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

**Date: 09 December 2014**

**Subject: 2014/ 2015 20mph schemes – Newall Carr, Otley - Objection**

**Capital Scheme Number: 32105**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Otley and Yeadon	<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

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**Summary of main issues**

- 1 Following approval of a report to the Chief Officer (Highways and Transportation) in August 2014, a Speed Limit Order (No 23) 2014 was advertised on site which attracted one objection.
- 2 This report details the objection and asks the Chief Officer (Highways and Transportation) to consider this objection and to approve the authors recommendation to Leeds City Council (Speed Limit) Order 23 2014.
- 3 Authorise the City Solicitor to notify the objector of the outcome of the decision and to make and seal Speed Limit Order (No 23) 2014.

**Recommendations**

- 2 The Chief Officer (Highways and Transportation) is requested to:
  - i) Consider and overrule the objections to Leeds City Council (Speed Limit) Order 23 2014; and
  - ii) request the City Solicitor to make, seal and implement Leeds City Council (Speed Limit) Order 23 2014 as advertised and inform the objector accordingly of the Chief Officer (Highways and Transportation's) decision.

## **1 Purpose of this report**

- 1.1 To obtain authority to overrule the objection received to Leeds City Council (Speed Limit) Order 23 2014 relating to a proposed 20mph zone in the Newall Carr area of Otley, Leeds.

## **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 Leeds City Council have endorsed and committed to the national '20 plenty' campaign to ultimately make all residential roads 20mph. There is currently a rolling programme to deliver this 20mph initiative across the City, currently prioritised around schools and the surrounding residential street and neighbourhoods. This scheme is part of that initiative.
- 2.3 The objective of the 20mph 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.
- 2.4 As children are ranked amongst the most vulnerable road users, making the road environment safer will help encourage children to consider more active modes of travel on journeys to school, contributing to the Leeds Education Challenge, which is part of building a child friendly city objective, deliver of the better lives programme and contributes to 'Public Health' which is embedded and effectively delivering health protection and health improvements.
- 2.5 This approach has now been adopted for the last three phases and this report details objections received to the fourth phase of project.
- 2.6 The accident history in the past five year period to date shows one injury accident, with this being recorded as 'slight'.

## **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 TMW27-1-1970\_01, and includes all streets within the boundary of B6451 Farnley Lane and Newall Carr Road.

3.5.2 The full extent of these proposals are shown on the attached drawings, which show the boundary of the proposed zone.

3.5.3 As part of an evidence based approach, a number of lengths within the proposed zone were surveyed for their mean speeds and those surveys show that no lengths within the proposed zone will require traffic calming features.

3.5.4 Repeater signs are proposed on all zones / limits 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 letter and email date 11 April 2014. Two members expressed support for the scheme. No response was received from the third Ward Member. A subsequent email to the Ward Members was sent date 27 November 2014 to ascertain the continued support of the Ward Members. Responses in support for the scheme were received from all three Ward Members.

4.1.2 Emergency Services and Metro were consulted by letter and email date 2 July 2014. No adverse comments were received in the timescale requested.

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 were consulted via notices on street lighting columns during the public advertisement phase, along with an advert in the Yorkshire Post newspaper between the dates 10 October 2014 and 10 November 2014.

## 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 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.

4.3.4 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



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

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

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

4.6.1 The scheme is in the Annual Programme and subject to resolving the objection received, it is anticipated to be completed within the 2014/2015 financial year.

#### 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.

### 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 two schools in the Otley area.

### 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) Order 23 2014; and
- ii) request the City Solicitor to make, seal and implement Leeds City Council (Speed Limit) Order 23 2014 as advertised and inform the objector accordingly of the Chief Officer (Highways and Transportation's) decision.

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

7.1 None.

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<sup>1</sup> 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 Leeds City Council (Speed Limit) Order 23 2014 <sup>2</sup>**

<b>Details of Objection</b>	<b>Number of Objectors</b>	<b>Officers Response</b>
Claim that 20mph zones increase accident levels. Considered the scheme to not be a viable use of public monies. Concerns over enforcement.	1	Officer detailed the reasoning behind the proposals, including the formalisation of speed limits to conform to the speeds recorded on site and how this is the correct practice as per Setting Local Speed Limits guidance. Officer quoted directly comparable accident statistics for 20mph zones already implemented, for four year periods pre and post-implementation and how the number of accidents had fallen significantly. Officer explained that 20mph zones were previously deemed as 'self-enforcing' by the Police, but how a recent decision by the Association of Chief Police Officers was made to begin the enforcement of 20mph zones in the same manner as other speed limits.

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