

Pudsey Town Centre - 20mph Zone Speed Limit Order – Objection Report

Date:

Report of: Traffic Management

Report to: Chief Officer (Highways and Transportation)

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

What is this report about?

Including how it contributes to the city's and council's ambitions

Leeds City Council has a long-standing ambition to provide 20mph zones and speed limit in residential areas and town centres, as endorsed by Executive and Scrutiny Boards in recent years and in line with ambitions of the Best Council Plan to make Leeds a Child Friendly City, to improve Transport and Infrastructure and to improve Health & Wellbeing. These schemes are also an integral part of the Council's Vision Zero Action Plan and have been making a major contribution to reducing road casualties.

A speed limit order was advertised on the 8th of August 2023 until the 8th of September 2023 for the 20mph Speed Limit zone which will cover the Pudsey Town Centre, and this resulted in one objection being received.

This report seeks approval of the Chief Officer (Highways and Transportation) to consider and support the recommendation to over-rule the reported objection.

Recommendations

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

- a) Consider and over-rule the objection to Leeds City Council (Speed Limit) (No.15) Order 2023 – Pudsey Town 20mph Zone.
- b) Request the City Solicitor to make, seal and implement the above order as advertised.
- c) Request the City Solicitor to write to the objectors informing them of the decision taken by the Chief Officer (Highways and Transportation).

What is this report about?

1. This report details an objection received to a speed limit order advertised in the Pudsey ward as part of the City Region Sustainable Transport Settlement (CRSTS) – Casualty Reduction Programme which was approved by the Chief Officer (Highways & Transportation) on 15th June 2023.
2. The report requests that this objection and the accompanying comments are considered, and that the objection is over-ruled as recommended.

What impact will this proposal have?

3. Lower speed limits have been proven to have significant benefit for road safety, reducing the number and severity of recorded injury collisions, and the 20mph programme is a well-established and successful element of Leeds City Council's casualty reduction programme. Over-ruling this objection will allow this 20mph scheme to be implemented.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing

Inclusive Growth

Zero Carbon

4. As detailed in the 'Leeds 20mph Local Areas Speed Limit Programme' Executive Board report dated 21st March 2018, these proposals contribute to supporting healthy travel choices and will support local communities to make residential areas safer, healthier and greener, with attractive environments for walking and cycling. The proposals also support the aims and objectives of the Vision Zero Action Plan.
5. The scheme will contribute to a safer road environment within the locality, by reducing mean vehicle speeds and thus promoting more sustainable forms of transport such as cycling and walking. Lower speeds limits in residential areas and in busy town centre environments have significant benefits for road safety, where typically injury rates are reduced by 50%.

What consultation and engagement has taken place?

Wards Affected: Pudsey

Have ward members been consulted?

Yes

No

6. All Ward Members were consulted throughout 2023. The proposals contained within this report have been agreed and approved by the elected Ward Members, who fully support the proposals.
7. The Emergency Services and the West Yorkshire Combined Authority (WYCA) were consulted prior to the advertisement, and all were supportive of this scheme. There was also an article on page 3 of the Pudsey Squeaker's August edition, which was circulated across Pudsey during August/ September 2023.

What are the resource implications?

8. There are no additional resource implications contained in this report beyond those contained have been included in the City Region Sustainable Transport Settlement: Casualty Prevention Programme 2023/24. As approved by the Chief Officer (Highways and Transportation).

What are the legal implications?

9. This report is not eligible for call-in.

What are the key risks and how are they being managed?

10. If the objection is not over-ruled, the 20mph limits as advertised cannot be completed. The benefits for road safety outlined in the 'Leeds 20mph Local Areas Speed Limit Programme' Executive Board 2018 report would not be achieved.

Options, timescales and measuring success:

a) What other options were considered?

11. NA

b) How will success be measured?

12. A reduction of mean speeds of traffic by 2/3 mph on average at all times of day will provide a safer environment for pedestrians and motorists within the Pudsey Town Centre. The average speed of traffic will be monitored throughout the year.

c) What is the timetable for implementation?

13. Subject to overruling the objection, it is anticipated to be completed in the financial year of 2023/2024.

Appendices

Appendix A:

Appendix 1

Equality, Diversity, Cohesion, and Integration

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: Development	Service area: Traffic Management
Lead person: Jonas Nassau	Contact number: 0113 378 9192

1. Title: Pudsey Town 20mph Zone Speed Limit Order – Objection Report

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify

2. Please provide a brief description of what you are screening

The screening focuses on a report to the Highways and Transportation Board requesting authority to introduce a 20mph Speed Limit Zone in the Pudsey Town Centre.

The scheme proposes to introduce a package of works within the Pudsey Town Centre to improve access and the safe passage of traffic in the area, including:

1. **20 mph Speed Limit on the entire lengths of:** Crawshaw Hill; Hammerton Street; Lidget Hill; Longfield Avenue; Longfield Court; Longfield Grove; Longfield Mount; Longfield Road; Longfield Terrace; Manor House Street; Manor View; Market Place; Mulberry Street; Robin Chase and Wavergreen.
2. **20 mph Speed Limit on parts of:** Church Lane; Lowtown and Robin Lane.

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.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

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**.

4. Considering the impact on equality, diversity, cohesion, and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion, and integration you have carried out an impact assessment.

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 on the proposals has also taken place with the following stakeholders:

- Local Ward Members
- Emergency Services (Police, West Yorkshire Fire and Ambulances Services)
- West Yorkshire Combined Authority
- Local Residents and businesses

The Local Ward Members support the proposals.

- **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)

Scheme features:

The positive impacts of the scheme have been identified as follows:

- Reduction of speed limit will provide a safety to pedestrians within the Pudsey Town Centre as it is heavily pedestrianised.
- The reduction of speed limit within this zone will provide a slower speed of travel for motorists therefore, providing a road safety benefit to vulnerable road users.

- **Actions**

(**think about** how you will promote positive impact and remove/ reduce negative impact)

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5. If you are **not already considering the impact on equality, diversity, cohesion and integration you **will** need to carry out an impact assessment.**

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

6. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
Nick Hunt	Traffic Engineering Manager	

7. Publishing

This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.

Please send a copy to the Equality Team for publishing

Date screening completed	
Date sent to Equality Team	
Date published (To be completed by the Equality Team)	

Appendix B:

List of objections to the Pudsey Town 20mph Zone – Speed Limit Order:

Details of the Objection	Highways Response
1. "Traffic is already slow enough"	<ol style="list-style-type: none"><li data-bbox="512 472 1487 779">1. The mean speed data for these locations; Chapeltown, Church Lane, Robin Lane, Lowtown (Lane End), Lowtown (The Lanes), Richardshaw Lane all show an existing mean traffic speed of 25mph within the current proscribed 30mph speed limit. Therefore, it is expected that a 20mph speed limit, introduced with supporting signing and lining changes will result in the existing mean speed reduced further towards a 20mph speed. Extensive research has show that the lower the speed limit, the greater road safety benefits are provided. In this busy area, after reviewing the current national guidance that a 20mph speed limit is more appropriate for Pudsey Town Centre.
2. "Those who habitually speed will do so in a 20mph zone"	<ol style="list-style-type: none"><li data-bbox="512 1043 1487 1171">1. Leeds City Council cannot prevent motorists who choose to drive in an anti-social matter by disobeying the speed limit and where this is identified as a problem, then this will be reported to the Police and the West Yorkshire Safety Camera Partnership to consider the appropriate enforcement action.

<p>3. "The recent comments by government / prime minister add weight to leaving things as they now are".</p>	<p>The proposed speed limit within Pudsey Town Centre has been assessed is in accordance with the Department for Transport national guidance: setting local speed limits guidance. This guidance has not been amended.</p>
<p>4."Petrol and diesel cars are less efficient as they go so slow, and pollute more, plus a reduced speed limit will cause more braking – itself emitting pollutants".</p>	<p>There is no published evidence which indicating that 20mph speed limits result in an increase in vehicle emissions. The road safety benefits of reduced speeds are however proven and given the expected reduction in the number and severity of collisions it is considered that a lower speed limit is appropriate in these circumstances. This approach is aligned with the Councils Vision Zero Action Plan.</p>
<p>5."I fear some drivers would be more likely to be watching their speed rather than looking out for pedestrians/other road users."</p>	<p>The Highway Code requires drivers to proceed with due care and attention to all road users, as well as adhering to the posted speed limits. There is no evidence to indicating that lower speed limits cause distraction to motorists, in fact it could be argued that slower speeds provide greater time for drivers to react to unexpected incidents. As previously detailed in the report, the road safety benefits of lower speeds are well established and justify the proposals recommended in this report.</p>

Background papers

14. None.