

## Report of Chris Way

### Report to Chief Officer (Highways & Transportation)

**Date:**

**Subject: 20mph Zones Programme 2017/18**

Are specific electoral Wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, name(s) of Ward(s): Adel & Wharfedale, Alwoodley, Chapel Allerton, Crossgates & Whinmoor, Garforth & Swillington, Kippax & Methley, Otley & Yeadon, Rothwell, Roundhay, Temple Newsam, Weetwood,		
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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, Access to Information Procedure Rule number: Appendix number:		

### 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 This report seeks approval to undertake detailed consultation, design and install a programme of fifteen 20mph zones or speed limits across Leeds, to assist with fulfilling this ambition. These Zones are to be implemented in the 2017/18 financial year at a total cost of £300,000.

### Recommendations

- 3 The Chief Officer (Highways & Transportation) is requested to:
  - i) Approve the programme of 20mph zones and speed limits for the 2017/18 financial year

- ii) Authorise, subject to public consultation, the detailed design and implementation of the fifteen schemes to introduce 20mph zones or speed limits, as detailed in Appendix A
- iii) Request the City Solicitor to:
  - a) Advertise a draft Speed Limit Order to introduce fifteen 20mph zones or speed limits as detailed in Appendix A; and
  - b) Advertise a Traffic Regulation Order to introduce No Waiting At Any Time restrictions as deemed appropriate and to formalise School Keep Clear zig zag markings; and
  - c) Advertise a Traffic Regulation Order to introduce a one way traffic flow on Potternewton Mount and adjacent streets as necessary; and
  - d) Subject to no objections being received, to make seal and implement the above Orders.
- iv) Give authority to advertise a notice under Section 90C of the Highways Act 1980 to install vertical traffic calming measures along those roads within the zones detailed in Appendix B
- v) Give authority to incur expenditure of £300,000 comprising £202,500 works costs, £67,500 staff fees and £30,000 legal fees, to be fully funded from the Local Transport Plan Capital Programme

## **1 Purpose of this report**

- 1.1 This report seeks approval for detailed design, consultation and implementation of a programme of 20mph zones and speed limits across Leeds. These zones and speed limits are detailed in Appendix A.
- 1.2 The report seeks approval for the advertisement of the necessary Speed Limit and Traffic Regulation Orders, and for the advertisement of notices giving notice of the construction of vertical traffic calming.
- 1.3 The cost of the programme of 20mph Zones totals £300,000 and will be completed within the 2017/18 financial year.

## **2 Background information**

- 2.1 In 2013 the Department for Transport published new guidance on 20mph schemes and setting local speed limits, supporting the Government's preferred approach to speed management. This 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 these 20mph zones and limits is to enhance the local environment by reducing vehicle speeds to create a safer road environment for all, but with a particular emphasis on children. The introduction of 20mph zones in the vicinity of schools and their surrounding residential areas is also designed to encourage children to engage in walking and cycling to school.
- 2.3 The introduction of 20 mph schemes is a well-established element of Leeds City Council's programme of road casualty reduction in residential areas, and has had success in reducing both traffic speeds and the number of recorded injury accidents in these areas.
- 2.4 Department for Transport studies indicate that 20mph speed limit schemes where there are known safety issues give good rates of return, and typically pay for themselves within two years. Given that the areas with the more significant accident histories have now been dealt with using this approach, there is now an increased focus on using these zones as a way of creating a safer environment in line with the DfT guidance.
- 2.5 This approach has been used in the last few years to initially deliver a trial programme of 20mph zones around selected schools within Leeds, and later to expand that to a consistent methodology for implementing 20mph zones at the remaining schools and surrounding residential streets. This approach and programme was endorsed by the Executive Board in February 2014 with a vision that all residential streets within the district will be governed by a 20mph speed limit by 2020.

- 2.6 The ongoing programme, and general aims and ambitions of the Authority was reviewed and endorsed by the Council's Scrutiny Board in March 2015
- 2.7 The Board noted 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 Main issues**

- 3.1 The Local Transport Plan for West Yorkshire has provided a fund for the ongoing delivery of the 20mph Zone programme in Leeds, as detailed above. This has led to the remaining 20mph zones around schools in Leeds being identified and prioritised using the available recorded injury accident data.
- 3.2 There are around forty remaining school sites in Leeds, and following initial feasibility it is estimated that fifteen of these can be delivered within the available funding for 2017/18. These sites are listed in Appendix A.
- 3.3 In previous years each of the 20mph zones have been brought forward for approval individually. This report requests approval to carry out detailed design, advertisement of legal notices and the construction works as one programme of work for 2017/18.
- 3.4 This approach is anticipated to save staff time and resources and to speed up the delivery of the programme of fifteen sites. It is noted however that the statutory advertisement/consultation periods cannot and will not be shortened.
- 3.5 Total five year recorded accidents for the fifteen sites is 66 including 16 rated as serious. Total casualties for these accidents is 78 including 18 pedestrians.

### **Design Proposals**

- 3.6 The sites listed in Appendix A are the highest ranked on the remaining list of sites, and following a desktop estimate these can be delivered within the proposed budget for 2017/18.
- 3.7 The attached drawings TM/00/2813/01/01 to TM/00/2813/01/15 detail the extents and form of each 20mph zone or speed limit proposed by this report. Traffic calming is proposed along the roads coloured green, with the exact form and location subject to detailed consultation.
- 3.8 In some circumstances a 20mph speed limit is more appropriate – these do not require traffic calming features. These are detailed in Appendix A.
- 3.9 Each 20mph zone will be bounded by terminal signing indicating the new speed limit, and will include repeater signing throughout. The 20mph speed limits will also have terminal signing on each street and repeater signing along the length.

- 3.10 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.
- 3.11 The impacts of the 20 mph zone and limit programme 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.

### **Programme**

- 3.12 All of the 20mph zones and limits included in this report will be completed within the 2017/18 financial year.

## **4 Corporate Considerations**

### **Consultation and Engagement**

- 4.1 Ward members: Ward members will be consulted as part of the development of each proposed 20mph zone or limit, and any adverse comments received will be reported to the Chief Officer for consideration.
- 4.2 Emergency Services and WYCA: Consultation will take place with these bodies ahead of general consultation and every effort will be made to ensure the final design is satisfactory. Any issues which cannot be resolved will be reported to the Chief Officer.
- 4.3 Schools: Each affected school will be consulted with in writing ahead of moving forward to advertisement of the new speed limit order.
- 4.4 General public: Notices will be placed on street covering the advertisement of the 20mph speed limit and the vertical traffic calming. These notices will include a plan of the proposed 20mph zone or limit for information. The above advertisements will also be placed in the local press.
- 4.5 Safety Audit: All proposed zones and limits within the programme will be subject to a Stage 1/2 Safety Audit. Any issues which cannot be satisfactorily resolved will be subject to an Exception Report.

### **Equality and Diversity / Cohesion and Integration**

- 4.6 A full Equality, Diversity / Cohesion and Integration impact assessment has been carried out for 20mph schools schemes
- 4.7 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

4.8 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 reductions 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.

### **Council policies and City Priorities**

4.9 The proposals contained in the report have no implications for the Council constitution.

4.10 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.

4.11 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.

4.12 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.

4.13 Transport Policy Approval: The programme of 20mph Zones has been developed in conjunction with Transport Policy

### **Resources and value for money**

4.14 Costs for this programme are:

Works costs	£202,500
Staff costs	£67,500
Legal fees	£30,000

**Total costs            £300,000**

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2017 £000's	FORECAST				
			2017/18 £000's	2018/19 £000's	2019/20 £000's	2020/21 £000's	2021 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 2017 £000's	FORECAST				
			2017/18 £000's	2018/19 £000's	2019/20 £000's	2020/21 £000's	2021 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	202.5		202.5				
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	67.5		67.5				
OTHER COSTS (7)	30.0		30.0				
<b>TOTALS</b>	<b>300.0</b>	<b>0.0</b>	<b>300.0</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 2017 £000's	FORECAST				
			2017/18 £000's	2018/19 £000's	2019/20 £000's	2020/21 £000's	2021 on £000's
LCC Supported Borrowing	0.0						
Revenue Contribution	0.0						
Capital Receipt	0.0						
Insurance Receipt	0.0						
Lottery	0.0						
Gifts / Bequests / Trusts	0.0						
European Grant	0.0						
Health Authority	0.0						
School Fundraising	0.0						
Private Sector	0.0						
Section 106 / 278	0.0						
Government Grant	300.0		300.0				
SCE ( C )	0.0						
SCE ( R )	0.0						
Departmental USB	0.0						
Corporate USB	0.0						
Any Other Income ( Specify )	0.0						
<b>Total Funding</b>	<b>300.0</b>	<b>0.0</b>	<b>300.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<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>

4.15 This work is to be fully funded from the Local Transport Plan for West Yorkshire.

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

4.16 Given the scale and overall cost of the proposed programme of 20mph Zones this report is eligible for Call In.

## **Risk Management**

- 4.17 Introduction of the proposals contained in this report will meet the Best City ambitions of Leeds City Council to improve life for the people of Leeds and make the city a better place, as endorsed by Leeds City Council's Executive Board. If this report is not approved then these ambitions may not be fully realised.

## **5 Conclusions**

- 5.1 Leeds City Council has a long standing ambition to improve both safety and quality of life on its residential streets. This has been supported by an ongoing programme of individual 20mph Zones with associated engineering measures to control speeds.
- 5.2 Approval of this report will allow the delivery of a further programme of fifteen 20mph Zones across the city which will meet the ambitions of the council as detailed above.

## **6 Recommendations**

The Chief Officer (Highways & Transportation) is requested to:

- i) Approve the programme of 20mph Zones for the 2017/18 financial year
- ii) Authorise, subject to public consultation, the detailed design and implementation of the fifteen schemes to introduce 20mph Zones, as detailed in Appendix A
- iii) Request the City Solicitor to:
  - a) Advertise a draft Speed Limit Order to introduce fifteen 20mph Zones as detailed in Appendix A; and
  - b) Advertise a Traffic Regulation Order to formalise School Keep Clear zig zag markings and to introduce No Waiting At Any Time restrictions as deemed appropriate; and
  - c) Advertise a Traffic Regulation Order to introduce a one way traffic flow on Potternewton Mount and adjacent streets as necessary; and
  - d) Subject to no objections being received, to make seal and implement the above Orders
- iv) Give authority to advertise a notice under Section 90C of the Highways Act 1980 to install vertical traffic calming measures along those roads within the Zones detailed in Appendix B
- v) Give authority to incur expenditure of £300,000 comprising £202,500 works costs, £67,500 staff fees and £30,000 legal fees, to be fully funded from the Local Transport Plan Capital Programme.

## **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: List of proposed 20mph Zones for delivery in 2017/18

	<b>Zone</b>	<b>Ward</b>	<b>Local School</b>	<b>Type of speed limit</b>
1	Lawnswood	Weetwood	Lawnswood High School	Zone
2	Halton	Temple Newsam	Temple Newsam Halton Primary	Zone
3	Wigton Moor	Alwoodley	Wigton Moor Primary School	Zone
4	Oakwood	Roundhay	St John's Primary	Zone
			John Jamieson School	
5	Adel	Adel & Wharfedale	Adel Primary	Zone
			Adel St John the Baptist School	
6	Otley Westons	Otley & Yeadon	Ashfield Primary	Zone
7	Whitkirk	Temple Newsam	Temple Moor High School	Zone
8	Rothwell	Rothwell	St Marys Primary	Zone
9	Austhorpe	Crossgates & Whinmoor	Austhorpe Primary	Zone
		Temple Newsam		
10	Swillington	Garforth & Swillington	Swillington Primary	Speed Limit
11	Miles Hill Potternewton	Chapel Allerton	Mill Field Primary	Speed Limit
12	Whinmoor	Crossgates & Whinmoor	St Paul's Primary	Zone
13	Yeadon Westfield	Otley & Yeadon	Yeadon Westfield Infant School	Speed Limit
14	Cookridge	Weetwood	Cookridge Primary School	Zone
15	Pool in Wharfedale	Adel & Wharefdale	Pool C of E Primary School	Speed Limit

## Appendix B: List of roads requiring vertical traffic calming

Road name	Zone ref	Ward
Spen Road	1	Weetwood
West Park Drive	1	Weetwood
Churchwood Avenue	1	Weetwood
Cross Green Lane	2	Temple Newsam
Green Lane	2	Temple Newsam
Chapel Street	2	Temple Newsam
Woodland Hill	2	Temple Newsam
High Ash Avenue	3	Alwoodley
High Ash Drive	3	Alwoodley
North Lane	4	Roundhay
Sir George Martin Drive	5	Adel & Wharfedale
Weston Lane	6	Otley & Yeadon
Weston Drive	6	Otley & Yeadon
Grove Road	7	Temple Newsam
New Temple Gate	7	Temple Newsam
Temple Gate	7	Temple Newsam
Swithens Street	8	Rothwell
Royd's Lane	8	Rothwell
Kingswear Crescent	9	Crossgates & Whinmoor
Church Lane	10	Garforth & Swillington
Potternewton Mount	11	Chapel Allerton
Red Hall Drive	12	Crossgates & Whinmoor
Whinmoor Gardens	12	Crossgates & Whinmoor
Ringwood Avenue	12	Crossgates & Whinmoor
Ringwood Drive	12	Crossgates & Whinmoor

## **Appendix C: Notes on individual zones**

### **1. Lawnswood**

The zone covers the access into Lawnswood School, and there are historic issues with speed on two of the roads in the zone. These are to be traffic calmed. The extents of the zone tie in to existing zones in the area.

### **2. Halton**

The zone contains existing traffic calming along one of the main local routes. The other two will be traffic calmed as part of the scheme. The zone is extensive covering all residential streets between two major distributor roads.

### **3. Wigton Moor**

The zone is a large residential area between Harrogate Road and Shadwell Lane. It is split by Wigton Lane, a residential distributor. The existing street layout necessitates traffic calming on two roads to ensure compliance with the new 20mph limit.

### **4. Oakwood**

This area is bounded by distributor roads and whilst speeds are generally compliant already a short length of traffic calming is required on North Lane on entering the zone.

### **5. Adel**

This zone covers two primary schools, and long standing discussions with the community have tailored the extents of the zone to ensure compliance. Limited traffic calming is required on the through route.

### **6. Otley Westons**

A large area, this is the remaining residential zone in Otley. Some traffic calming is required on the first two residential distributors as these cover the school access; the remaining streets are generally compliant.

### **7. Whitkirk**

This zone covers all remaining residential streets south of Selby Road. The area has some key through routes which will require traffic calming.

### **8. Rothwell**

Covering St Mary's Primary this zone includes all residential streets in Rothwell south of the A654. Traffic calming is required on the through routes to ensure compliance, particularly outside the school.

## 9. Austhorpe

A large zone covering all streets in Cross Gates east of the ring road, this zone has extensive existing traffic calming. Some new measures are required on one residential distributor. The zone extends to include residential development to the eastern extent.

## 10. Swillington

This area covers all residential streets in Swillington north of the A642. Speeds are generally satisfactory so no traffic calming is proposed.

## 11. Miles Hill Potternewton

This zone is in two halves, either side of Potternewton Road. Mean speeds are generally low. There is existing traffic calming in the northern part; new traffic calming is proposed outside the school in the southern part to address inappropriate speeds. A one way system has been requested and will be investigated further.

## 12. Whinmoor

The area around St Paul's Primary, this zone will tie in with the adjacent one on the opposite side of Coal Road being developed as part of a school expansion plan. Some traffic calming is required on key routes.

## 13. Yeadon Westfield

This area covers residential streets between the A65 New Road and the railway line. Existing speeds are acceptable and the scheme will be delivered as a speed limit.

## 14. Cookridge

This zone fills in the last part of Cookridge and sits between an existing zone and one which is being installed as a developer contribution. Mean speeds are low so this will be signing only as a speed limit.

## 15. Pool in Wharfedale

This zone covers the village of Pool in Wharfedale and Pool C of E Primary and is being developed with mind to using it as part of a coherent approach to the overall area.