

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

**Date: 18 August 2015**

**Subject: 2015/ 16- 20mph schemes – Great Preston**

**Capital Scheme Number: 32354**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Garforth & Swillington	<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 City ambition is to improve life for the people of Leeds and make our city a better place. The provision of twenty miles-per-hour (20 mph) speed limits contribute to this ambition by improving the safety and quality of life of Leeds residents by enabling safe pedestrian and cycling journeys in local communities. They also help reduce traffic collisions to make a specific contribution to the Best City for Communities and a Child Friendly City.
- 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 Great Preston area of Garforth & Swillington Ward.

**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 Great Preston area as shown on drawing number TM/21/2218/12/01;
  - ii) Give authority to incur expenditure of £18,000, which comprises of £12,000 works costs, £5,000 Staff fees and £1,000 legal fees, all to be funded from the

LTP Transport Policy Capital Programme; and

iii) Request the City Solicitor to:

- a) Advertise a draft Speed Limit Order, to introduce a 20 mph zone in Great Preston, as shown on drawing TM/21/2218/12/01 and, if no valid objections are received, to make and seal the SLO as advertised ; and
- b) Give authority to advertise a 90c Notice for the implementation of road humps as required under the Highways Act 1980.

## **1 Purpose of this report**

- 1.1 To seek approval for the implementation of a scheme which introduces a 20 mph zone in the Great Preston, as shown on drawing number TM/21/2218/12/01
- 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 and implementation and inclusive of advertising costs, on the drawing numbers outlined in recommendation 2.

## **2 Background information**

- 2.1 As part of the Governments new approach to speed management the DfT published new guidance on 20mph schemes and setting local speed limits. 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 enhance the local environment by reducing vehicles speed to create a safer road environment for all, but with a particular emphasis on children. By introducing 20mph zones in the vicinity of schools and their surrounding residential areas, may also encourage children to engage in walking and cycling to school.
- 2.3 The 20 mph schemes programme is now 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 and this report details one of the sites to be included within the 2015/16 phase of this programme of works.
- 2.6 The accident history within the proposed zone in the past five year period to date shows fifteen injury collisions with these being recorded as two 'serious' and thirteen 'slight'. Analysing the accident data there is no defined trend relating to speed, however there are quite a number of accidents attributed to turning manoeuvres out of side roads as well as a number of accidents involving cycling children and stationary vehicles.
- 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 The City Council ultimate aim is that the majority of residential streets within its district will have a 20mph speed limit by 2020, concentrated around schools and their local residential areas.
- 3.2 Whilst previously sites were prioritised by the number and severity of recorded injury accidents, the remaining areas now have fewer accidents and therefore the benefits of the 20mph programme are more focused on improved opportunities for walking, cycling and community cohesion.
- 3.3 It is anticipated that implementation of each individual scheme within the wider project will be complete within the 2015/2016 financial year.
- 3.4 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.
- 3.5 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.
- 3.6 **Design Proposals and Full Scheme Description.**
  - 3.6.1 The area that is to be included within the 20mph zone is shown on drawing TM/21/2218/12/01. The roads included are all residential estate roads leading off of the arterial routes of Leeds Road, Preston Lane, Queen Street & Whitehouse Lane, with the exception being the immediate section of Preston Lane over the frontage of the Primary School which is to also become a 20mph zone. Previously a road safety scheme was introduced in Great Preston a number of years ago, as such the main roads within the zone already have traffic calming features, with no further features being required within the zone.

- 3.6.2 Repeater signs are proposed within the zone to highlight the proposed speed limit. Speed limit signs are proposed at all entrances to the zone.

### **3.7 Programme**

It is anticipated that the proposal will be implemented within the 2015/ 2016 financial year.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 Ward Members: Ward Members were consulted by email on the 15<sup>th</sup> May 2015 and support the proposals.
- 4.1.2 Emergency Services and Metro were consulted by letter and email on the 15<sup>th</sup> May 2015. No objections have been received.
- 4.1.3 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:

- Have the potential to provide a slight increase in vehicle emissions due to lower speeds. It is expected there will be a reduction of between 1- 2mph for the average speeds across the zone and that the potential air quality implications will be negligible and offset due to more uniform driving behaviour and potential increased modal shift to more sustainable travel choices.

### **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.
- 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 2015 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, £5,000 staff fees, and £1,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme.

#### **4.5 Capital Funding and Cash Flow**

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2015 £000's	FORECAST				
			2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 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						
<b>TOTALS</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2015 £000's	FORECAST				
			2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	12.0		12.0				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	5.0		5.0				
OTHER COSTS (7)	1.0		1.0				
<b>TOTALS</b>	<b>18.0</b>	<b>0.0</b>	<b>18.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2015 £000's	FORECAST				
			2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 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
<b>Balance / Shortfall =</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**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 any objections received it is anticipated to be completed within the 2015/2016 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

5.1.1 The provision of this 20mph scheme will contribute to the Councils ambition by improving the safety and quality of life of Leeds residents by enabling safe pedestrian and cycling journeys in local communities. It will also provide a safer environment around the school 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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  - a) Advertise a draft Speed Limit Order, to introduce a 20 mph zone in Great Preston, as shown on drawing TM/21/2218/12/01; and, if no valid objections are received, to make and seal the SLO as advertised ; and=
  - b) Give authority to advertise a Notice for the road hump that conforms with the Highways Act 1980 (90c Notice);

## **7 Background documents <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.

## **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.