

Report to the Chief Officer (Highways and Transportation)

Date: 05 August 2014

Subject: Featherbank Primary School, Horsforth – 20mph Zone

Capital Scheme Number : 32159

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Horsforth	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
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 type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

- 1 As part of the ongoing 20mph schemes programme, following guidance and recommendation from the Department for Transport (Dft), this report seeks approval to introduce a 20mph zone in the Featherbank area of Horsforth. The report also seeks approval to formalise the existing school keep clear markings that are located Featherbank Primary School.

Recommendations

- 2 The Chief Officer (Highways and Transportation) is requested to:
 - i) authorise the detailed design and subsequent implementation of a scheme to introduce a 20mph zone in the Featherbank area of Horsforth, specifically roads contained within the boundary of Broadway and New Road Side, and Featherbank Lane and Rose Terrace (inclusive).
 - ii) give authority to incur expenditure of £18,000, which comprises of £12,000 works costs, £4,000 staff fee costs and £2,000 legal fee costs, all to be funded from the LTP Transport Policy Capital Programme.
 - iii) instruct the City Solicitor to:

- a) advertise a draft Speed Limit Order, to introduce a 20 mph zone in the Featherbank area of Horsforth, as shown on drawing TMW/18/1984/CON and, if no valid objections are received to make, seal and implement the Order as advertised; and
- b) advertise a draft Traffic Regulation Order to introduce a formal restriction, subject to consultation with the individual schools, on the existing school keep clear markings outside Featherbank Primary School as shown on drawing TMW/18/1984/1 and, if no valid objections are received to make, seal and implement the Order as advertised.

1 Purpose of this report

- 1.1 To seek approval for the implementation of a scheme for the introduction of a 20mph zone in the Featherbank area of Horsforth, specifically roads contained within the boundary of Broadway, Featherbank Lane, New Road Side and Rose Terrace.
- 1.2 To seek approval to advertise a draft Speed Limit Order (SLO) and draft Traffic Regulation Order (TRO) and if no valid objections are received, to make and seal the SLO and TRO as advertised.
- 1.3 To seek approval to incur costs of £18,000 for the design, supervision, implementation and advertising costs, on the drawing numbers outlined in recommendation 2.

2 Background information

- 2.1 As part of the Governments 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, particularly 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 Following the announced changes to the 20mph regulations in conjunction with the established programme for 20mph zones in the city, a pilot programme for 20 mph Limits around 6 schools was undertaken in September 2011 with minimal features, thus at a reduced cost. These six sites had contained a total of 35 slight and 5 serious recorded injury accidents.
- 2.3 In September 2012 a further 10 sites were selected as part of Phase 2 which benefited 14 schools and 2 colleges. These 10 sites included 78 slight and 11 serious recorded injury accidents. Again this used minimal features in favour of repeater signs, which reduced the costs.
- 2.4 In the previous 2013/2014, the scheme was expanded as a further 24 sites were identified for implementation, to the direct benefit of 40 schools, 3 colleges, 2 nurseries and 1 children's centre. The areas included within this phase had a recorded 353 injury accidents over a five year period prior to implementation.

- 2.5 The objective of the schemes 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.
- 2.6 The 20 mph schemes programme is a well established element of the Leeds City Council's programme of road casualty reduction and sustainable travel in residential areas.
- 2.7 DfT figures indicate that 20 mph speed limit schemes where there are safety issues give good rates of return and typically pay for themselves within two years. There is now a greater need to deal with area based schemes, as the worst individual locations have been tackled previously.
- 2.8 This approach has now been adopted for the last three phases and this report details one of the sites to be included within the 2014/2015 phase of works.
- 2.9 The accident history in the past five year period to date shows 2 injury accidents, with 1 being recorded as 'serious'.

3 Main issues

- 3.1 It is provisionally estimated that the wider 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.
- 3.2 It is anticipated that implementation of each individual scheme within the wider project will be complete within the 2014/2015 financial year.
- 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 The impacts of the aforementioned 20 mph limit project will be monitored as part of the wider road casualty reduction programme. The modal shift of the school journey will be monitored via the School Travel Plans and additional surveys where required.

3.5 Design Proposals and Full Scheme Description.

- 3.4.1 The area that is to be included within the 20mph zone is shown on drawing TMW/18/1984/CON and includes all streets within the boundary of Broadway and New Road Side, and Featherbank Lane and Rose Terrace (inclusive).
- 3.5.2 Repeater signs are proposed on all zones to highlight the proposed speed limit. Speed limit signs are proposed at all entrances to the zone.
- 3.5.3 As part of the works to increase safety outside the schools, it is proposed to formalise the existing school keep clear markings outside Featherbank Primary

School. The specific times of the restriction will be subject to consultation with the school.

3.6 Programme

It is anticipated that the proposal will be implemented within the 2014/ 2015 financial year.

4 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 Ward Members: Ward Members were consulted by email on 3 April 2014. No response was received.

4.1.2 Emergency Services and Metro were consulted by letter and email on 8 April 2014. Metro expressed support for the scheme and no further adverse comments were received.

4.1.3 Schools that lay within the proposed areas will be contacted with regards to the proposals, asking for comment and to specify what specific times they would prefer to see applied to the school keep clear markings.

4.1.4 The general public will be consulted via notices on street lighting columns during the public advertisement phase, along with an advert in the Yorkshire Post newspaper.

4.2 Equality and Diversity / Cohesion and Integration

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

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

4.3 Council Policies and City Priorities

- 4.3.1 The proposals contained in the report have no implications for the council constitution.
- 4.3.2 Environmental Policy: The reduction in speed limit to 20mph will not have any significant impact on carbon emissions, air pollutants should remain similar to that of 30mph however, there may be reduced levels of traffic noise.
- 4.3.3 Safety Audit: A Stage 1 and Stage 2 Safety Audit is being carried out for locations requiring traffic calming features and any comments or recommendations will be taken into consideration with any changes reported.
- 4.3.4 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.
- 4.3.5 Transport Policy Approval: The design instruction for this scheme was received in April 2014 and the proposed scheme is approved in principle by Transport Policy.

4.4 Resources and Value for Money

- 4.4.1 The estimated total cost to implement this scheme is £18,000, which comprises of £12,000 works costs, £4,000 staff fee costs and £2,000 legal fee costs, all to be funded from the LTP Transport Policy Capital Programme.
- 4.4.2 It is provisionally estimated that this project could achieve a 10% reduction in casualties with a financial return of 100% over the first year on funds expended. This is comparable with the present average for the 20 mph Zones.
- 4.4.3 **Capital Funding and Cash Flow**

Funding Approval :	Capital Section Reference Number :-						
Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2013 £000's	FORECAST				
			2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2013 £000's	FORECAST				
			2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	12.0			12.0			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	4.0			4.0			
OTHER COSTS (7)	2.0			2.0			
TOTALS	18.0	0.0	0.0	18.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2013 £000's	FORECAST				
			2013/14 £000's	2014/15 £000's	2015/16 £000's	2016/17 £000's	2017 on £000's
LCC Supported Borrowing	0.0						
Revenue Contribution	0.0						
Capital Receipt	0.0						
Insurance Receipt	0.0						
Lottery	0.0						
Gifts / Bequests / Trusts	0.0						
European Grant	0.0						
Health Authority	0.0						
School Fundraising	0.0						
Private Sector	0.0						
Section 106 / 278	0.0						
Government Grant - LTP /TSG	18.0			18.0			
SCE (C)	0.0						
SCE (R)	0.0						
Departmental USB	0.0						
Corporate USB	0.0						
Any Other Income (Specify)	0.0						
Total Funding	18.0	0.0	0.0	18.0	0.0	0.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Parent Scheme Number: 99609
Title: LTP Transport Policy Capital Programme

- 4.4.4 There should be no additional revenue costs as a result of this capital scheme.
- 4.4.5 **Legal Implications, Access to Information and Call In**
- 4.4.6 The scheme is in the Annual Programme and subject to resolving any objections received it is anticipated to be completed within the 2014/2015 financial year.

4.5 Risk Management

- 4.5.1 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.

5 Conclusions

- 5.1 The provision of new 20mph schemes will provide a safer environment around schools and residential areas thus encouraging more sustainable travel behaviours for all users. The scheme as detailed within this report will be of benefit to the school in this area.

6 Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
- i) authorise the detailed design and subsequent implementation of a scheme to introduce a 20mph zone in the Featherbank area of Horsforth, specifically roads contained within the boundary of Broadway and New Road Side, and Featherbank Lane and Rose Terrace (inclusive).
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 - b) advertise a draft Traffic Regulation Order to introduce a formal restriction, subject to consultation with the individual schools, on the existing school keep clear markings outside Featherbank Primary School as shown on drawing TMW/18/1984/1.

7 Background documents ¹

- 7.1 None.

¹ 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.