

Report to the Chief Officer (Highways and Transportation)

Date: 9 September 2014

Subject: 2014/ 2015 20mph schemes – Winrose, Middleton

Capital Scheme Number: 32112

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Middleton	<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 The Best Council Plan 2013-17 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority. According to the Best Council Plan, the success of the Best Council objective: ensuring high quality public services, will be partly measured through reduced numbers of people Killed or Seriously Injured on the city's roads. By reducing vehicles speeds will provide a safer environment for all road users and the ongoing provision of 20mph zones and limits will contribute to this objective being achieved. As children are ranked amongst the most vulnerable road users, the provision of 20mph speeded limits and zones concentrated around schools and their surrounding residential areas will help in creating a safer road environment to actively encourage children in more active modes of travel on journeys to school, contributing to the Leeds Education Challenge, which is part of the objective to build a child friendly city, delivery of the Better Lives programme and contribution to "Public Health which is embedded and effectively delivering health protection and health improvement".
- 2 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 Belle Isle East area of Middleton.

Recommendations

- 2 The Chief Officer (Highways and Transportation) is requested to:
- i) authorise, subject to public consultation, the detailed design and implementation of a scheme to introduce a 20 mph zone in the Winrose area of Middleton as shown on drawing number TMW/23/1983/1
 - ii) Request the City Solicitor to:
 - a) advertise a draft Speed Limit Order, to introduce a 20 mph zone in the Winrose area of Middleton, as shown on drawing TMW/23/1983/1; and
 - b) give authority to advertise a Notice for the road humps that conforms with the Highways Act 1980 (90c Notice) and if no valid objections are received, to make and seal the Speed Limit Order and introduce the Section 90C Notice traffic calming measures as advertised.
 - iii) give authority to incur expenditure of £18,000, which comprises of £12,000 works costs, £4,000 Staff fees and £2,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme.

1 Purpose of this report

- 1.1 To seek approval for the implementation of a scheme for the introduce a 20 mph zone in the Winrose area of Middleton as shown on drawing number TMW/23/1983/1
- 1.2 To seek approval to advertise a draft Speed Limit Order and Section 90C Notice.
- 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 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.

- 2.3 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.
- 2.4 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.
- 2.5 This approach has now been adopted for the last three phases which are summarised in Appendix A and this report details one of the sites to be included within the 2014/15 phase of this programme of works.
- 2.6 The accident history within the proposed zone in the past five year period to date shows three injury collisions with these being recorded as 'slight' with no distinct pattern.
- 2.7 Several roads within the proposed zone are already traffic calmed and following recent concerns raised by local Ward Members, it was agreed that the possibility of introducing further traffic calming features within the zone would be considered, subject to consultation.

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.**
- 3.5.1 The area that is to be included within the 20mph zone is shown on drawing TMW/23/1983/1. The roads are residential estate roads to the west of Belle Isle Road, Middleton. An existing 20mph zone is located to the north of the proposal and some of the roads within the proposal already have traffic calming features.
- 3.5.2 Repeater signs are proposed within the zone to highlight the proposed speed limit. Speed limit signs are proposed at all entrances to the zone.

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 the 02 April 2014 and are happy for the scheme to be taken forward. Following comments received, it was agreed that the possibility of introducing further traffic calming features within the zone would be considered, subject to consultation.

4.1.2 Emergency Services and Metro were consulted by letter and email on the 02 April 2014. No objections have been received.

4.1.2 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 By providing a safer road environment where needed and justified, the ongoing 20mph zone programme is helping to achieve Leeds' ambition to become the Best City by reducing the number of pedestrians killed or seriously injured on the city's roads, by fostering links between the communities and local facilities, especially where the highway forms a considerable barrier, and by enabling more sustainable travel choices for local journeys, including for new developments within the city.
- 4.3.3 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.
- 4.3.4 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 fees, and £2,000 legal fees, 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.

4.5 Capital Funding and Cash Flow

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2014 £000's	FORECAST				
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 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 2014 £000's	FORECAST				
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 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	18.0	0.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2014 £000's	FORECAST				
			2014/15 £000's	2015/16 £000's	2016/17 £000's	2017/18 £000's	2018 on £000's
Government Grant - LTP/TSG	18.0		18.0				
Total Funding	18.0	0.0	18.0	0.0	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

4.8.1 There should be no additional revenue costs as a result of this capital scheme.

4.5 Legal Implications, Access to Information and Call In

4.3.3 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

4.3.3 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.

6 Recommendations

6.1 The Chief Officer (Highways and Transportation) is requested to:

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7 Background documents ¹

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

Appendix A

Summary of background information:

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.

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.

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.