

Report to the Chief Officer (Highways and Transportation)

Date: 13 February 2017

Subject: Albert Road, Morley – Additional traffic calming features

Capital Scheme Number: 32580

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Morley South	<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 2017 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. This scheme meets these objectives by providing a safer and more user friendly road environment, which will actively encourage children into more active modes of travel on journeys to school, contributing to the Leeds Education Challenge, which forms part of the objective to build a child friendly city.
- 2 As part of the 2014/2015 20mph zone programme a zone was introduced in Morley which included Albert Road. A post implementation speed survey on a section of Albert Road has indicated that mean speeds significantly above the level appropriate for a 20mph zone.
- 3 This report requests approval to introduce additional traffic calming features along a section of Albert Road to reduce driver mean speeds to a more suitable level.

Recommendations

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

- i) Note the contents of the report;
- ii) Authorise, subject to objections, the detailed design and implementation of a scheme to introduce additional traffic calming features as shown on drawing number TM/26/3074/HB;
- iii) Request the City Solicitor to Advertise a notice under Section 90c of the Highways Act 1980 to provide vertical traffic calming features as shown on drawing number TM/26/3074/HB; and
- iv) Give authority to incur expenditure of £12,000, which comprises of £8,000 works costs, £3,000 Staff fees and £1,000 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 of additional vertical traffic calming features within an existing 20mph zone in Morley as shown on drawing number TM/26/3074/HB

2 Background information

- 2.1 In 2013 the Department for Transport published guidance on 20mph schemes and setting local speed limits, supporting the Governments 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 Leeds City Council is committed to ensuring that the 20mph zones that are introduced are self-enforcing. In practice this means that the mean speeds should be below the national guidance for police enforcement of 24mph.

3 Main issues

- 3.1 As part of the programme a 20mph zone was introduced in Morley, Morley Central, in 2014 / 2015. Vertical traffic calming features were implemented on Albert Road between Ackroyd Street and Middleton Road. Post implementation surveys have

indicated that mean speeds between Station Road and Ackroyd Street are above the acceptable level for a 20mph zone. Local representation has also been received expressing concern regarding driver speeds along this section of Albert Road.

- 3.2 Two speed surveys have been carried out between Station Road and Ackroyd Street and the mean speeds were 25.5mph and 26.6mph. These type of schemes are designed to reduce mean speeds close to 20mph and an indicative maximum would be the police enforcement level of 24mph which is considered national guidance.
- 3.3 The accident history along this section of Albert Road shows that there have been no reported injury accidents within the last 5 year period.

3.4 **Design Proposals and Full Scheme Description.**

- 3.4.1 It is proposed to introduce 3 additional vertical traffic calming features on Albert Road, between Station Road and Ackroyd Street to reduce driver speeds and to help ensure mean speeds are in line with national guidance for 20mph zones.
- 3.4.2 The new vertical features will augment the existing features which are situated on Albert Road between Ackroyd Street and Middleton Road.

3.5 **Programme**

It is anticipated that the proposal will be implemented within the 2017/ 2018 financial year.

4 **Corporate Considerations**

4.1 **Consultation and Engagement**

- 4.1.1 Ward Members: Ward Members were consulted by email on the 24 January 2018. Responses have been received from two Ward Members who has expressed support for the proposal.
- 4.1.2 Emergency Services and WYCA were consulted by email on the 24 January 2018. No objections have been received. The WYCA has responded supporting the proposal.
- 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 and also on Leeds City Council's webpage.

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 the 20mph zone and associated works.

4.2.2 Positive Impact: Making 20mph the normal speed limit, together with the introduction of traffic calming features and waiting restrictions 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
- 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
- Improve quality of life for the local community
- The implementation of traffic calming features will assist in slowing driver speeds thus improving the road environment for all road users.

4.2.3 Negative Impact: There is a potential for a slight reduction in air quality due to lower speeds however this is offset by the positive impacts listed above in 4.2.2.

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.

4.4 Resources and Value for Money

4.4.1 The estimated total cost to implement this scheme is £12,000 which comprises of £8,000 works costs, £3,000 staff fees, and £1,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme.

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)	8.0					8.0	
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	3.0					3.0	
OTHER COSTS (7)	1.0					1.0	
TOTALS	12.0	0.0	0.0	0.0	0.0	12.0	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	12.0					12.0	
Total Funding	12.0	0.0	0.0	0.0	0.0	12.0	0.0
Balance / Shortfall =	0.0	0.0	0.0	0.0	0.0	0.0	0.0

4.5 Legal Implications, Access to Information and Call In

4.5.1 The scheme is in the Annual Programme and subject to resolving any objections received it is anticipated to be completed within the 2017/2018 financial year.

4.6 Risk Management

4.6.1 If no action was taken then the existing mean driver speeds that are currently above national guidance for 20mph zones will remain unaddressed and the zone will not be considered self-enforcing.

5 Conclusions

5.1 Following post implementation speed surveys it was found that the mean speeds along a significant length of Albert Road were above the level appropriate for a 20mph zone. The provision of new vertical traffic calming features will help reduce mean speeds so that they are consistent with the level acceptable for a 20mph zone and therefore provide a safer environment for all road users.

6 Recommendations

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

- i) Note the contents of the report;
- ii) Authorise, subject to objections, the detailed design and implementation of a scheme to introduce additional traffic calming features as shown on drawing number TM/26/3074/HB;
- iii) Request the City Solicitor to advertise a notice under Section 90c of the Highways Act 1980 to provide vertical traffic calming features as shown on drawing number TM/26/3074/HB; and
- iv) Give authority to incur expenditure of £12,000, which comprises of £8,000 works costs, £3,000 Staff fees and £1,000 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 for inspection on request for a period of four years following the date of the relevant meeting. Accordingly this list does not include documents containing exempt or confidential information, or any published works. Requests to inspect any background documents should be submitted to the report author.

Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: Highways Services	Service area: Traffic Management
Lead person: Craig Williams	Contact number: 0113 3787494

1. Title: Albert Road, Morley – Additional traffic calming features
Is this a: <input type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input checked="" type="checkbox"/> Other
Vertical traffic calming features

2. Please provide a brief description of what you are screening
The screening focuses on a report to the Highways and Transportation Board, requesting the authority to implement additional vertical traffic calming features within an existing 20mph zone.

3. Relevance to equality, diversity, cohesion and integration All the council's strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/lesser relevance to equality, diversity, cohesion and integration.

<p>The following questions will help you to identify how relevant your proposals are.</p> <p>When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.</p>		
Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?	X	
Have there been or likely to be any public concerns about the policy or proposal?	X	
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> • Eliminating unlawful discrimination, victimisation and harassment • Advancing equality of opportunity • Fostering good relations 		X

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

<p>4. Considering the impact on equality, diversity, cohesion and integration</p> <p>If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.</p>
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Please provide specific details for all three areas below (use the prompts for guidance).

- **How have you considered equality, diversity, cohesion and integration?**

(**think about** the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)

Consultation has taken place with Ward Members, the Emergency Services.
Consultation will take place via a series of public advertisement notices advertising a Section 90c Notice.
All comments received will be duly considered prior to scheme implementation.

- **Key findings**

(**think about** any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

Positive impacts:

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;

By providing a series of traffic calming features, drivers will be encouraged to adhere to the lowered speed limit;

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

Improve quality of life for the local community

The implementation of traffic calming features will assist in slowing driver speeds thus improving the road environment for all road users

Negative impacts: There is a potential for a slight reduction in air quality due to lower speeds however this is offset by the positive impacts listed above.

<p>• Actions (think about how you will promote positive impact and remove/ reduce negative impact)</p> <p>Comments received from members of the public towards the proposals will be duly considered in the design process. Should there be a comment raised that we feel requires accommodation within the scheme and is safe and reasonable to do so, then it shall be done.</p> <p>Post-scheme implementation monitoring of the site will be carried out. Should there be a need for further works to alleviate post-implementation issues then this will be duly considered at the time.</p>	
<p>5. If you are not already considering the impact on equality, diversity, cohesion and integration you will need to carry out an impact assessment.</p>	
Date to scope and plan your impact assessment:	N/A
Date to complete your impact assessment	N/A
Lead person for your impact assessment (Include name and job title)	N/A

<p>6. Governance, ownership and approval Please state here who has approved the actions and outcomes of the screening</p>		
Name	Job title	Date
Nick Hunt	Principal Engineer	
Date screening completed		23/01/2018

<p>7. Publishing Though all key decisions are required to give due regard to equality the council only publishes those related to Executive Board, Full Council, Key Delegated Decisions or a Significant Operational Decision.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> • Governance Services will publish those relating to Executive Board and Full Council. • The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions. • A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record. <p>Complete the appropriate section below with the date the report and attached screening was sent:</p>	
For Executive Board or Full Council – sent to Governance Services	Date sent:

For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent:
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: