

Report to the Chief Officer (Highways and Transportation)

Date: 04 March 2014

Subject: CityConnect Project – Proposed 20mph Zones

Are specific electoral Wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, name(s) of Ward(s): Armley, Bramley & Stanningley, Burmantofts & Richmond Hill, Calverley & Farsley, City & Hunslet, Cross Gates & Whinmoor, Farnley & Wortley, Gipton & Harehills, Hyde Park & Woodhouse, Killingbeck & Seacroft, Pudsey, Temple Newsam		
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, Access to Information Procedure Rule number: Appendix number:		

Summary of main issues

- 1 One of the four key objectives of the Best Council Plan is to 'promote sustainable and economic growth' through delivering key infrastructure projects. Leeds City Council, along with its local partners, were successful in securing funding through the Department for Transport's Cycle City Ambition Grant and is currently progressing a programme of cycle infrastructure improvements within the city. The project is called CityConnect.
- 2 The aim of the CityConnect project is to make it easier and safer to get around on foot and by bike, giving people better access to the local area, improving travel options and reducing congestion. This will be achieved through a package of work that provides cycle parking, Leeds to Bradford Cycle Superhighway, streetscape improvements and the upgrade of the Leeds Liverpool Canal towpath.
- 3 Fundamental to the success of the scheme and this package of work is the implementation of 20mph zones on the majority of streets adjacent to, and giving access to, the Cycle Superhighway.
- 4 The introduction of 20mph zones reflect Department for Transport published guidance which encourages local authorities to introduce more zones, and clearly highlights a more flexible approach to their use. Particular emphasis is given where pedestrian and cycle movements are high, such as around schools, shops,

markets, playgrounds and other areas which are not part of any major through route.

- 5 The introduction of 20 mph zones is a well-established element of the Leeds City Council's programme of road casualty reduction and sustainable travel in residential areas.

Recommendations

- 6 The Chief Officer (Highways and Transportation) is requested to:
- i) note the contents of this report;
 - ii) give authority to advertise a series of Speed Limit Orders for the provision of a number of 20mph zones as shown on drawings TM-00-CSH-HB-01 to 04, any unresolved objections will be reported to Highways and Transportation Board;
 - iii) give authority to advertise a notice under the provisions of Section 90C of the Highways Act 1980 notifying of the proposed traffic calming features as per the detailed design, any unresolved objections will be reported to Highways and Transportation Board;
 - iv) give authority to advertise a Traffic Regulation Order to introduce no stopping restrictions as per detailed design, any unresolved objections will be reported to Highways and Transportation Board;
 - v) Instruct the City Solicitor to:
 - a) advertise the draft Traffic Regulation Order and Speed Limit Order as per the detailed design, any unresolved objections will be reported to Highways and Transportation Board; and
 - b) advertise all scheme related notices under the provisions of Section 90C of the Highways Act 1980 notifying of the proposed traffic calming features as per the detailed design, any unresolved objections will be reported to Highways and Transportation Board.

1 Purpose of this report

- 1.1 This report details CityConnect project proposals for establishing 20mph zones on the majority of streets adjacent to the proposed Cycle Superhighway corridor and seeks the approval of the Chief Officer (Highways and Transportation) to undertake the advertising of the proposed Orders associated with the schemes, including the provision of traffic calming features and parking restrictions.

2 Background information

- 2.2 In February 2013 the Department for Transport announced the Cycle City Ambition Grant, a new source of funding. Bids were open to cities in the first and

second wave of the City Deal process, in addition to the National Parks. A bid was submitted by the Integrated Transport Authority on behalf of West Yorkshire on 30 April 2013.

- 2.3 On August 12th 2013 the Prime Minister announced that West Yorkshire had been successful in its submission and granted the full amount from the application of £18.052m. The granted works must be completed by September 2015 with all works to be completed by March 2016.
- 2.4 The key element of the project is a Cycle Superhighway from Seacroft, across the Leeds district into Bradford city centre. In addition, key city centre linkages are to be provided, along with cycle parking, the improvement of the Leeds Liverpool Canal Towpath, 20mph schemes adjacent to the route, and funding directed towards promoting the facilities created.
- 2.5 The introduction of 20mph zones form part of the Leeds City Council's commitment to improving road safety for all road users in local neighbourhoods, especially for those more vulnerable road users such as pedestrians and cyclists.
- 2.6 Leeds City Council is committed to providing 20mph zones on residential streets within the City. This is a well-established element of Leeds City Council's programme of casualty reduction and sustainable travel in residential areas.
- 2.7 The provision of 20mph zones adjacent to the route is an essential element of the CityConnect project to enable safe cycle access to the cycle network, particularly the Cycle Superhighway and ensure effective linkages with the surroundings communities and neighbourhoods.

3 Main issues

- 3.1 The CityConnect project is broken into different schemes that will provide significant improvements to both cycling and walking infrastructure from the east of Leeds to Bradford. There are two highway elements to the project, the design of the Cycle Superhighway and 20mph zones.
- 3.2 Consultation of the full project is being co-ordinated by Metro with the two Councils involved and will be fully engaging Ward Members, residents and business on the proposals. This will be done through an interactive website, community events, on site notices and letter drops.
- 3.3 The proposed 20mph zones have been derived from onsite observations, speed surveys and accident information. These zones will be fully consulted on as part of Metro's work.
- 3.4 Progress of the 20mph zones is reliant on the legal process and requires a number of features being proposed to be advertised. Therefore, early approval is required to enable advertisement of the change in speed limit, traffic calming features and 'no stopping' orders to progress after the consultation process without delay.
- 3.5 Speed Limit Orders being proposed are within the Leeds area adjacent to the CityConnect Cycle Superhighway. Preliminary drawings of the proposed zones

and outline plans of the overall scheme have been provided as background documents.

- 3.6 Traffic calming features will be introduced in accordance with current legislation and the scheme 20mph zone design strategy, see background documents. The exact locations of these features will be determined during detailed design and confirmed before they are formally advertised.
- 3.7 The introduction of 'no stopping' restrictions will be provided at school entrance markings where the restrictions do not currently exist. The exact locations of these features will be determined during detailed design and confirmed before they are formally advertised.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members: A total of 12 wards are affected by the 20mph proposals. All 36 Ward Members from these wards were contacted via email on Friday 21 February 2014 with the details and a plan showing the extent of the proposed zones within their ward. To date, four Ward Members, all from different Wards, have provided a response confirming their support for the scheme. However, Ward Members will be engaged and consulted further on the wider scheme as part of the on-going project Communication and Engagement programme.
- 4.1.2 Emergency Services and Metro: An email dated Tuesday 25 February 2014 along with supporting drawings to all Emergency Services and Metro. To date no responses have been received.
- 4.1.3 Residents and businesses directly affected by the proposal will be consulted in the near future as part of a wider scheme consultation being carried out by the CityConnect project Communications Team. Any information received in this process will be considered before the proposals are advertised on site and Ward Members will be briefed accordingly.
- 4.1.4 If approved, the formal advertisement of the associated 20mph Orders and notices is expected to take place approximately two weeks after the consultation of a particular zone, subject to resources. Any unresolved objections received during this advertising period will be reported to the Chief Officer (Highways and Transportation)

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 A full Equality, Diversity / Cohesion and Integration impact assessment has been carried out as part of ongoing 20 mph speed limits programme.
- 4.2.2 Positive Impact: Making 20mph the normal speed limit would:
- Provide safer passage whilst crossing the road to all pedestrians, especially those with mobility issues, disabled people, parents supporting pushchairs and young and old people
 - Greater independence and choice for children travelling to school

- Dramatically increases chances of survival if hit by a car to 97%
- Make it more pleasant to walk or cycle, encouraging a more healthy lifestyle
- Reduce pollution and noise.
- Improve quality of life for the local community

4.2.3 Negative Impact: Making 20mph the normal speed limit would:

- Slight reduction in air quality possible due to lower speeds which is unlikely to be significant and is offset by the by the potential benefits to road safety..

4.3 Resource and value for money

4.3.1 Funding associated with the introduction of the 20mph zone project is fully reimbursable from the West Yorkshire Integrated Transport Authority (the City Connect project budget holder) and will be incorporated in a future Executive Board report for authority to progress the works. No financial approval is being requested at this time.

4.4 Council policies and City Priorities

4.4.1 The scheme meets one of the key objectives in the Best Council Plan 'promote sustainable and economic growth' by encouraging healthier and more sustainable travels choices through delivering this key infrastructure project.

4.4.2 The proposals contained in the report have no implications for the council constitution. This is a report covering multiple zones grouped together for efficiency in managing, implementing and cost benefit (reduction in advertising costs).

4.4.3 Environmental Policy: The reduction in speed limit to 20mph will not have any significant impact on carbon emissions and air s quality should remain similar to existing levels , however, there may be reduced levels of traffic noise.

4.4.4 Safety Audit: A Stage 1/2 Safety Audits will be carried out once detailed designs are complete. Any recommendations that arise from these audits will been taken into consideration and if unresolved, will be reported.

4.6.4 Local Transport Plan 3: **Strategic Approaches:**
Travel Choices: P10. Promote the benefits of active travel.
Connectivity: P18. Improve safety and security
 P22. Develop networks and facilities to encourage cycling and walking.

4.5 Legal Implications, Access to Information and Call In

4.5.1 The scheme is in the Highways and Transportation Annual Programme and subject to resolving any objections received it is anticipated to be completed in autumn 2014.

4.5.2 The proposal is not eligible for Call In.

4.6 Risk Management

- 4.6.1 If the 20mph zones are not introduced there is a risk that the accessibility and full benefits of the proposed CityConnect Cycle Superhighway may not be realised.
- 4.6.2 If no action is taken there is a risk that key milestones within the scheme to meet Department for Transport funding and Local Transport Plan delivery may not be achieved.

5 Conclusions

- 5.1 New 20mph zones are being proposed to run either side of the CityConnect Cycle Superhighway route and will encompass all residential roads and key local amenities such as schools, parks, business and employment hubs. These changes are considered fundamental to the scheme and will provide a safer environment for cycling to flourish and support the accessibility to and from the Cycle Superhighway.

6 Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
 - i) note the contents of this report;
 - ii) give authority to advertise a series of Speed Limit Orders for the provision of a number of 20mph zones as shown on drawings TM-00-CSH-HB-01 to 04, any unresolved objections will be reported to Highways and Transportation Board;
 - iii) give authority to advertise a notice under the provisions of Section 90C of the Highways Act 1980 notifying of the proposed traffic calming features as per the detailed design, any unresolved objections will be reported to Highways and Transportation Board;
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7 Background documents¹

7.1 20mph Full Scheme Outline (TM-00-CSH-HB-01 to 04)

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.