



Report of the Director of City Development

Executive Board

Date: 10th March 2010

Subject: Deputation To Council –Young People From Miles Hill Estate Requesting Traffic Calming On The Estate

Electoral Wards Affected:

Chapel Allerton

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

Eligible for Call In

Not Eligible for Call In
(Details contained in the report)

EXECUTIVE SUMMARY

- 1.1 The following report is a response to the deputation to the council from young residents of the Miles Hill estate. The deputation covers concerns of speeding cars, rat running in the area at peak times and the safety concerns for pedestrians. Traffic calming has been provided along the main cut through, Miles Hill Road, and the deputation requests further calming features along Miles Hill Street and Miles Hill View.

2.0 Purpose of this Report

- 2.1 The purpose of this report is to respond to the deputation to the council from the young residents of the Miles Hill estate. The deputation raises concerns about the high speeds and rat running problems in the morning peak, and requests further traffic calming measures on Miles Hill View and Miles Hill Street.

3.0 Main Issues

- 3.1 The West Yorkshire Local Transport Plan 2006-11 includes priorities for improving road safety and reducing road casualties in line with local and national targets. A programme of road safety measures is developed each year and implemented as part of the Integrated Transport investment programme. This includes a programme of area wide 20 mph zones which is identified and prioritised on the basis of an Areas for Concern listing which is updated and reviewed annually.
- 3.2 The Miles Hill area is identified on the Areas for Concern listing and is therefore regularly monitored. The area currently ranks 18th in priority on the list of potential 20mph zones as ranked with other areas across the city. The potential 20 mph zones are ranked in sequence of casualties per kilometre of road within the area and are updated with the latest accident statistics prior to the annual programme being determined.
- 3.3 A programme for a further four 20mph zones identified from the priority along with a further list has been established for the remainder of the Local Transport Plan budget until March 2011. The Council awaits advice from the Department for Transport (DfT) regarding the level of funding beyond 2011, and the type of schemes which the Department would expect to see funded. It is therefore not possible at the present time to provide a firm timetable and priorities for future schemes.
- 3.4 Speed surveys have been carried out in Miles Hill estate area and have shown 85th percentile speeds of 24mph to 32mph at various locations. Traffic volume surveys carried out in the area would indicate there is some rat running, however the majority of the traffic is travelling within the current speed limit. A traffic calming scheme has previously been implemented on Miles Hill Road, which is the main through route between Stainbeck Lane and Potternewton Lane.
- 3.5 An internal review is currently looking at the future use of 20mph speed limits and zones to establish whether the Council will be in a position to develop measures more economically in the future. The Department for Transport (DfT) has recently consulted on proposals for reforming their advice on speed limits which includes 20 mph limits and the internal review will take on board the contents of that consultation in considering the options available for the future. At the same time DfT are undertaking a traffic signs review which influence the choice and use of traffic calming measures within such areas.
- 3.6 In the intervening time the Road Safety Team have a Speed Information Device (SID) which is loaned out to community groups who are concerned about speeding issues in their community. This can help to encourage motorist to drive at more appropriate speeds and give greater consideration to pedestrians. The device is available for use by residents along with training in its operation.

4.0 Legal and Resource Implications

- 4.1 This report has no specific legal or funding implications. Future 20 mph zone schemes will be funded from the Local Transport Plan according to their contribution to road casualty reduction and Council priorities.. The Miles Hill area will continue to be included and reviewed as part of the process for setting future investment priorities.

5.0 Conclusions

- 5.1 This area has and will continue to be monitored for casualties along with the other residential areas across Leeds, and remain on the Areas for Concern ranking list for consideration in future programmes.
- 5.2 Currently funding is fully allocated to schemes for the remainder of the Local Transport Plan period to March 2011. The Miles Hill area will however be considered as programmes for the third Local Transport Plan from April 2011 are prepared. The extent of this programme will depend on the levels of funding made available by the Government which it is not expected to be announced until later this year.

6.0 Recommendations

- 6.1 Members of Executive Board are requested to:
- i) Note the contents of this report and the actions being taken to progress 20 mph zones within the city as described in this report;
 - ii) Endorse the monitoring and review of potential 20 mph zones as the basis for determining future priorities and to include the Miles Hill area within this process.
 - iii) Consider the issues raised concerning the Miles Hill area when reviewing 20 mph zone proposals as part of the development of investment proposals for the Local Transport Plan programme from April 2011 onwards.
 - iv) Endorse the proposals to offer the SID device to the residents in the interim period.

Background Papers

The deputation note

SID Leaflet