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**Report of the Director of Development**

**Executive Board**

**Date: 18 October 2006**

**Subject: DEPUTATION TO COUNCIL, 13 SEPTEMBER 2006  
RING ROAD MOORTOWN ROAD SAFETY**

**Electoral Wards Affected:**

Moortown  
Alwoodley

**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)

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**EXECUTIVE SUMMARY**

This report informs Executive Board in relation to the deputation received by Council on the 13 September 2006 concerning road safety on the Ring Road at Moortown.

The section of the road concerned is the dual carriageway extending from the junction with Harrogate Road to the junction with King Lane. It is a former trunk road that was transferred into the Council's control in April 2003.

Over the period since January 2001 there have been 14 recorded road accidents on this section of the road including four involving injury to pedestrians, one of which resulted in a fatal injury. The section of road concerned carries approximately 26,000 vehicles per day with an 85<sup>th</sup> percentile speed of approximately 56 mph.

There are a number of informal pedestrian crossing points along this length of road which link the adjacent Queenshill and Lingfield housing estates.

It is considered that a change to the existing national speed limit of 70 mph is merited on this section of road. Proposals are being prepared for a package of traffic management measures designed to support a reduction of the speed limit and improved road safety.

Subject to consultation and agreement of the final proposals it is intended to proceed to the preparation of Speed Limit Order and implementation of a scheme during 2007.

## **1.0 Purpose Of This Report**

- 1.1 This report provides information relating to the deputation received by Council at the 13 September 2006 meeting in relation to concerns about road safety on the A6120 Outer Ring Road at Moortown.

## **2.0 Background Information**

- 2.1 A deputation from local residents was heard by the 13 September 2006 meeting of Council. The subject of this was road safety on the section of the A6120 Ring Road between the junctions with Harrogate Road and King Lane.
- 2.2 The section of the Ring Road concerned is illustrated on the attached plan. Currently a 40 mph speed limit extends in a westerly direction from the Harrogate Road junction for approximately 260 metres to a point between the junctions with Church Crescent and Lingfield Drive. West of this point the limit returns to the national speed limit of 70 mph for a dual carriageway.
- 2.3 An analysis of the road injury data for this section of road reveals a total of 14 injury accidents recorded over the period since January 2001. Of these accidents 9 were located within the existing 40 mph speed limit section on the approach to the Harrogate Road junction. The remaining 5 accidents were located within the 70 mph speed limit section. Two of these accidents involved pedestrians one a serious injury and the other, in November 2004, resulting in a fatal injury. Following the fatal accident the Coroner wrote to the Council in November 2005 recommending that improvements be made to the informal crossing point at the site of the accident.
- 2.4 The two way traffic flow on this section of the Ring Road is approximately 26,000 vehicles per day. The mean traffic speed is 47 mph in the eastbound direction and 49 mph in the westbound direction. The 85<sup>th</sup> percentile speed which is used to guide the setting of a speed limit is 53 mph in the eastbound direction and 56 mph in the westbound direction.
- 2.5 This section of the Ring Road was previously a trunk road maintained by the Government's Highways Agency. Following a De-trunking Order control of the route was transferred to the City Council in April 2003.

## **3.0 Main Issues**

- 3.1 The principal concern of the deputation has been the difficulty of crossing the Ring Road at Moortown, principally in the vicinity of an informal crossing point which links the Lingfield and Queenshill housing estates. This crossing point is important to the local community and is used for access to local schools.
- 3.2 Concern has been expressed that the existing crossing point is inadequately signed to drivers; that visibility of the crossing point is poor; and that the section of road concerned merits a reduction of the speed limit to match the limit already in force on the in the vicinity of the Harrogate Road junction.
- 3.3 Whilst this site has never been identified as a "Length of road for concern" in the annual review of road casualty sites, it is nevertheless recognised that the speed of traffic and proximity of the road to residential communities merits the introduction of measures to assist local residents.

- 3.4 There are four informal crossing points spread along the 900 metre length of the Ring Road between the Harrogate Road and King Lane junctions. A package of traffic management measures is therefore being prepared to improve road safety and reduce the impact of the road on the adjacent housing areas. This work includes the development of proposals to reduce the speed limit along the section of the Ring Road between the existing 40 mph speed limit at Harrogate Road and the King Lane junction.
- 3.5 A meeting has been held on site with representatives of the local community and the Ward Member, who have been briefed on the proposals. An officer has also previously met with the family of the young person fatally injured in the November 2004 accident. The police have been consulted and discussions are currently underway to agree the scheme details.
- 3.6 It is intended to progress a scheme for implementation during 2007 subject to the completion of the necessary speed limit order making process.

#### **4.0 Implications For Council Policy And Governance**

- 4.1 This report does not raise any specific implications for Council policy and Governance.
- 4.2 Proposals for road safety improvements at this location will be progressed in line with the policies for road casualty reduction contained in the approved Local Transport Plan 2006-11.

#### **5.0 Legal And Resource Implications**

- 5.1 This report has no specific legal and resource implications. Detailed approval to implement proposals for improvement works at this site will be the subject of a separate report to the Directors of Development and City Services once the final details, consultations and costings have been completed.

#### **6.0 Conclusions**

- 6.1 This report has outlined the issues relating to the deputation to Council concerning road safety on the Ring Road at Moortown. Principally this has related to the speed and flow of traffic on this section of road which separates the Lingfield and Queenshill housing areas situated to the North and South of the Ring Road respectively.
- 6.2 It is noted that the road injury situation on the section of Ring Road concerned has been investigated and that proposals for a scheme to reduce the speed limit and introduce a package of traffic management measures are being progressed. Subject to consultation and further discussions with the Police it is planned to introduce a scheme in 2007.

#### **7.0 Recommendations**

- 7.1 Members are requested to note the contents of this report and the actions being undertaken with respect to the concerns raised by the Deputation to Council.

#### **8.0 Background Information**

- 8.1 The following documents provide background information for this report:

i) Deputation to Leeds City Council concerning road safety on the Ring Road at Moortown.