



Report to the Chief Officer (Highways & Transportation)

Date: 13 August 2019

Subject: Leeds Road, Allerton Bywater – additional traffic calming Objection report

Capital Scheme Number: 32622 / 000 / 000

Are specific electoral wards affected? If yes, name(s) of ward(s): Kippax & Methley	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Has consultation been carried out?	<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
Will the decision be open 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

1. Main issues

- The scheme referenced in this report aim to address local concerns over the number of damage only road traffic accidents on Leeds Road, Allerton Bywater, by supplementing the existing traffic calming measures to reduce vehicle speeds through these locations. This was approved as part of the Traffic Management Capital funding report 2019/2020
- The associated Section 90c of the Highways Act 1980 was advertised between 14th June 2019 and 12th July 2019, which subsequently received two objections that raised several points. This report seeks approval to over-rule these objections.

2. Best Council Plan Implications

- The Best Council Plan 2019-2020 outlines how Leeds City will achieve the vision to become the best city in the UK. The plan highlights the aim to improve the safety of transport connections. This scheme meets these objectives by delivering a traffic management scheme to assist inter-visibility between drivers and pedestrians, assist driver and pedestrian movements and create a safer environment for all road users.

3. Resource Implications

- The budget for this scheme was approved and made available from the Traffic Management Capital budget

Recommendations

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

- a) Note the contents of the report;
- b) Consider and over-rule the objection to the Highways Act 1980 Section 90c, and;
- c) 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 The report details objections received to an advertised 90c for additional traffic calming features on Leeds Road, Allerton Bywater
- 1.2 The report requests that this objection and the accompanying recommendation are considered and over-ruled accordingly.

2. Background information

- 2.1 In the early 2000s a system of traffic calming was introduced in Allerton Bywater, to reduce vehicle speeds in the area in line with the then 30mph speed limit.
- 2.2 To address poor sight lines due to the proximity of the adjacent terraced homes and a spike in accidents at the junction of Leeds Road/Station Road with Park Lane, the junction arrangement was changed from a T Junction to a mini roundabout.
- 2.3 Following the introduction of these measures Road Traffic Collisions (RTCs) were reduced, however, damage only incidents continued to occur at two locations;
 - An 'S' bend present between Westfield Grove and Doctors Lane, which originally did not have traffic calming provided through it as it was believed the natural geometry of the road would reduce vehicle speeds. However, damage only collisions occurred and resulted in some vehicles leaving the highway into the adjacent field.
 - At the junction of Leeds Road with Park Lane, whilst the change in layout has reduced the number of injury RTCs (none have occurred since 2016), damage only incidents have persisted. Information passed on by the police indicated that they have been in relation to motorists not giving appropriate due care and attention at the junction and proceeding as if there are no give way priorities at the junction and travelling at an inappropriate speed for the conditions.
- 2.4 Mean vehicle speeds taken through these sections have been higher than the current 20mph speed limit (approx. 29mph)
- 2.5 The issues surrounding these locations were raised by the Local Ward Members and by the Allerton Bywater Parish Council, who requested we look to make changes to the area to aid in prevention of further RTC. Upon review it was agreed

that additional traffic calming would be preferable at both locations to reduce vehicle speeds.

3. Main issues

3.1 Design Proposals and Full Scheme Description.

3.1.1 Advertisement of the 90c took place between 14th June 2019 and 12th July 2019. This advertisement attracted 2 objections.

3.1.2 The objections and accompanying officer comments and recommendation are detailed in Appendix A to this report.

3.2 Programme

3.2.1 It is anticipated that the proposal will be designed and implemented within the 2019/2020 financial year.

4. Corporate considerations

4.1 Consultation and engagement

4.1.1 Representatives from the Parish Council and the Local Ward Members attended a meeting in July 2018 to discuss the road traffic collisions and decide upon a course of action. During the meeting provisional locations were devised for additional traffic calming features along Leeds Road.

4.1.2 Allerton Bywater Ward Members, The Allerton Bywater Parish Council, Emergency Services and the West Yorkshire Combined Authority were all consulted by email on in July 2018. Ward Members were supportive of the proposed highway works. No adverse comments were received from the Emergency Service and as there are no bus routes within the scope of the works for the West Yorkshire Combined Authority to have any adverse comment.

4.1.3 Local residents directly affected by proposed changes were consulted by letter drop in early August 2018, with no adverse comments being received.

4.1.4 The general public were consulted via notices on street lighting columns during the public advertisement phase, along with an advert in the Yorkshire Post newspaper and also on Leeds City Council's webpage in June 2019.

4.1.5 Road Safety Audit; A combined Stage 1-2 Road Safety Audit on the proposed off-site highway works has been requested as part of the design process and any recommendations will be addressed via the designers response before progressing the detailed design.

4.1.6 The Local Ward Members and Parish Council remain in support of the existing junction arrangements and continue to support the introduction of the additional traffic calming in the area to further reduce vehicle mean speeds.

4.2 Equality and diversity / cohesion and integration

4.2.1 Implementation of this scheme will provide a safer environment for members of the public, especially the elderly, infirm and Children whom travel along this route to the local amenities and schools by further reducing mean vehicle speeds.

4.3 Council policies and the Best Council Plan

4.3.1 The proposals contained in the report have no implications for the council constitution.

4.3.2 By providing a safer road environment helps to achieve Leeds' ambition to become the Best City by reducing the number of pedestrians killed or seriously injured on the city's roads, by fostering links between the communities and local facilities, especially where the highway forms a considerable barrier, and by enabling more sustainable travel choices for local journeys, including for new developments within the city.

4.3.3 Environmental Policy: The proposals contained in this report have no implications on the Policy.

4.3.4

Local Transport Plan 3: **Strategic Approaches:**

Travel Choices:

P10. Promote the benefits of active travel.

Connectivity:

P18. Improve safety and security

P22. Develop networks and facilities to encourage cycling and walking.

Climate Emergency

4.3.5 This scheme will contribute to a safer road environment within the locality, by reducing mean vehicle speeds and thus promoting more sustainable forms of transport.

4.4 Resources, procurement 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 traffic calming works as advertised cannot be completed. The benefits outlined in the Design & Cost report would not be achieved.

5. Conclusions

5.1 Over-ruling this objection will allow the provision of a package of measures noted in this report will provide a safer environment in Allerton Bywater thus encouraging more sustainable travel behaviours for all users.

6. Recommendations

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

- i) Note the contents of the report;
- ii) Consider and over-rule the objection to the Highways Act 1980 Section 90c, and;
- iii) 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

Number of objections	Objector comments	Highways & Transportation comments
1	The Objector states that the proposed traffic calming measures are at odds with the Climate Emergency and discourage sustainable forms of transport	Whilst a Climate Emergency has been declared, the introduction of traffic calming is not in opposition to this. The introduction of traffic calming is a proven engineering technique to reduce average vehicle speeds and improves road safety. With lower vehicle speeds in an area this in turn promotes a safer environment for all road user, including pedestrians and cyclists and can help to encourage those modal shifts towards more sustainable transport within an area.
1	The Objector states that making the road surface level with footpaths there is nothing of any significance to stop vehicles encroaching onto the footway	The traffic calming promoted in this scheme are speed cushions and sinusoidal road humps which are not kerb to kerb features. However in our experience with the introduction of kerb to kerb features elsewhere in the district, that motorists do not encroach onto the footway whilst driving and that such features have benefit where required. We will monitor the introduction of any traffic calming feature following its introduction for an issues that require remedial action.
1	The Objector states that Speed Cushions and buildouts are potentially deadly for cyclists due to predicting behaviour of drivers around these obstacles	It would be expected that any motorist travelling along a section of road traffic calming features to pay attention enough to their surroundings to make note of any potential hazards (traffic calming, other road users), adjust their speed and direction appropriately in line with the basic requirements of a motorist, passing any cyclist with the required minimum 1.5m distance. No buildouts are provided as part of this scheme.
1	The Objector states that traffic calming is bad for buses and bus patrons and if we have consulted with the local bus services.	The type of traffic calming chosen conforms with all current legislation on traffic calming and its use on the public highway as well as Department For Transport guidance for traffic calming along a bus route. The West Yorkshire Combined Authority (WYCA) have been consulted upon the proposals and support any introduction which improves road safety throughout the area.

1	The Objector believes speed cameras should be installed and all existing traffic calming removed.	<p>Since the introduction of the various traffic calming schemes and 20mph zones within the Allerton Bywater area, there has been an overall reduction in mean speeds, as such there are no plans to remove features.</p> <p>The City Council, together with the other West Yorkshire Authorities, the West Yorkshire Police and the Magistrates Courts have formed the West Yorkshire Casualty Reduction Partnership. The Partnership has been charged with the identification, provision, erection and management of all speed control safety cameras throughout the West Yorkshire area, as such any such speed camera requests would need to be direct to them directly. Details for requesting a camera and details of the strict criteria for the installation of speed cameras can be found on their website http://www.safetycameraswestyorkshire.co.uk Details of the criteria are as follows;</p> <p>For General Fixed Cameras At least 4 accidents causing death or serious injury in the previous 5 complete years prior to commissioning of the site. And A score of at least 36 points per km if the speed limit is 40mph or less and 30 points per km if the speed limit is over 40mph. And Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph.</p> <p>Upon review of the accident and speed statistics we hold within the area against the criteria provided by the WYCRP, Leeds Road would not meet the criteria for the introduction of a Fixed Camera site.</p>
1	The Objector states that the existing traffic calming features are not slowing all vehicles within the twenty zone.	Traffic calming is introduced to reduce the average speeds of motorists in a traffic calmed area in line with the speed limit, which since the introduction of the traffic calming/twenty zones in Allerton Bywater, there has been an overall reduction in mean vehicle speeds. However there will always be an element

		<p>of motorists who choose to exceed the speed limit, these motorists must be dealt with by the Local Roads Policing teams who have the powers to undertake enforcement action. In line with such we can only recommend that if you have concerns over the compliance with the existing speed limit that you contact your local Roads Policing unit.</p>
1	<p>The objector believes that the junction should be returned to its original T junction layout which would solve the problem.</p>	<p>The predominant issue at this junction is a lack of sight lines due to the positioning of the terraced housing, which cannot be fully resolved through engineering methods and can only be mitigated through alterations to the junction arrangement.</p> <p>Previously when the junction was a T-junction motorists on Park Lane had to give way to Main St/Leeds Road, which required them to monitor two directions before undertaking their manoeuvre, unfortunately due to a combination of poor visibility and vehicle speeds this resulted in a number of injury RTCs including a serious injury collisions and numerous damage only.</p> <p>This poor road safety history lead to the change in junction arrangement from a T-junction to the proven safer junction type of a mini roundabout, which gives no arm priority and requires motorists to slow and give way to traffic already on the roundabout and those on their right.</p> <p>Following the change the number of RTC's fell considerably, with no RTC resulting in injury since 2016.</p> <p>Whilst some damage only collisions have still occurred at this location, these have been due to a combination of inappropriate speed for the conditions and failure to give way – as such it is proposed to further regulate vehicle approach speeds.</p>

Appendix 1

Equality, Diversity, Cohesion and Integration Screening



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: City Services	Service area: Traffic Management
Lead person: Chris Procter	Contact number: 3787501

1. Title: Leeds Road Traffic Calming
Is this a:
<input checked="" type="checkbox"/> Strategy / Policy <input type="checkbox"/> Service / Function <input type="checkbox"/> Other
If other, please specify:

2. Please provide a brief description of what you are screening
We are screening the introduction of additional traffic calming on Leeds Road, Allerton Bywater to aid in the reduction of vehicle speeds

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	X	

equality characteristics?		
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
<p>If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.</p> <p>Please provide specific details for all three areas below (use the prompts for guidance).</p> <ul style="list-style-type: none"> • 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) <p>Each individual scheme will require an individual EDCI to highlight specific positive and negative impacts, however for the purpose of this screening general impacts have been identified</p> <p>Numerous individual scheme consultations will be carried out with local Councillors, emergency services and the general public to make everyone aware of the various scheme proposals, the aims of the proposals in terms of improving general road safety and reduce the number of personal injury accidents in the respective areas.</p> <p>Additional consultation/engagement will also take place on certain schemes by means of the legal advertisement of the Traffic Regulation and Movement Orders, all of which will be displayed in the local media and on street by means of a public notice.</p> <ul style="list-style-type: none"> • 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)

The various schemes listed in the Traffic Management Programme for 2018/19 will provide positive impacts to all road users, especially those with mobility issues, young and old people by;

Positive Impacts:

- Providing a safer environment for members of the public, especially children travelling to and from the schools area and improving the situation for the residents and businesses in the areas of the various schemes;
- Further reducing mean vehicle speeds in line with the existing 20 mph zone

The various scheme proposals may have also provide negative impacts on road users by,

Negative Impacts:

- The introduction of additional traffic calming may cause a slight increase in road noise as vehicles pass over this

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

Any negative impact is offset by the positive impacts of reducing mean vehicles speeds and promoting a safer road environment.

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:	
Date to complete your impact assessment	
Lead person for your impact assessment (Include name and job title)	

6. Governance, ownership and approval

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

Name	Job title	Date
Nicholas Hunt	Traffic Engineering Manager	August 2019

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	August 2019
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Date sent to Equality Team	March 2019
Date published (To be completed by the Equality Team)	