

**Report to Chief Officer Highways and Transportation**

**Date: 26 February 2019**

**Subject: Proposed 20mph Speed Limit in Leeds City Centre**

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, name(s) of ward(s): Hunslet & Riverside, Little London & Woodhouse and Beeston & Holbeck	
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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, access to information procedure rule number:	
Appendix number:	

**Summary of main issues**

1. The Best City ambition for Leeds is to improve life for the people of Leeds and make our city a better place to live. Alleviating the negative effects of traffic and creating a safer and better environment for pedestrians and cyclists has an important role to play in supporting safe, sustainable and healthy travel and movement and in contributing to the Best City for Community, Best City to Grow Old In and Child Friendly City.
2. This report outlines the case for and seeks approval to undertake the detailed consultation, design and implementation of a 20mph speed limit in Leeds City Centre.

**Recommendations**

- 3 The Chief Officer (Highways and Transportation) is requested to:
  - i) Note to contents of the report;
  - ii) Give authority, subject to consultation, the detailed design and implementation of a scheme to introduce a 20 mph speed limit in Leeds City Centre as shown on drawing number TM-10-2023-GA-01 and associated signing alterations;

- iii) Give authority to advertise and introduce a Speed Limit Order to implement the measures as shown on drawing number TM-10-2023-GA-01;
- iv) Give authority to incur expenditure of £100,000, which comprises of £70,000 works costs, £25,000 Staff fees and £5,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme; and
- v) Give authority to progress and implement signing alterations that are linked to the de-cluttering of the city centre.
- vi) Request the City Solicitor to:

Advertise a draft Speed Limit Order, to introduce a 20 mph speed limit in Leeds City Centre as shown on drawing TM-10-2023-GA-01, and subject to objections, make and seal the proposed changes.

## **1. Purpose of this report**

- 1.1 This report outlines the case for introducing a 20 mph speed limit in Leeds City Centre and seeks approval for the detailed design and implementation of a scheme to introduce these changes as shown on drawing number TM-10-2023-GA-01, and to incur costs of £100,000 for the design, supervision and implementation and inclusive of advertising costs on the drawing numbers outlined in recommendations.

## **2. Background information**

- 2.1 Leeds City Centre is designed around a pedestrianised precinct surrounded by a public transport box, with a one-way loop system on the outside to cater for both the through traffic and vehicular access to the city centre itself. This creates a mixture of conditions, ranging between streets where vehicular movements are extremely restricted to enable access for emergency services and essential deliveries (essentially the pedestrian precinct) to a multi-lane one way busy urban distributor. Parts of the Inner Ring Road, built to a motorway standard, are also routed past the edge of the city centre.
- 2.2 Whilst the issue of the barrier to sustainable and active modes posed by the Loop will effectively be addressed by wider proposals to enable through traffic to bypass the city centre altogether, there is a need to reduce the dominance of traffic and improve pedestrian safety that goes hand in hand with the economic developments and expansion of the city centre. The recent examples of this include the closures of Merrion Street East, Greek Street, Cookridge Street and Call Lane (part time); which have proved popular with users and, in the case of Call Lane, effective in reducing pedestrian casualties associated with the night time economy, indicating the success of pedestrian friendly measures.

- 2.3 The lack of permeability of the expanded city centre to pedestrians contributes to a suppressed demand to access goods, services and facilities with a negative impact on the vitality of the area, or to unsafe crossing behaviour with pedestrians following the desire lines in spite of traffic or against the traffic signals.
- 2.4 Traffic levels are increasing and have reached their highest level since 2007; at the same time there has been an increase in the level of pedestrian and cycling activity on routes into and around the city centre (42% between 2011-14). The growth of sustainable travel choices will be supported through the City Connect project which provides 4km of segregated Cycle Superhighways across the city.
- 2.5 Although the issue of pedestrian casualties in the city centre is complex and subject to multiple causation factors, a city centre 20 mph speed limit would go some way towards redressing the balance in favour of a more pedestrian and cyclist friendly environment and reducing the dominance of traffic, especially in those locations where pedestrian movements cannot be reduced to predictable desire lines that may be catered by the formal crossing provision. The experience of Leeds and other core cities show that a 20 mph speed limit is appropriate in locations with a lot of pedestrian activity and that 20 mph schemes where the speed limit is credible have helped reduce casualties, in particular among vulnerable road users. See appendix 1 with a summary of case studies of city centre 20mph zones in Edinburgh, Bristol and Nottingham.
- 2.6 The bus operators using the public transport box have a guidance travelling speed of 15 mph, however, the legal speed limit is 30 mph. Sections of the box can be used by traffic other than public service vehicles and, with high pedestrian movements and low average speeds in place, this area lends itself to a lower, 20 mph speed limit. The same can be said about other the areas, such as Park Square and around the Calls.
- 2.7 Leeds City Council, along with partners, have developed the Local Public Transport Investment Programme (LPTIP). One of the aims within this programme is to create 21st century interchanges around Vicar Lane, the Headrow and Infirmary Street. The provision of a meaningful and comprehensive city centre 20mph speed limit will complement this part of the programme and will allow greater engineering flexibility in the design process.

### **3. Main issues**

#### **3.1 Design Proposals and Full Scheme Description**

- 3.1.1 The Best City Outcomes indicate that everyone in Leeds should be able to be safe and feel safe, and move around a well-planned city easily. A 20 mph speed limit in the City Centre would help achieve this outcome.
- 3.1.2 The full extent of the zone is detailed on drawing number TM-10-2023-GA-01 and includes:
  - The public transport box

- The Headrow
- Eastgate
- Sections of Call Lane

- 3.1.3 New areas of the City Centre, including Holbeck Urban village, can have the 20 mph speed limit extended as the areas develop.
- 3.1.4 The introduction of a 20 mph speed limit in the city centre will have the added benefit of raising the profile of the lower speed limits and will help make travelling at lower speeds through urban areas more of a social norm.
- 3.1.5 The proposal will not include the City Centre loop within the 20mph zone as this road has a distributory function and is an essential part of the network that serves to carry and circulate the majority of traffic movements around the city centre core. The city centre loop experiences high traffic volumes and has road characteristics that are more in keeping with the existing speed limit. Excluding the loop from the proposed 20mph zone also further emphasises to all road users the change in road characteristics.
- 3.1.6 The proposed Southbank area is not included within this phase of the proposals. It is intended that the 20mph speed limit ambition for this City Centre will eventually encompass this area in the future as and when new development start to commence on site. Officers will work closely with developers as part of the planning process to ensure this ambition is met as this area transforms.
- 3.1.7 Due to regulation changes that took place in 2016, with specific reference to the illumination of certain signs within a 20mph speed limit, there will be an element of decluttering and de-accruing signs as part of the scheme.

## 3.2 Programme

- 3.2.1 It is anticipated that the proposal will be implemented within the 2018/19 financial year.

## 4. Corporate considerations

### 4.1 Consultation and engagement

- 4.1.1 A 20 mph speed limit at the heart of the city will go towards delivering the aspirations forming part of the vision for transport for Leeds, namely
- Creates a place people want to live and work
  - Everyone can access
  - Has a positive effect on people's health and wellbeing
  - Is less harmful on the environment
- 4.1.2 The Leeds Transport Conversation was the largest public consultation and engagement event of its kind to date; the Conversation has identified issues with access within the city centre, especially for cyclists and issues with air quality. 2/3 of respondents felt that there was too much traffic in the city centre and that more priority should be given to making the city centre more

pedestrian and cycle friendly. A meaningful 20 mph speed limit will help achieve the above aspirations.

4.1.3 All Ward Members in the above listed wards were consulted via email dated 7<sup>th</sup> February 2019. To date two responses has been received confirming their general support for the scheme.

4.1.4 A consultation strategy will be devised with the support of colleagues in the Communication Team and will include engagement through various media with statutory consultees and key stakeholders within the city.

## 4.2 **Equality and diversity / cohesion and integration**

4.2.1 Road safety affects everyone, however, certain groups are more likely to suffer the adverse effects of traffic, be it in terms of the likelihood of collision or poorer outcomes if they are involved in a road traffic collision.

4.2.2 The Equality, Diversity Cohesion and Integration Impact Assessment was prepared for 20 mph speed reduction schemes around schools and residential areas and is attached in appendix 2. The assessment identified the following key positive impacts:

- Make it more pleasant and safer to walk and cycle, encouraging a healthier lifestyle
- Improve the quality of life for the local community
- Provide safer passage while crossing the road for all pedestrians, but particularly beneficial for those with a mobility impairment, disabled people, parents supporting pushchairs, and younger and older people

4.2.3 No negative impacts were identified for any of the protected equality characteristics.

4.2.4 The Impact Assessment stresses that the benefits of the schemes far outweigh any potential disadvantages and has not recommended any adjustments to the current process.

## 4.3 **Council policies and best council plan**

4.3.1 The Best City ambition is to improve life for the people of Leeds and make our city a better place. All road safety initiatives, including 20mph schemes, contribute to this ambition by improving the safety and quality of life of Leeds residents by enabling safe pedestrian and cycling journeys in local communities and reducing traffic collisions to make a specific contribution to the Best City for Communities and Child Friendly City ambitions.

4.3.2 Enabling safe and independent journeys was the top one of the 12 wishes expressed by children on how to make Leeds a Child Friendly city. Slower speeds and improvements in road safety will also help make Leeds the Best City to grow old in.

#### 4.4 Resources and value for money

4.4.1 The estimated total cost to implement this scheme is £100,000 which comprises of £70,000 works costs, £25,000 staff fees, and £5,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme.

4.4.2 The delivery of road safety initiatives, including casualty reduction schemes (physical measures), 20mph speed limit schemes, education and training forms part of the programmes for improving road safety contained in the West Yorkshire Local Transport Plan (WYLTP) and through partnership working. Such schemes generally show high value for money both for the direct benefits to road safety and their indirect benefits for active travel and health.

4.4.3 DfT values the prevention of a single fatality at over £1.5million - an equivalent of the total of the Road Safety allocation from the Capital Programme. The prevention value of a serious casualty is estimated at circa £189,519 – an average value per casualty is circa £50,000. Road safety engineering schemes and education represent real value for money, with benefits of the investment continuing to be delivered into the future.

#### 4.4.4 Capital Funding and Cash Flow

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2015 £000's	FORECAST				
			2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 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						
<b>TOTALS</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2015 £000's	FORECAST				
			2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	70.0					70.0	
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	25.0				10.0	15.0	
OTHER COSTS (7)	5.0					5.0	
<b>TOTALS</b>	<b>100.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>90.0</b>	<b>0.0</b>
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2015 £000's	FORECAST				
			2015/16 £000's	2016/17 £000's	2017/18 £000's	2018/19 £000's	2019 on £000's
Government Grant - TP LTP	50.0				15.0	35.0	
Total Funding	50.0	0.0	0.0	0.0	15.0	35.0	0.0
<b>Balance / Shortfall =</b>	<b>-50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>-55.0</b>	<b>0.0</b>

Parent Scheme Number: 99609

Title: LTP Transport Policy Capital Programme

#### **4.5 Legal implications, access to information, and call-in**

4.5.1 There are no legal implications. The report is a key decision and is therefore eligible for Call-In.

#### **4.6 Risk management**

4.6.1 The approach and the type of schemes outlined in this report are intended to deliver long term road safety and casualty reduction benefits. The effectiveness of the schemes in terms of casualty reduction will be monitored, as will the approach to scheme prioritisation and development, in response to emerging accident figures and trends.

4.6.2 Availability of resources, both own and that of partner organisations, will be a significant factor in continuing to deliver casualty reductions.

### **5. Conclusions**

5.1 The City Centre 20mph speed limit will facilitate travel by active modes but also will help knitting the tapestry of 20 mph speed limits around schools and local neighbourhoods into a cohesive whole, helping embed driving at lower speeds through busy pedestrian areas as a social norm.

5.2 The lower speed limit is likely to help reduce pedestrian casualties, especially in those locations where the pedestrian desire lines are currently not met and where pedestrian movements are high.

5.3 Improved balance of movement will aid the aspiration of developing the city centre out of its current boundaries and reflect recent developments in retail and hospitality business, the creation of the Education Quarter and the wider South Bank strategy, including walking and cycling routes.

### **6. Recommendations**

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

- i) Note to contents of the report;
- ii) Give authority, subject to consultation, the detailed design and implementation of a scheme to introduce a 20 mph speed limit in Leeds City Centre as shown on drawing number TM-10-2023-GA-01 and associated signing alterations;
- iii) Give authority to advertise and introduce a Speed Limit Order to implement the measures as shown on drawing number TM-10-2023-GA-01;

iv) Give authority to incur expenditure of £100,000, which comprises of £70,000 works costs, £25,000 Staff fees and £5,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme; and

v) Give authority to progress and implement signing alterations that are linked to the de-cluttering of the city centre.

vi) Request the City Solicitor to:

Advertise a draft Speed Limit Order, to introduce a 20 mph speed limit in Leeds City Centre as shown on drawing TM-10-2023-GA-01, and subject to objections, make and seal the proposed changes.

## **7. Background documents<sup>1</sup>**

7.1 None.

## **8. Appendices**

8.1 Appendix 1 - 20mph Case Studies

8.2 Appendix 2 - Equality, Diversity, Cohesion and Integration Impact Assessment

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<sup>1</sup> The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.



## **Appendix 1**

### **20mph Case Studies**

#### **Case Study 1 – Edinburgh**

An area-wide pilot using signs-only approach was trialled across south-central Edinburgh. The area size seems comparable to some larger schemes introduced or proposed in Leeds, e.g. Garforth or Roundhay.

Speed reductions and coverage:

The area contains a mix of 20 mph and 30 mph speed limits. Around 40% of streets within the pilot area remain at 30mph. The remaining 60% of streets, where average speeds were below 24mph before the 20mph speed limit was introduced, saw average speed reductions of around 2mph (from 22.8mph to 20.9mph); it was noted that speeds have increased on some streets and on others there was no change.

75% of the surveyed 20mph streets continue to have average vehicle speeds in excess of 20mph, in most streets speeds remain lower than 24mph, and the DfT threshold recommended for the effective operation of 20mph Limits. Speeds after implementation also reduced on the 20 locations that remained with a 30mph limit, though the average fall was only 0.8mph (to 25.4mph), less than the fall witnessed across 20mph limit streets.

Four locations included in the 20 mph speed limit continued to have average speeds at or above 24mph, despite a drop of 0.7mph to 3.6mph. It is now proposed to treat these locations with a mixture of traffic calming, signage and speed indicating devices.

For locations where speeding traffic remained a pressing concern, additional signs or surface markings were installed. A mobile VAS sign was also used for a period of two-to-three weeks.

Edinburgh Council seeks to create a process to enable the development of a timetable and criteria for the city-wide implementation of 20mph speed limits, including a consideration of which streets are to be considered for a suite of permanent engineering measures (i.e. streets with high numbers of road traffic incidents or high traffic volumes or average speeds); as well as seeking approval from the Scottish Government for a citywide 20mph Traffic Regulation Order.

## Case Study 2 – Bristol

The 20mph pilots in Inner South and Inner East Bristol have been funded and delivered through the Cycling City Project and the Active Bristol programme. They cover some 500 roads and 30,000 households. The aim was to encourage more walking, more cycling, and more independent mobility for children and elderly in the City, to reduce risk and severity of road casualties and to help create pleasant people-centred streets and public space.

The Bristol pilots were designed as 'signs only 20mph' without expensive physical measures for traffic calming. The pilots were underpinned by a joint communications campaign delivered by Bristol City Council and NHS Bristol working in partnership with local community groups, local schools, and with support from Avon and Somerset Constabulary. The main publicity has been through leaflets, posters, articles in local newsletters and some mass media coverage (which Leeds is now also going to do). The experience of delivering the pilots suggests that clear communications, which explain the case for 20mph and that feature local people, dispel the many myths about 20mph and are critical to building the culture change that the vast majority of local people say they want to see.

### Speed and casualty reductions

The overall results of the pilots show that 'signs only' 20mph has been accompanied by a small but important reduction in daytime vehicle speeds (average) and an increase in walking and cycling counts, especially at weekends. The average reduction in speeds, achieved on 65% of roads, was between 0.9 and 1.4mph. The mean average speed across all roads has dropped to 23mph and under between 7am through to 7pm, but on only 18 roads the average speeds recorded were consistently below 24 mph.

The number of overall casualties in the first 12 months fell by 5 in the Inner East Area but increased by 8 in the Inner South area.

A key issue identified in the pilots is the need to distinguish between streets with shops, schools, and homes, where pedestrian activity is currently suppressed, versus arterial routes where speed has a less significant effect on communities.

Bristol has committed just under £200,000 of capital funding against just over £2,000 000 of revenue funding to the provision of 20mph speed limits.

### **Case Study 3 – Nottingham**

The area wide Sherwood 20mph limit was the first to be introduced in the city following the signs-only approach. The pilot reported a reduction in average speeds of just over 1 mph from 22.2mpg to 21.1 mph. The roads which had mean speeds recorded at 25mph remained within a 30mph speed limit.

At the same time, there was a slight reduction in the number of accidents. The average annual casualty figure before implementation of the 20 mph speed limit on these roads was 9.4 casualties, including 1.7 serious. In the 12 months after implementation 8 casualties were recorded, all of them slight.

**Appendix 2**

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. In all appropriate instances we will need to carry out an equality, diversity, cohesion and integration impact assessment.

This form:

- can be used to prompt discussion when carrying out your impact assessment
- should be completed either during the assessment process or following completion of the assessment
- should include a brief explanation where a section is not applicable

<b>Directorate:</b> City Development	<b>Service area:</b> Highways and Transportation
<b>Lead person:</b> Mary Levitt-Hughes	<b>Contact number:</b> 0113 2477515
<b>Date of the equality, diversity, cohesion and integration impact assessment:</b> 17 April 2012	

**1. Title:** 20mph Speed Reduction Schemes Around Schools

Is this a:

**Strategy**   
  **Policy**   
  **Service**   
  **Function**   
  **Other**

Is this:

New/ proposed   
  Already exists and is being reviewed   
  Is changing

(Please tick one of the above)

**2. Members of the assessment team:**

Name	Organisation	Role on assessment team
Mary Levitt-Hughes	Principal Project Officer, Technical Support	Equality Lead
Lisa Powell	Performance & Improvement Manager	Equality Support
Gurdip Bahi	Transport Policy	Transport Planner
Philippe Nirmalendran	Traffic Management	Traffic Engineer
Gary Pritchard	Traffic Management	Traffic Engineer
Kasia Szczerbinska-Speakman	Strategy and Policy	Access and Mobility Officer
Peter Morris	Highways Design & Construction	Trainee Engineer
Sean Hewitt	Highways Design & Construction	Group Engineer

Christopher Way	Traffic Management	Traffic Engineer
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### 3. Summary of strategy, policy, service or function that was assessed:

The approach to 20mph speed limits has been evolving in line with changes to the guidance regulation from the DfT and regularly reported to Lead Members and was considered further in 2009 by Lead Members and Leader Management Team. Subsequently a review of such measures was instigated. This review has focused on a particular interest in lower speed limits in the vicinity of schools, changes to the DfT guidance and the costs benefits of the programme.

The review of 20mph Zones and Limits has given regard to the following issues:

- Member / stakeholder views and aspirations
- increasing pressure on resources;
- the forthcoming preparation of the third Local Transport Plan;
- the need to effectively target casualty reduction;
- reducing Rates of Return of 20 Zones as presently configured;
- the future role of Home Zones; and
- the need to continue demonstrating value for money.

As a result of this review the following actions were suggested as a way forward:

- i) That the principle of utilising 20 mph speed limits as a core part of the casualty reduction strategy for local communities and neighbourhoods continues to be supported.
- ii) That the principle of incorporating schools into 20 Zones or Limits is endorsed and that where there is a record of road injuries in the vicinity such schemes may be prioritised for Local Transport funding. Elsewhere if transport funding criteria are not achieved such measures will be a matter for local discretion, community priorities and funding.
- iii) To consider a small project comprising 20 Limits in the environs of 10-20 schools, identified on the basis of road injury records, for piloting a school based approach based on sites with an identified road injury record.
- iv) Review present proposals for 20 Zones to see if the alternative 20 Limit approach could deliver equally effective schemes at a lower and more affordable cost, so that the results can be used to inform the treatment of these areas and stretch the coverage of future 20 mph programmes.

The above actions were approved by LCC Corporate Leadership Team and a pilot of 6 schemes have been completed with a further tranche being progressed. Ongoing annual programmes will be progressed in line with the approved strategy and this Equality assessment.

## **Regulation Changes**

Recent changes to the DfT regulations that came into effect in November 2011 allow 20mph 'Schemes' to be implemented. The new guidance encourages local authorities to introduce more 20 mph speed limits and 20mph zones, and clearly highlights a more flexible approach in the use of 20 mph speed limits. In particular 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 then 20 mph speed limits or 20mph zones are recommended for introduction.

These changes allow us to:

- Create larger 20mph speed limit areas without features where speeds are already low.
- Create 20mph Zones with a minimum number of features. These are now only installed where we have high speeds or an number of injury accidents. The type of feature used is left to the designer to identify based on the site conditions etc.
- Effect use of budget to install more 20mph schemes for our money.

## **20mph Zones**

20 mph Zones comprise of traffic calming features and signs and were previously considered appropriate where excessive speeds occurred and where measures were needed to keep speeds at or below 20mph. The regulations for zones required physical features at frequent intervals, even where the features were not needed for safety at all the locations within the zone, increasing the cost of zones but without necessarily bringing commensurate benefits.

## **20mph Limits**

20mph Limits were introduced by the erection of signs and road markings. These are regarded as most appropriate where speeds were already relatively low and further traffic calming features were not needed. Also, they were intended for very small areas, typically of one or two streets.

## **4. Scope of the equality, diversity, cohesion and integration impact assessment**

(complete - 4a. if you are assessing a strategy, policy or plan and 4b. if you are assessing a service, function or event)

### **4a. Strategy, policy or plan**

(please tick the appropriate box below)

The vision and themes, objectives or outcomes

The vision and themes, objectives or outcomes and the supporting guidance	<input type="checkbox"/>
A specific section within the strategy, policy or plan	<input type="checkbox"/>
<p><b>Please provide detail:</b></p> <p>The ambition for Leeds City Council is that all schools across the city will have a 20 mph speed limits in place and this aim is supported by the Local Transport Plan's (LTP3) 2 key objectives highlighted below:</p> <ol style="list-style-type: none"> <li>1. <b>Economy.</b> To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region.</li> <li>2. <b>Low-Carbon.</b> To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans.</li> <li>3. <b>Quality of Life.</b> To enhance the quality of life of people living in, working in and visiting West Yorkshire.</li> </ol> <p>To help deliver the above objectives the following LTP3 "proposals" are applicable to the 20mph schemes:</p> <ul style="list-style-type: none"> <li>• <b>Proposal 7</b> - Implement a targeted programme of travel behaviour change including marketing, information, education and support activities.</li> <li>• <b>Proposal 9</b> - Provide tailored education and training to support habitual behaviour change to more sustainable travel modes.</li> <li>• <b>Proposal 17</b> - Develop a new model for transport planning at a community level to enhance local accessibility.</li> <li>• <b>Proposal 18</b> - Improve safety and security, seeking to minimise transport casualties</li> <li>• <b>Proposal 22</b> - Define, develop and manage networks and facilities to encourage cycling and walking.</li> </ul>	

<p><b>4b. Service, function, event</b> please tick the appropriate box below</p>	
The whole service (including service provision and employment)	<input checked="" type="checkbox"/>
A specific part of the service (including service provision or employment or a specific section of the service)	<input type="checkbox"/>
Procuring of a service (by contract or grant) (please see equality assurance in procurement)	<input type="checkbox"/>
<p><b>Please provide detail:</b></p>	

## **5. Fact finding – what do we already know**

Make a note here of all information you will be using to carry out this assessment. This could include: previous consultation, involvement, research, results from perception surveys, equality monitoring and customer/ staff feedback.

### **Casualty Reduction**

In terms of road casualties around schools, research over several years has shown that over 90% of injuries to children on the school journey occur beyond the vicinity of the school. Analysis of the casualty data indicates, using a five year average, shows that around 25% of all child casualties (approx 93 annually) occur during the times of a school journey.

### **School Assessment Process**

The primary objective of 20mph schemes has always been casualty reduction. Therefore the prioritisation of the programme has been based on the recorded injury accidents. To allow for the varying sizes of the zones the overall area of the zone or the length of road covered by the proposed zone has been used to establish the accidents per km<sup>2</sup> or per km, and ranked accordingly.

The areas are identified using main and primary roads as natural boundaries and can therefore vary in size.

Following the introduction of the school 20mph pilot. All the remaining schools and their surrounding residential areas have been included into the assessment process and have now been ranked on the number of injury accidents per km<sup>2</sup>. This has been done as an interim measure and soon we will have the information based on accidents per km.

Given that the number of casualties are reducing as more and more zones are treated it is proposed to develop this process by establishing a scoring system to factor in other benefits or element which are present in the areas such as.

- Number of schools pupils
- Community centres
- Other vulnerable users centres in the area
- Shops and high streets
- Contributions from external funding.
- Population

The current process will be used to formulate the programme for this financial year (2012/13) and the revised process will identify the programme for future financial years.

### **Design Process**

- Investigate speed surveys and accident data
- Determine possible extent of 20mph limit/zone
- Onsite investigation of existing conditions/environment
- Determine costs of draft proposals
- Initial consultation



- Report to Highways and Transportation Board for approval to advertise the necessary Traffic Regulation Order (TRO)
- Introduce scheme if no resolved objections received\*
- Monitor effects e.g. carry out further speed surveys and accident studies

Where possible the Road Safety's School Travel Team go into schools prior to scheme implementation to give a presentation to the children about the 20mph and raise awareness and promote the schemes.

**Are there any gaps in equality and diversity information**

None

**Action required:**

Ongoing monitoring of schemes, by using speed surveys and accident statistics

**6. Wider involvement – have you involved groups of people who are most likely to be affected or interested**

Yes

No

**Please provide detail:**

The following stakeholders are consulted prior to the implementation of the 20mph schemes.

- Emergency Services
- Metro
- Ward Members
- Schools
- Local residents
- Parish Councils (if applicable)

**Action required:**

None

**7. Who may be affected by this activity?**

please tick all relevant and significant equality characteristics, stakeholders and barriers that apply to your strategy, policy, service or function

**Equality characteristics**

Age

Carers

Disability

Gender reassignment

Race

Religion or Belief

Sex (male or female)

Sexual orientation

Other

**Please specify:** Social class may be more affected as they are more likely to live near busy roads and walk or use public transport.

**Stakeholders**

Services users       Employees       Trade Unions  
 Partners       Members       Suppliers  
 Other please specify

**Potential barriers.**

.....  
 Built environment       Location of premises and services  
 Information and communication       Customer care  
 Timing       Stereotypes and assumptions  
 Cost       Consultation and involvement  
 specific barriers to the strategy, policy, services or function

**Please specify**

**8. Positive and negative impact**

Think about what you are assessing (scope), the fact finding information, the potential positive and negative impact on equality characteristics, stakeholders and the effect of the barriers

**8a. Positive impact:**

Making 20mph the normal speed limit would:

- 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
- Reduce [pollution and noise](#).
- Improve quality of life for the local community
- 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
- Greater independence and choice for children travelling to school

**Action required:**

None

**8b. Negative impact:**

- There is a slight reduction in air quality when speed limits are reduced, however, this is offset by the potential reduction in fatal accidents as a consequence of reduced speeds and safety features introduced as part of 20 mph zones/limits
- Perceived displaced traffic may increase congestion on other roads, although the level of displacement would differ for every scheme and assessing this would be costly without necessarily bringing commensurate benefits.
- Potential noise increase, due to the reduction in vehicle speeds, although this is compensated by improving road safety for pedestrians and potentially only an issue at the beginning and end of the school day
- Journey times may be increased very slightly within the relatively small area of the scheme, however, every measure is taken to ensure that this is minimal by working closely with Metro to lessen the impact on commuters on buses.
- Speed calming features may have a slight impact on emergency services, though this is mitigated by ensuring that the appropriate features are used as part of the scheme design process
- Increases future maintenance costs, particularly for raised features e.g. speed cushions, road markings

**Action required:**

None

**9. Will this activity promote strong and positive relationships between the groups/communities identified?**

Yes

No

**Please provide detail:**

The introduction of 20mph schemes will have a beneficial affect in the localised area as it will provide a safer environment for the local community.

**Action required:**

None

**10. Does this activity bring groups/communities into increased contact with each other (e.g. in schools, neighbourhood, workplace)?**

**Yes**

**No**

**Please provide detail:**

Improves community safety and makes it more of a social event as it encourages parents and children to walk or cycle to school.

**Action required:**

None

**11. Could this activity be perceived as benefiting one group at the expense of another?**

**Yes**

**No**

**Please provide detail:**

It may be perceived that the schemes have a more positive impact on pedestrians and cyclists over motorists. However, the reduction in road casualties has a beneficial affect on all three groups.

**Action required:**

None

**12. Equality, diversity, cohesion and integration action plan**

(insert all your actions from your assessment here, set timescales, measures and identify a lead person for each action)

<b>Action</b>	<b>Timescale</b>	<b>Measure</b>	<b>Lead person</b>
Monitoring of schemes, by using speed surveys and accident statistics	Ongoing	Accident reduction	Paul Foster

**13. Governance, ownership and approval**

State here who has approved the actions and outcomes from the equality, diversity, cohesion and integration impact assessment

Name	Job Title	Date
Gwyn Owen	Project Manager, Transport Policy	14/05/12
Howard Claxton	Traffic Engineering Manager	14/05/12

**14. Monitoring progress for equality, diversity, cohesion and integration actions** (please tick)

- As part of Service Planning performance monitoring
- As part of Project monitoring
- Update report will be agreed and provided to the appropriate board  
Please specify which board
- Other (please specify)

**15. Publishing**

<b>Date sent to Equality Team</b>	
<b>Date published</b>	