

## Report to the Chief Officer (Highways and Transportation)

**Date: 05 August 2014**

**Subject: Colton Lane, Colton – Objections received to the advertised 20mph Speed Limit Order.**

**Capital Scheme Number: 16888 / 000 / 000**

Are specific electoral Wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, name(s) of Ward(s): 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. A report was submitted to the Chief Officer (Highways and Transportation) on the 4 March 2014 and approval was given to prepare and advertise a draft Speed Limit Order for a 20mph speed limit on Colton Lane, School Lane and the surrounding residential streets which make up the Colton Estate.
2. Leeds City Council (Speed Limit) (No.1) Order 2014 was advertised on site between 8 April 2014 and 8 May 2014 and 2 objections were received.

## Recommendations

3. The Chief Officer (Highways and Transportation) is requested to:
  - i) consider the objections to the advertised Leeds City Council (Speed Limit) (No.1) Order 2014 (as shown on the attached drawing TM-E-31-2\_4-7), the officers comments provided to the representations;
  - ii) overrule the objections and give authority to implement the scheme as advertised; and
  - iii) instruct the City Solicitor to make, seal and implement the Leeds City Council Speed Limit) (No.1) Order 2014 as advertised and inform the objectors accordingly of the Chief Officer (Highways and Transportation's) decision.

## **1 Purpose of this report**

- 1.1 The purpose of this report is to consider and overrule the objections raised against the proposed 20mph Speed Limit in Colton - Leeds City Council (Speed Limit) (No.1) Order 2014 which was advertised on site between 8 April 2014 and 8 May 2014.

## **2 Background information**

- 2.1 The Chief Highways Officer, on 6 August 2013, approved a report, subject to public consultation, the detailed design and implementation of a road safety scheme on Colton Lane consisting of traffic calming measures; speed cushions and flat top humps.
- 2.2 Representations were made following the public consultation to the road safety scheme. Highways also received a signed petition requesting a change of speed limit from 30mph to 20mph on Colton Lane and particularly School Lane. A report was submitted to the Chief Officer (Highways and Transportation) on the 4 March 2014 requesting approval to;
- i) consider the objections received, overrule and approve the detailed design and implementation of a road safety scheme on Colton Lane, which was subsequently approved. The road safety scheme was implemented in April 2014.
  - ii) give approval to prepare and advertise a draft Speed Limit Order for a 20mph speed limit on Colton Lane, School Lane and the surrounding residential streets which make up the Colton Estate.
- 2.3 Currently Leeds City Council is in the process of an on-going rolling programme to implement 20mph limits and zones around all local schools within Leeds and their peripheral routes. There are currently a number of schools where 20mph limits have already been introduced or identified on future programmes including Colton Primary School which is located on School Lane. Following comments from the public consultation, it is therefore, considered that a 20mph speed limit be introduced on Colton Lane, School Lane and the surrounding residential streets which make up the Colton Estate.

## **3. Design Proposals and Full Scheme Description.**

### **3.1 Representation to the Council**

- 3.1.1 2 objections have been received via email from local residents objecting to the advertised Leeds City Council (Speed Limit) (No.1) Order 2014.
- 3.1.2 Highways response was sent to all those who made representation. The objections/comments are detailed in the attached table with highway officer's considered response.

## **3.2 Programme**

- 3.2.1 Design and implementation of the scheme will be undertaken within the current financial year 2014/15.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 Ward Members were consulted on 16 May 2013. All ward members replied fully supportive of the proposals. Following the public consultation, a copy of the response sent to all those who made representation was also sent to ward members for comments including proposals to introduce a 20mph speed limit on the Colton Estate. Ward members replied with continuing support and a desire for a scheme to be implemented.
- 4.1.2 Emergency Services and Metro were consulted on 16 May 2013. Police are fully supportive of the proposals. Comments were received from Metro requesting that the some features be amended to be more bus friendly. Having considered their comments we revised the scheme proposals and a further request for comments was sent 18 June 2013; Metro replied on 4 July 2013 supporting the revised scheme. No further comments were received to the revised proposals.
- 4.1.3 Internal Consultation: Colleagues in Highways and Transportation have been consulted as part of the design process.
- 4.1.4 Safety Audit has been carried out and recommendations regarding the scheme design have been considered.
- 4.1.5 LTP Approval: Discussions between the Traffic Management and Transport Policy sections led to an initial scheme concept for a road safety scheme. A subsequent brief was issued by Transport Policy on 20 February 2013 for a road safety scheme to be designed and, subject to consultation and approvals, implemented.

### **4.2 Equality and Diversity / Cohesion and Integration**

- 4.2.1 A screening document has been prepared and an independent impact assessment is not required for the approvals requested. The screening is attached as Appendix 1 to this report.

The Equality, Diversity, Cohesion and Integration screening identified that the reduction of the speed limit will provide positive impacts to all road users, especially those with mobility issues, young and old people by;

- Reducing the number of injury accidents on the highway network;
- Providing a safer environment for members of the public when travelling around the locality, especially children who attend Colton Primary School;
- Benefiting those residents who, through infirmity or due to mobility issues, may have difficulty in keeping out of the way of motor traffic travelling at higher speeds, typically older people.

### **4.3 Council Policies and City Priorities**

- 4.3.1 Environmental Policy; the proposals contained in this report are in accordance with Aims 6 and 7 of the Policy in that the proposals will aid to “reduce the impact of traffic in the city by changes to the road system” and “develop a safe, healthy local environment which provides the best quality of life for Leeds residents.
- 4.3.2 The proposal contributes to the policies in the West Yorkshire Local Transport Plan 2011-26 as follows: P18. Improve safety and security, seeking to minimise transport casualties.
- 4.3.3 Community Safety: The proposals contained in this report have no implications under Section 17 of Crime and Disorder Act 1998.

### **4.4 Resources and Value for Money**

- 4.4.1 There are no additional costs associated with this report. Funding for the scheme was approved in the previous Design & Costs report on the 4 March 2014.
- 4.4.3 Revenue Implications : There are no revenue cost implications re this scheme.

### **4.5 Legal Implications, Access to Information and Call In**

- 4.5.1 There are no specific legal implications for the council, site notices will be placed before works commence.
- 4.5.2 Not eligible for call in.

### **4.6 Risk Management**

- 4.6.1 There is a risk that speeds and the recorded injury accidents in the residential areas would continue and potentially increase if the works were not approved and implemented.

## **5 Conclusions**

- 5.5.1 The introduction of a 20mph speed limit within the Colton Lane estate will encourage lower vehicular speeds and create a safer environment for the local community.

## **6 Recommendations**

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
  - i) consider the objections to the advertised Leeds City Council (Speed Limit) (No.1) Order 2014 in Colton (as shown on the attached drawing TM-E-31-2\_4-7), the officers comments provided to the representations);
  - ii) overrule the objections and give authority to implement the scheme as

advertised; and

- iii) instruct the City Solicitor to make, seal and implement the Leeds City Council Speed Limit) (No.1) Order 2014 as advertised and inform the objectors accordingly of the Chief Officer (Highways and Transportation's) decision

## **7 Background documents <sup>1</sup>**

- 7.1 Comments / Objections to the advertised Order from members of the public: confidential or exempt information under Access to Information Procedure Rule Number 10.1, Category 2.

---

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

## **SUMMARY OF OBJECTIONS TO THE COLTON LANE ROAD SAFETY SCHEME**

OBJECTION	HIGHWAYS RESPONSE
<p><b>Objection 1.</b> The objector claims that a bus operator has withdrawn a service which serves Colton Village due to “delays associated with Colton”. The objector believes that the withdrawal of the service is due to the recently installed traffic calming scheme and formally objects to the proposed reduction of the speed limit as it is associated with the overall road safety scheme.</p> <p><b>Objection 2.</b> The objector is against the reduction of the speed limit to 20mph on Colton Lane itself but supportive of the reduction on the remaining streets which make up the Colton Estate. The objector would like to see the full effectiveness of the recently implemented traffic calming scheme before the speed limit is changed.</p> <p>The objector states that consultation has not taken place with residents.</p> <p>The objector also questions the enforcement of the 20mph in that it will not be enforced properly. The objector request for “Resident Only Access” was not considered and argues that the same argument on enforcement also applies if a 20mph speed limit is in place</p>	<p><b>Highways response.</b> The bus operator is making efficiency improvements to the service which will better serve passengers in the area and taken the decision to change the service to be more reliable. The proposed reduction of the speed limit has no bearing on the decision the bus operator has made to withdraw a service, it is merely making improvements to its overall service. A bus service to and through Colton still operates efficiently.</p> <p>The proposed 20mph speed limit was not part of the original scheme but would be introduced at a later phase as part of the on-going rolling programme of 20mph limits and zones around all local schools within Leeds. In conjunction with the traffic calming scheme on Colton Lane we brought forward the proposal to introduce a 20mph speed limit to encompass the Colton Estate.</p> <p>Our legal requirement is to advertise the Draft Order in the local newspaper and erect public notices for the statutory duration. Notices were erected on site between 8 April 2014 and 8 May 2014.</p> <p>A “Resident Only Access” would not adequately address the issues of inappropriate speeds or reduction in accidents. Given the onerous demands on police enforcement, experience shows without regular enforcement “Resident Only Access” schemes are openly contravened. Police policy guidelines on speed limit enforcement will be considered in all clearly posted limits, but limits are only one element of speed management and local speed limits should not be set in isolation. They should be part of a package with other measures to manage speeds which include engineering, visible interventions and landscaping standards that respect the needs of all road users and raise the driver’s awareness of their environment, together with education, driver information, training and publicity. It is hoped that such schemes are self-enforcing, however, deliberate high harm offenders will always be targeted and they will be prosecuted.</p>