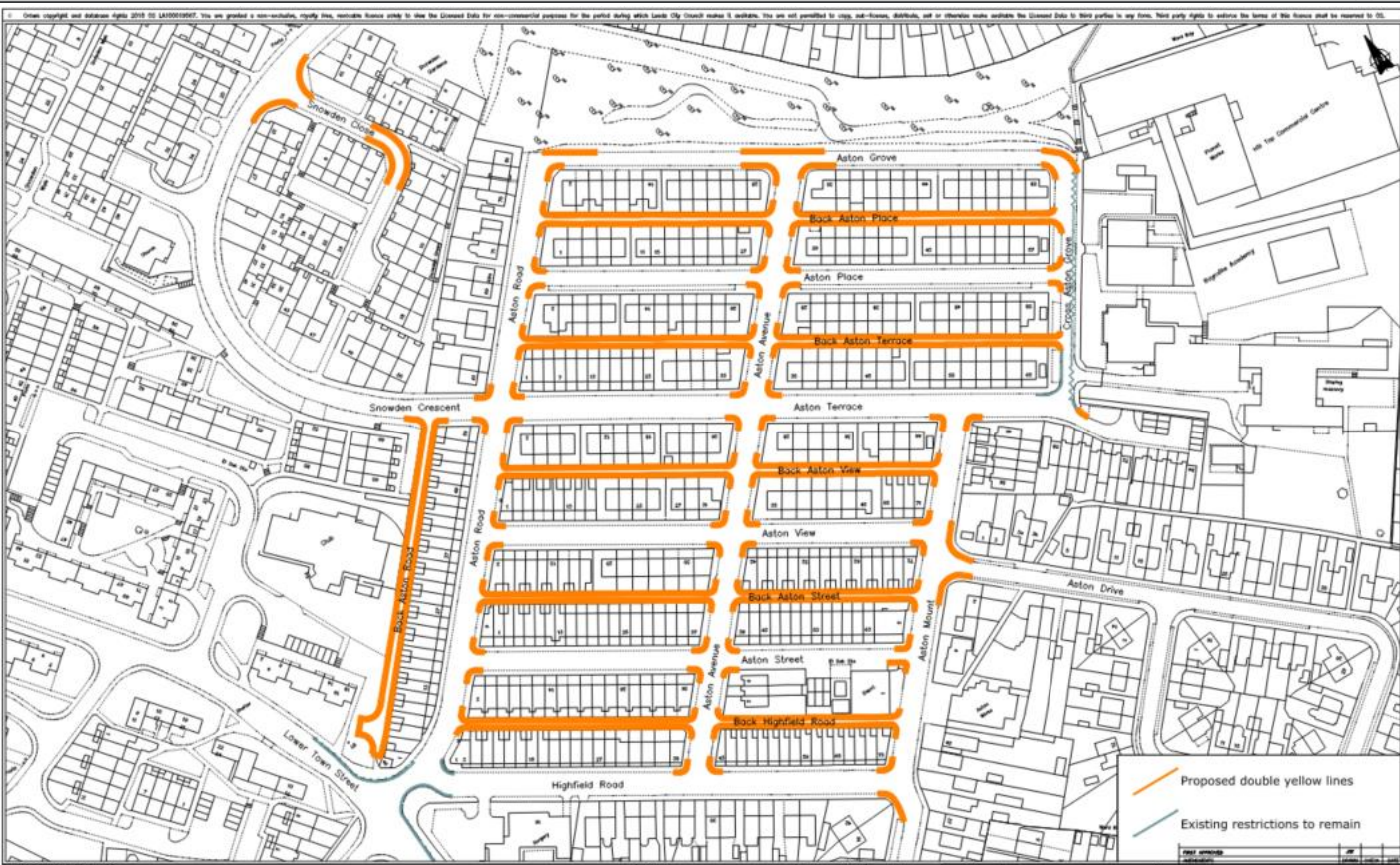
	<p>Whilst it is recognised that parking services officers cannot attend the site every time a restriction is contravened, the restrictions will be enforced as officers regularly pass, and the team can be called on 0113 376 0442 to report any vehicles contravening the restriction.</p>	
<p>Could consideration be given to hardening grass verges in the area to increase the number of parking spaces.</p>	<p>Whilst it is appreciated that this measure would create additional parking spaces, there is unfortunately no budget provision for this type of works. Further to this, the conversion of grass to tarmac to facilitate parking does not align with current planning guidance.</p>	1
<p>Out Gang / Snowden Royd</p> <p>For illustrations of proposed restrictions please refer to “1044-LCC-06-XX-DR-TM-01_16.pdf”</p>		
<p>Parking is already difficult here, and the introduction of restrictions will decrease the number of spaces available for residents to park.</p>	<p>Whilst it is recognised that the restrictions will have an impact on parking, the restrictions are only proposed where obstructive parking currently occurs that hampers refuse collection.</p> <p>The proposals have been designed using vehicle tracking software to minimise the loss of parking whilst still maintaining access for large vehicles such as refuse wagons and emergency vehicles.</p> <p>As such this is only proposed at the bend in the road and at junctions which will also protect sight lines for all road users.</p> <p>Whilst this may displace a small number of vehicles, these vehicles are parked in an obstructive manner and removing them will have an overall benefit to the local area.</p>	3
<p>Non-residents leave their cars on the road, and garages are undertaking repairs on vehicles within the highway.</p>	<p>This scheme will remove indiscriminate parking and is not targeted at specific individuals, whether these are residents or not.</p> <p>If someone is running a business from a residential address, they need to apply for planning permission and can be reported to our Environmental Action team or the police.</p>	1
<p>Some houses have driveways which are not used by the resident.</p>	<p>It is appreciated that some residents choose not to use their off-street facilities, and that this can lead to frustration for others who do not have access to facilities. For this reason, the Highway Authority would always encourage residents to maximise their use of available off-street parking where possible.</p>	1

	<p>However, the Highway Authority unfortunately have no ability to mandate this and if residents choose to not use their off-street facilities, then there is no further action the Highway Authority can take.</p>	
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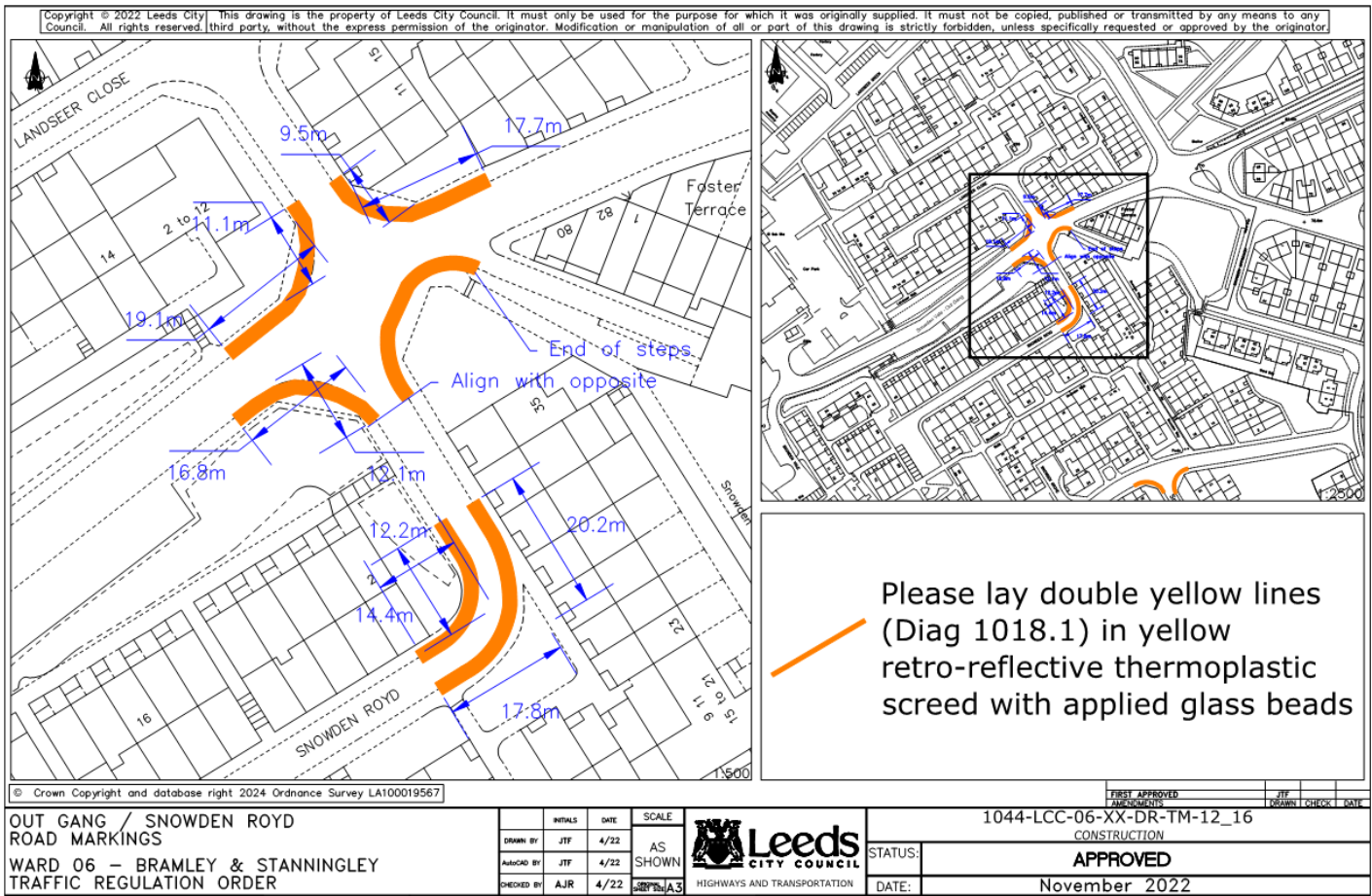
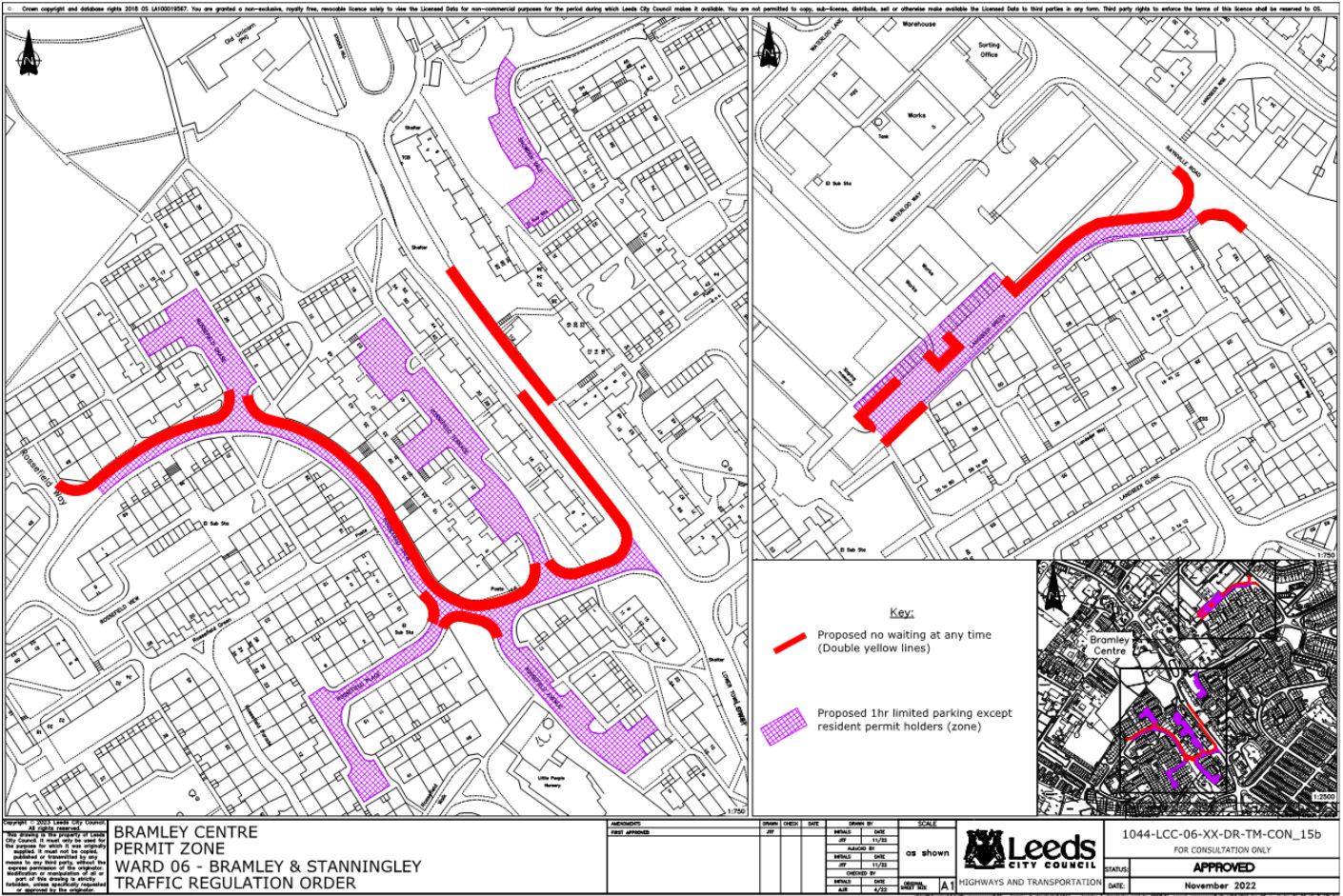
c) Appendix C



POLLARD LANE ROAD MARKINGS WARD 06 – BRAMLEY & STANNINGLEY TRAFFIC REGULATION ORDER		INITIALS DRAWN BY: JTF AutoCAD BY: JTF CHECKED BY: AJR	DATE 4/22 4/22 4/22	SCALE AS SHOWN 1:500	LEEDS CITY COUNCIL HIGHWAYS AND TRANSPORTATION	1044-LCC-06-XX-DR-TM-12_09 CONSTRUCTION STATUS: APPROVED DATE: November 2022
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THE ASTONS TRO WARD 06 – BRAMLEY & STANNINGLEY TRAFFIC REGULATION ORDER	SCALE 1:750	LEEDS CITY COUNCIL HIGHWAYS AND TRANSPORTATION	1044-LCC-06-XX-DR-TM-CON_14b FOR CONSULTATION ONLY STATUS: APPROVED DATE: November 2022
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Background papers

- The Previous report published on 19th December 2023 overruled four objections to these proposals. The below table is taken from this report and outlines these objections alongside the Highway Authorities response.
- Two of these individuals have duplicated their responses via TraffWeb and have been removed from Appendix B.

- Extract of the previous report published on 19th December 2023 overruling some objections to proposals.

The Astons' estate:	
<p>In January 2023 we had a meeting with ward members.</p> <p>415 letters were sent to all frontages (mostly residential) in February, then one additional letter for a new resident following this we received 24 responses, including some positive feedback.</p> <p>4 formal Objections were received to the legal order</p>	
Details of the Objection:	Highways Response:
<p>Concerns about lack of compliance and enforcement of existing TRO near school/ability to enforce new restrictions.</p> <p>Number of Objectors 1</p>	<p>Enforcement of parking restrictions can be undertaken by both the police and our parking services team. Upon introduction of the restrictions, parking services officers will look to attend the site regularly and ensure the restrictions are being adhered to.</p>
<p>No waiting at any time restrictions are not necessary covering all back streets within the area</p> <p>Number of Objectors 2</p>	<p>Any vehicle which parks on these backstreets is already obstructing the free passage of the highway, although this is only ticketable by the police, who need to prioritise how they allocate their limited resource. The introduction of the double yellow line markings will allow parking services officers to take enforcement action against vehicles in this location thus reducing the chance of obstruction taking place, particularly for refuse collection services</p>
<p>Properties need to be able to load/unload in various locations where the restrictions are being proposed.</p> <p>Number of Objectors 2</p>	<p>No waiting at any time restrictions (double yellow lines) do not prevent loading and unloading from taking place for a working period & 30 minutes</p>
<p>There is sometimes a requirement to block the back streets (e.g., to undertake building works) and these restrictions would prevent this.</p> <p>Number of Objectors 2</p>	<p>Although the width of the backstreets varies, most have two narrow footways, and 3m carriageway. Obstruction of the public highway is an offence and the restrictions do not change this. Those undertaking building work should apply through Leeds City Council for the appropriate permit which can both suspend parking restrictions and approve road closures. To allow for works to take place within the Highway.</p>
<p>The proposed restrictions should cover bin-days only to facilitate refuse collection, and allow residents to park outside of these days/hours.</p> <p>Number of Objectors 2</p>	<p>Refuse collection days/times are subject to 5 year review and short notice changes, and it is therefore not reasonably practicable to have a single yellow line for limited day/time as the legal order and signs would need changing frequently. The highway must always be available for road users to pass and repass which would not be the case with a limited time restriction.</p>