
Report of the Director of City Development

Scrutiny Board (City Development)

Date: 24 July 2007

Subject: 20 MPH ZONES

Electoral Wards Affected:

All

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

Executive Summary

This report details the position and future proposals with respect to the introduction of 20 mph zones in Leeds.

A programme to provide traffic calmed 20 mph zones in residential areas across the city is being followed which has included 23 schemes to date with a further 22 schemes planned for the remaining 4 years of the current Local Transport Plan to March 2011.

1.0 Purpose Of This Report

1.1 This report outlines work undertaken and planned in terms of 20 mph zones.

2.0 Background Information

2.1 The introduction of 20 mph zones is an integral part of the Local Transport Plan programme for addressing the reduction of road injuries in line with local and national targets.

2.2 Traffic calmed 20 mph zones form part of the overall package of measures designed to address casualty patterns. They form a part of the overall approach to casualty reduction which is based on the following:

- Sites for Concern – these are individual locations, generally junctions, where casualty levels are significantly higher than elsewhere on the network
- Lengths for Concern – these are lengths of road which have been identified as having casualty rates above the national rate for the character of road.

- Areas for Concern - this is an appraisal of casualty rates in local communities which forms the basis for identifying the basis for 20 mph zones

- 2.3 The overall road safety engineering programme is tailored to address the diverse distribution of road injuries across the entire highway network. In this regard as part of the overall programme for casualty reduction an established process is in place for the identification of local and area based safety issues through the systematic monitoring and evaluation of road accident data.
- 2.4 Whilst the approaches used to identify sites and lengths for concern typically accounts for around 30% of the casualties that occur in the Leeds district annually, the remaining 70% of casualties generally take place across the wider network in a dispersed and unpredictable pattern that cannot be readily targeted with site specific schemes. Area 20 mph zones are prioritised to target those areas with raised road injury rates where the distribution and disparate nature of the accidents indicates that a lower speed limit supported by traffic calming measures will an effective approach to casualty reduction.
- 2.5 The 20 mph zone programme also seeks to address road safety on the school journey in a comprehensive way. Rather than following a blanket approach to providing 20 mph zones outside school entrances road safety in the wider local community is targeted since this has been shown to be more effective in addressing the overall patterns of child injuries, including those involving school students. This is again underpinned by long term analysis of the road casualty data which indicates that a very small proportion of child pedestrian injuries (around 1%) occur in the immediate vicinity of the school and that injuries to children are either likely to occur elsewhere on their journeys to school (around 17%) or more often at other times of the day when engaged in non-school related activities.

3.0 Main Issues

- 3.1 At present there are 23 20 mph zones in the Leeds District. These zones include 39 school locations. A further four zones are being progressed for implementation during the current financial year and will extend coverage to an additional eight schools.
- 3.2 During the remaining period of the LTP to March 2011 it is planned to introduce at least eighteen further 20 mph zones by 2011. As well as addressing a total of approximately 48 annual accidents. This programme will also increase the number of schools included within 20 mph zones by approximately 40 to place one third of Leeds primary schools within a 20 mph zone by the end of the decade. It is estimated that approximately 40% of all casualties that occur within the immediate vicinity of schools will fall within these areas.
- 3.3 A copy of the programme plan will be displayed prior to the meeting.

4 Implications For Council Policy And Governance

- 4.1 The introduction of 20 mph zones is consistent with the objectives of the West Yorkshire Local Transport Plan 2006-11 and with the Council's corporate policies.

5 Legal And Resource Implications

- 5.1 This report raises no specific legal and resource issues. The introduction of 20 mph zones is subject to the relevant road traffic and highways legislation and the

statutory instruments relating to traffic calming. The programme of schemes is being funded from the LTP Integrated Transport budget in line with the road safety priorities. Individual scheme proposals are reported to the Director of City Development and as required to the Executive Board.

6 Conclusions

- 6.1 This report has outlined the role of 20 mph zones as part of the Local Transport Plan programme for improving road safety and reducing road injuries in line with local and national targets.

7 Recommendations

- 7.1 Members are requested to note and comment on the contents of this report.

APPENDIX 1

EXISTING 20 MPH ZONE AREA SAFETY SCHEMES

Traffic Calmed Zone	Year of completion
Smeaton Approach	1998
Ebor Gardens	1999
Burley Lodge	1999
Hyde Park Phase 1	1999
Chapelton & Harehills Phase 2	2000
Stanks Estate	2000
Richmond Hill area Phase 1	2000
Beeston, Malvern Road	2001
Beeston Hill	2001
Garforth, Fairburn Drive	2001
Richmond Hill area Phase 2	2001
Methleys Home Zone	2001
Richmond Hill area Phase 3	2002
Richmond Hill area Phase 4	2002
Chapelton & Harehills Phase 3	2004
Potternewton	2004
Rawdon Littlemoor Home Zone	2004
Hyde Park Phase 2	2005
Kirkstall	2005
Armley	2006
Harehills West	2007
Halton East	2007
Halton West	2007

Appendix 2
Current Programme for 20mph Zone Area Safety Schemes

Location	Planned year of implementation
<u>In Progress</u>	
Belle Isle/Nesfield (LZC022)	2007-08
Belle Isle/ West Grange (LZC 020)	2007-08
Harehills/Conways (LZC004)	2007-08
Harehills/Bayswater (LZC003)	2007-08
Horsforth/Town Street (LZC049)	2007-08
<u>Planned</u>	
Middleton/Sissons (LZC016)	2007-08
Hawksworth Wood (LZC001)	2007-08
Farsley Springbank	2007-08
Roundhay/Oakwell (LZC038)	2008-09
Seacroft/Foundry Mill (LZC005)	2008-09
Bramley East/Ganners (LZC032)	2008-09
Seacroft/Hollin Park (LZC013)	2008-09
Bramley East/Victoria Park (LZC031)	2008-09
Horsforth/Broadgate (LZC048)	2008-09
Middleton/Acre (LZC017)	2008-09
Seacroft/Boggart Hill (LZC010)	2009-10
Seacroft/Ramshead (LZC009)	2009-10
Belle Isle/Aberfield (LZC024)	2009-10

Schemes post 2008-09 will be subject to further review and evaluation