

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

**Date: 18 December 2018**

**Subject: Leeds 20mph Local Areas Speed Limit Programme Phase 2  
Pudsey Objection Report**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Pudsey	<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 Council has a long standing ambition to provide 20mph zones and speed limits in residential areas, 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 Safer Roads Action Plan and have been making a major contribution to reducing road casualties which are at a record low level.
2. In March 2018 Leeds City Council's Executive Board approved a programme to provide 20mph speed limits on all remaining appropriate residential streets across Leeds, effectively completing its ongoing 20mph programme.
3. The programme was split into 5 phases of which three phases have been advertised to date. Phase 2 of the programme was advertised on 31<sup>st</sup> August 2018.
4. Subsequent to this advertisement 1 objections have been received to the speed limit order in Pudsey ward which forms part of Phase 2. This report seeks approval to over-rule this objection.

**Recommendations**

Chief Officer (Highways & Transportation)

5. The Chief Officer is requested to:
  - i) note the contents of this report; and

- ii) consider and over-rule the objection to Leeds City Council (Speed Limit) (No.55) Order 2018 - Pudsey 20mph speed limit; and
- iii) request the City Solicitor to make, seal and implement Leeds City Council (Speed Limit) (No.55) Order 2018 - Pudsey 20mph speed limit; and
- iv) request the City Solicitor to write to the objector informing them of the Chief Officer's (Highways and Transportation) decision.

## **1 Purpose of this report**

- 1.1 This report details objections received to a speed limit order advertised as part of the Leeds 20mph Local Areas Speed Limit Programme.
- 1.2 The report requests that this objection and the accompanying recommendation are considered and over-ruled accordingly.

## **2 Background information**

- 2.1 In March 2018 Leeds City Council's Executive Board approved a programme of 20mph speed limits across the city. These speed limits were designed to complete the ongoing introduction of 20mph zones and limits in the city, so that all appropriate residential streets were covered by these lower speed limits.
- 2.2 The project has been split into 5 phases. This report details objections received to the Pudsey speed limit order which forms part of Phase 2.

## **3 Main issues**

- 3.1 Phase 2 of the Leeds 20mph Local Areas Speed Limit Programme consisted of 5 Speed Limit Orders, covering the following wards:
  - Armley
  - Bramley & Stanningley
  - Calverley & Farsley
  - Farnley & Wortley
  - Pudsey
- 3.2 Advertisement of these speed limit orders took place between 31<sup>st</sup> August and 28<sup>th</sup> September 2018. These advertisements attracted 2 objections, one each to the Bramley & Stanningley and Pudsey orders.
- 3.3 The objection to the Pudsey order and accompanying officer comments and recommendation are detailed in Appendix A to this report.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

- 4.1.1 All ward members in the above listed wards were consulted in April 2018. General support was expressed for the proposals. New members have been appraised of the proposals at officer briefings.
- 4.1.2 The Emergency Services and the West Yorkshire Combined Authority were consulted prior to the Executive Board report, and again on 31<sup>st</sup> August in parallel with the legal advertisements.

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

- 4.2.1 The contents of this report have no further implications for EDCI beyond those in the Executive Board report of March 2018.

### **4.3 Council Policies and City Priorities**

- 4.3.1 As detailed in the Executive Board report these proposals contribute to the activities and objectives of the Safer Roads Action Plan, the Leeds Transport Strategy and the Best Council Plan.

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

- 4.4.1 There are no additional resource implications contained in this report.

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

- 4.5.1 This report is not eligible for Call In.

### **4.6 Risk Management**

- 4.6.1 If the objection is not over-ruled the 20mph limits as advertised cannot be completed. The benefits outlined in the Executive Board report would not be achieved.

## **5 Conclusions**

- 5.1 Over-ruling this objection will allow the 20mph speed limits in Pudsey forming part of Phase 2 of the Local Areas 20mph Speed Limits programme to be completed on site. This will assist with achieving the ambitions set out in the report to Executive Board in March 2018 and result in a safer road environment on residential streets in this ward.

## **6 Recommendations**

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
  - i) note the contents of this report; and
  - ii) consider and over-rule the objection to Leeds City Council (Speed Limit) (No.55) Order 2018 - Pudsey 20mph speed limits; and

- iii) request the City Solicitor to make, seal and implement and Leeds City Council (Speed Limit) (No.55) Order 2018 - Pudsey 20mph speed limits; and
- iv) request the City Solicitor to write to the objector informing them of the Chief Officer's (Highways and Transportation) decision.

## **7 Background documents**

7.1 None

Appendix A: Summary of objections received

Order	Number of objections	Objector comments	Highways & Transportation comments
<p>LCC (SL) (No.55) 2018 Pudsey</p>	<p>1</p>	<p>The objector believes that 20mph speed limits should not be introduced on short residential streets. These streets are designed in such a way that it is impossible to exceed 20mph.</p> <p>The 20mph is not required and a waste of tax payers money.</p> <p>The funding should be used for repairing roads or the public transport network.</p> <p>The objector owns the carriageway and footway and would object to a disturbance of the surface material.</p> <p>The objector does not want large traffic signs outside their window obstructing the view.</p>	<p>The Executive Board considers that 20mph speed limits should be introduced on all appropriate residential streets. It is understood that some streets will preclude speed above a certain level, but the overall approach is designed to reinforce the message that 20mph is now considered the suitable speed limit on residential streets and that motorists should behave accordingly.</p> <p>The schemes have been introduced as part of the ambition of Leeds City Council's Executive Board. The proposals are funded from the Local Transport Plan, and completing this package removes the ongoing demand from this funding stream for a typical annual programme of around 15 20mph schemes.</p> <p>The funding assigned to this project is drawn from the Local Transport Plan allocation for casualty reduction. Monies in this programme cannot be reallocated towards highway maintenance.</p> <p>Individual property owners often have title deeds which extend to the centre line of the road or beyond. An adopted highway is however under the control of the Highway Authority who are responsible for its maintenance and may make alterations it considers appropriate under its statutory powers. Installation of traffic signs falls under those statutory powers.</p> <p>The designers take due care with the positioning of traffic signs to avoid obstructing property windows.</p>

