

Report to the Chief Officer (Highways and Transportation)

Date: 2 April 2014

Subject: 20MPH Schemes – Phase 3 - Objections

Capital Scheme Number: 16682

Are specific electoral Wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, name(s) of Ward(s): Gipton & Harehills, Burmantofts & Richmond Hill, Temple Newsam, Killingbeck & Seacroft, City & Hunslet, Headingley, Hyde Park & Woodhouse, Pudsey, Armley, Bramley & Stanningley, Farnley & Wortley, Middleton Park, Beeston & Holbeck, Morley South, Guiseley & Rawdon and Weetwood.		
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input checked="" type="checkbox"/> Yes	<input 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 This report seeks authority to overrule objections to Leeds City Council (Speed Limit) Orders 10, 15, 16 and 19 2013, and the Section 90c Notice relating to the provision of traffic calming on Albert Road, Morley; Lovell Park Road, Lovell Park; Servia Hill, Little London; and Weetwood Lane, Weetwood.

Recommendations

- 2 The Chief Officer (Highways and Transportation) is requested to:
 - i) Consider and overrule the objections to Leeds City Council (Speed Limit) Orders 10, 15, 16 and 19 2013, and the Section 90c Notice relating to the provision of traffic calming on Albert Road, Morley; Servia Hill, Little London; and Weetwood Lane, Weetwood; and
 - ii) request the City Solicitor to make, seal and implement Leeds City Council (Speed Limit) Orders 10, 15, 16 and 19 2013 as advertised and inform the objectors accordingly of the Chief Officer (Highways and Transportation's) decision.

1 Purpose of this report

- 1.1 To obtain authority to overrule the objections received to Leeds City Council (Speed Limit) Order(s) 10, 15, 16 and 19 2013, and Section 90c Notice relating to the provision of traffic calming on Albert Road, Morley; Servia Hill, Little London; and Weetwood Lane, Weetwood.

2 Background information

- 2.1 As part of the Government's changes on speed management the DfT published new guidance on 20mph schemes. The guidance encourages local authorities to introduce more 20mph speed limits and 20mph zones, and clearly highlights a more flexible approach in the use of 20mph speed limits. In particular, it emphasises areas where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas which are not part of any major through route.
- 2.2 The objective of the programme is to improve road safety and reduce the mean speed of vehicles in the vicinity of schools and surrounding residential areas, thus provide an improved and safer environment for the local community and encourage children to walk and cycle to school.
- 2.3 This approach has now been adopted for the last two phases and this report details objections received to the third phase of schemes, totalling twenty-four separate proposed areas.

3 Main issues

- 3.1 The 24 sites identified currently have 353 recorded injury accidents within their areas over the last five year period.
- 3.2 It is provisionally estimated that this project could achieve a 10% reduction in casualties with a financial return of 100% on funds expended over the first year. This is comparable with the present average for the 20 mph Zones.
- 3.3 It is also anticipated that the schools will also receive a positive change in the modal shift for the school journey, with parents being encouraged to allow children to walk or cycle to school.
- 3.4 **Design Proposals and Full Scheme Description.**
- 3.4.1 The 24 proposed school-based sites are as follows:
- i) Wykebeck Primary School, Gipton; 20mph zone
 - ii) St Nicholas Catholic Primary School, Gipton; 20mph Zone. Traffic calming is required on Foundry Approach and Oakwood Lane.

- iii) St Patrick's Catholic Primary School, Burmantofts; 20mph Zone. The zone will also encompass Brownhill Primary School, Shakespeare Primary School, Harehills Children's Centre and an existing 20mph zone around Ebor Gardens Primary School.
- iv) Mount St Mary's High School, Richmond Hill; 20mph zone. The zone will encompass Leeds College of Technology.
- v) Parklands Primary School, Killingbeck; 20mph. The zone will also encompass Seacroft Grange Primary School and Parklands Girls High School.
- vi) Temple Newsam Primary School, Halton; 20mph limit.
- vii) Hunslet St Mary's C of E Primary School, Hunslet; 20mph zone. The zone will also encompass Low Road Primary School. Traffic calming is required on Midland Road and Sussex Avenue.
- viii) Quarry Mount Primary School, Woodhouse; 20mph zone. The zone will also encompass City of Leeds School.
- ix) St Peters C of E Primary School, Burmantofts; 20mph zone.
- x) Spring Bank Primary School, Headingley; 20mph zone.
- xi) Blenheim Primary School, Little London; 20mph zone. The zone will also encompass Little London Community Primary School & Nursery. Traffic calming is required on Lovell Park Road, Servia Hill and Carlton Hill.
- xii) Cottingley Primary School, Cottingley; 20mph zone. Traffic Calming features are required for Cottingley Drive.
- xiii) Ingram Road Primary School, Holbeck; 20mph zone.
- xiv) Seven Hills Primary School, Morley; 20mph zone. The zone will also encompass Newlands Primary School. Traffic Calming is proposed on Albert Road.
- xv) Southroyd Primary School, Pudsey; 20mph limit. The zone will also encompass Greenside Primary School and Crawshaw High School.
- xvi) Ryecroft Primary School, Farnley; 20mph zone. The zone will also encompass Farnley Park High School, Lawns Park Primary School and the existing 20mph zone around Cobden Primary School. Traffic Calming features are required for Butterbowl Drive.
- xvii) Manor Farms, Middleton; 20mph (not based around a school).
- xviii) St Anthony's Primary School, Beeston; 20mph zone.

- xix) Christ the King RC Primary School, Bramley; 20mph zone. The zone will also encompass Raynville Primary School.
- xx) Bramley Primary School, Bramley; 20mph zone. The zone will also encompass St Peters C of E Primary School.
- xxi) Guiseley School, Guiseley; 20mph zone.
- xxii) Benton Park School, Guiseley; 20mph zone.
- xxiii) Weetwood Primary School, Weetwood; 20mph zone. The zone also covers the residency for the University of Leeds and Moorlands School.
- xxiv) Silk Mills Estate, Weetwood; 20mph zone.

- 3.6.2 A number of lengths were surveyed for all the potential zones, and those which saw mean speeds over 27mph are proposed to have traffic calming features.
- 3.6.3 Repeater signs are proposed on all zones / limits to highlight the proposed speed limit. Speed limit signs and 20mph road marking roundels are proposed at all entrances to the zone.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members, the emergency services and METRO were consulted by letter / email between January and March 2013. Councillors were once again consulted on 2nd April 2013 requesting a response to the consultation and that no response would indicate that they are happy for us to progress the scheme. The responses received from Ward Members were unanimously positive and were detailed more specifically in the previous design and cost report presented to the Chief Officer on 28 June 2013. Correspondence from Ward Members has continued to be received throughout the process, with no change in view offered by any Member.
- 4.1.2: Public notices were placed on site throughout the proposed areas on 27 September 2013, providing members of the public with an opportunity to make any objections or representations in to the proposals. A notice was also advertised in the local press.

4.3 **Equality and Diversity / Cohesion and Integration**

4.3.1 A full Equality, Diversity / Cohesion and Integration impact assessment has been carried out for 20mph schools schemes.

4.3.2 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

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

- Slight reduction in air quality due to lower speeds, however this is offset by the potential reduction in accidents.

4.4 **Council Policies and City Priorities**

4.4.1 The proposals contained in the report have no implications for the council constitution.

4.4.2 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.

4.4.3 Transport Policy Approval: The design instruction for Phase 3 was received in April 2013 and the proposed scheme is approved in principle by Transport Policy.

4.5 **Resources and Value for Money**

4.5.1 The estimated total cost to implement this scheme is £450,000, which comprises of £350,000 works costs, £90,000 Staff fees and £10,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme, as detailed in the previous design and cost report approved by the Chief Officer Highways and Transportation date 28 June 2013.

4.6 Legal Implications, Access to Information and Call In

- 4.6.1 The scheme is in the Annual Programme and subject to resolving any objections received it is anticipated to be completed within the 2013/2014 financial year.
- 4.6.2 The proposals are eligible for Call In as the changes affect more than a single Ward.

4.7 Risk Management

- 4.7.1 If no action was taken then access to the schools for pedestrians and cyclists will not improve and the potential of injury to pedestrians and cyclists will not be addressed as planned.

5 Conclusions

- 5.1 The provision of new 20mph schemes will provide a safer environment around schools and local residential areas thus encouraging more sustainable travel behaviours for all users. The 24 sites which also benefit 39 schools, 3 colleges, 1 children's centre and 2 nurseries, form part of a programme to extend the benefits of lower speed limits in local areas across the city.

6 Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
- i) Consider and overrule the objections to Leeds City Council (Speed Limit) Orders 10, 15, 16 and 19 2013, and the Section 90c Notice relating to the provision of traffic calming on Albert Road, Morley; Servia Hill, Little London; and Weetwood Lane, Weetwood; and
 - ii) request the City Solicitor to make, seal and implement Leeds City Council (Speed Limit) Orders 10, 15, 16 and 19 2013 as advertised and inform the objectors accordingly of the Chief Officer (Highways and Transportation's) decision.

7 Background Documents¹

- 7.1 None.

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.

List of Objectors to 20mph Schemes- Phase 3

Details of Objection	Number of Objectors	Officers Response
<p>Requesting extension to proposed zone, further along Weetwood Lane (SL15 2013).</p> <p>(Weetwood Primary)</p>	4	<p>Weetwood Lane for half its length falls within an urbanised area, which is residentially lined, straight, has multiple access points and which serves two schools along this section. The other half is rural in appearance, with the road a series of bends along its route with properties set back from view. The request is to extend this to within the rural section and it is not considered that drivers would appreciate or understand the request to drive at 20mph along such a rural section of highway.</p> <p>The latest guidance from the Department of Transport is very specific in that its aim is to get a consistent approach across the country where speed limits are recognised by drivers who see a change in the road characteristic (residential, schools, shops) and therefore they become self-enforcing. Drivers would not understand why they are being asked to continue to drive at such a low speed once they have left the urbanised area as the potential hazards have been reduced in the rural section.</p> <p>In the last 3 year period there have been 3 recorded injury accidents within the rural section of Weetwood lane, none which were attributed to inappropriate speed.</p> <p>It is therefore recommended that the rural section not be included within the proposed 20mph limit.</p>
<p>Opposing the introduction of traffic calming features.</p> <p>(Albert Road, Morley; Servia Hill, Little London; and Weetwood Lane, Weetwood.)</p>	4	<p>In reference to SL15 and SL19 2013, traffic calming has been proposed on lengths of road where the mean speeds recorded over a 24 hour period were at or above 27mph. This is a figure agreed with West Yorkshire Police and the features are essential to lower mean speeds to a more suitable level for a 20mph speed limit, which allows the roads to be 'self-enforcing'. Without these features, the lowering of the speed limit cannot be properly enforced which may compromise future safety for all parties.</p>

<p>Opposition to the 20mph zone on the basis that a 30mph speed limit is more appropriate for the locality.</p> <p>(SL10 2013; SL15 2013; and SL19 2013)</p> <p>(Crossflatts; Morley Central; Little London; Springbank Primary)</p>	5	<p>Whilst some motorist may feel that 30mph speed limits are appropriate within residential roads the Department for Transport and ROSPA, feel that due to the current injury accident trends nationally they are actively encouraging local authorises to introduce lower speed limits (20mph) in residential areas. Research has identified that there are still a high number of casualties on urban roads within the Uk and the majority of pedestrian casualties occur in built up areas: 24 child pedestrians and 278 adult pedestrians were killed in 2012 on such roads (nationally). Speed significantly increases the chance of being injured in a collision and research has identified that lower speeds result in reduced number of collisions and a reduction in severity.</p> <p>Leeds is therefore currently concentrating its resource to deliver 20mph zones and limits around schools and the surrounding residential areas. Within these areas to which the 20mph speed limits are being proposed there have been 353 recorded injury accidents within the last 5 year period.</p> <p>The aim is to provide an improved and safer environment for all road users within the local communities and to encourage children to become more active by walking or cycling to school.</p>
<p>Objecting to the implementation of additional signage in conservation area.</p> <p>(SL19 2013)</p> <p>(Springbank Primary)</p>	1	<p>Regulatory signage is an essential element of the scheme to give adequate notice and reminder to road users of the prescribed speed limit and facilitate enforcement. The number of size of the signs to be implemented will be kept to a minimum where possible and signs will be attached to lighting columns where available to minimise street clutter.</p>
<p>Objection to lowering of speed limit to 20mph when vehicles are already travelling at this speed.</p> <p>(SL16 2013)</p>	1	<p>All the proposed areas have had speed surveys undertaken to identify the current compliance of the current speed limit and to identify also the level of none compliance. Whilst it is appreciated that the vast majority of motorists do conform to the speed limit, there are also a significant levels of none compliance within all the locations being proposed and it is this demographic who choose to ignore current speed limits which the scheme is primarily aimed at.</p> <p>The previous highway officers' response identify the</p>

(Pudsey)		rationale behind the proposals with the primary aim to provide an improved and safer environment for all road users within the local communities and to encourage children to become more active by walking or cycling to school.
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