

Report to the Chief Officer (Highways and Transportation)

Date: 01 August 2016

Subject: 2016/ 17- 20mph schemes – Pease Hill, Guiseley and Rawdon / Horsforth

Capital Scheme Number : 32576

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Guiseley and Rawdon / 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 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 prepared in line with the advice and guidance from the Department for Transport (Dft), this report seeks approval to introduce a 20mph zone in the Pease Hill area of Guiseley and Rawdon / Horsforth.

Recommendations

- 3 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 Pease Hill area of Guiseley and Rawdon / Horsforth as shown on drawing number TMW-15-2514-01-CON-b.

- ii) Request the City Solicitor to:
 - a) Advertise a draft Speed Limit Order, to introduce a 20 mph zone in the Pease Hill area of Guiseley and Rawdon / Horsforth, as shown on drawing TMW-15-2514-01-CON-b and if no valid objections are received to make, seal and implement the order as advertised;
 - b) Give authority to advertise a 90c Notice for the implementation of vertical traffic calming features (road humps) as required under the Highways Act 1980;
- iii) Give authority to incur expenditure of £21,000 which comprises of £15,000 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 which introduces a 20 mph zone with associated traffic calming measures, in the Pease Hill area of Guiseley and Rawdon / Horsforth, as shown on drawing number TMW-15-2514-01-CON-b.
- 1.2 To seek approval to advertise a draft Speed Limit Order (SLO) 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 £21,000 for the design, supervision and implementation and inclusive of advertising costs, on the drawing numbers outlined in recommendation (i).

2 Background information

- 2.1 As part of the Government's approach to speed management the DfT provides guidance on 20mph schemes and setting local speed limits. The guidance encourages local authorities to consider the appropriate use of 20mph speed limits and 20mph zones and highlights how a flexible approach to the use of 20mph speed limits can be taken, 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 20 mph schemes programme 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 previous phases and this report details one of the sites to be included within the 2016/17 phase of this programme of works.
- 2.6 The accident history within the proposed zone in the past five year period to date shows one injury collision being recorded as 'slight'.
- 2.7 Recent surveys have highlighted the need for traffic calming to be introduced, to assist in bringing current speeds down to a suitable level for the zone. Following recent concerns raised by the local Parish Council on the relatively high number of calming measures previously introduced through other schemes within the Ward and the necessity of the measures considering the gradient of the road, it was agreed 20mph roundels would be provided in place of the proposed speed humps on Batter Lane.

Given the relatively low speed count on Batter Lane, it is hoped that repeater signs only would sufficiently reduce traffic speeds to an acceptable level. Should post scheme implementation surveys indicate that traffic speeds still exceed the required level, it is agreed that vertical traffic calming features be introduced as originally proposed.

- 2.8 As a result of repeated accidents involving vehicles running into the wall of No.20 Larkfield Road, it is proposed to introduce a series of safety kerbs along the along the kerb radius in the interest of preventing further strikes. The bend in the road has been highlighted by chevrons that currently serve to warn motorists.

3 Main issues

- 3.1 The Council initiated the development of a new programme for expanding the use of 20mph speed limits in 2010 with trial project focussing on the environs of schools. Subsequently this programme has been expanded and developed with the ultimate goal of the expanded provision of schemes in local neighbourhoods to incorporate all schools within the setting of a lower speed limit. This approach and programme was endorsed by the Executive Board in February 2014 in response to a deputation from the 20s Plenty for Us campaign group.as identified within the 'The Provision of 20mph speed limits in Leeds' Scrutiny Board report dated 17th March 2015 highlights Leeds vision that all residential streets within its district will be governed by a 20mph speed limit by 2020.
- 3.2 More recently the former Scrutiny Board (Sustainable Economy and Culture) reviewed the programme and evidence in March 2015 noting the change in emphasis from a road casualty reduction programme to a more broad based approach which also gives emphasis to the broader benefits for on improved

opportunities for walking, cycling and community cohesion. Endorsement was given to the continued delivery of this programme and the aim that the majority of residential streets within Leeds district will have a 20mph speed limit by 2020, concentrated around schools and their local residential areas.

- 3.3 It is anticipated that implementation of each individual scheme within the wider programme will be complete within the 2016/2017 financial year.
- 3.4 It is also expected that the schools will also benefit from the added incentive of a lower speed limit to make positive changes 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 scheme 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 TMW-15-2514-01-CON-b. The roads are residential estate roads in the Pease Hill area of Guiseley and Rawdon / Horsforth.
- 3.6.2 20mph repeater signs are proposed within the zone to highlight the proposed speed limit. Speed limit signs are proposed at all entrances to the zone.
- 3.6.3 It is proposed that vertical traffic calming features are introduced along sections of Larkfield Road, to lower the current traffic speeds to a level acceptable for the zone.
- 3.6.4 It is proposed that 20mph roundels are introduced along Batter Lane, as a result of consultation with Rawdon Parish Council.
- 3.6.5 Following a series of speed related accidents, a series of safety kerbs are proposed on the kerb radius, outside houses 45 Batter Lane and 20 Larkfield Road, to prevent further damage to the properties.

3.7 Programme

It is anticipated that the proposal will be implemented within the 2016/ 2017 financial year.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members: Guiseley and Rawdon Ward Members were consulted by email between 20 April and 25 May 2016 and support the original proposals. Following subsequent consultation with Rawdon Parish Council, Ward members were re-consulted on 1 August 2016 and we have received support from one Ward member. No adverse comments have been received from the remaining two Ward Members.

Horsforth Ward Members were consulted following an extension of the scheme extents into the Horsforth area. We have received support from one Ward Member and no adverse comments have been received from the remaining two Ward Members.

- 4.1.2 Emergency Services and Metro were consulted by email on the 20 April, 16 May and 25 May 2016. No objections have been received.
- 4.1.3 Rawdon Parish Council was consulted by email on 20 April and support the proposals.
- 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:

- Have the potential to provide a slight increase in vehicular emissions due to lower speeds. It is expected there will be a reduction of between 1-2mph for the average speed across the zone and that the potential air quality implications will be negligible and offset due to the more uniformed driving behaviour and potential increase in 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 £21,000 which comprises of £15,000 works costs, £4,000 staff fees, and £2,000 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 2016 £000's	FORECAST				
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 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 2016 £000's	FORECAST				
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	15.0		15.0				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	4.0		4.0				
OTHER COSTS (7)	2.0		2.0				
TOTALS	21.0	0.0	21.0	0.0	0.0	0.0	0.0
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2016 £000's	FORECAST				
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £000's
Government Grant - LTP/TSG	21.0		21.0				
Total Funding	21.0	0.0	21.0	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

4.5.1 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 2016/2017 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 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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 - b) Give authority to advertise a Notice for the road hump that conforms with the Highways Act 1980 (90c Notice);
- iii) Give authority to incur expenditure of £21,000, which comprises of £15,000 works costs, £4,000 Staff fees and £2,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme.

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.