

Report to the Chief Officer (Highways and Transportation)

Date: 16 December 2015

Subject: 2014/ 2015 20mph schemes – Westerton & Blackgates Primary Schools

Capital Scheme Number : 32150

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Ardsley and Robin Hood	<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 A major Part of the Best City ambition is to improve life for the people of Leeds and make our city a better place to live. The provision of twenty miles-per-hour (20 mph) speed limits contributes to this ambition by improving the safety and quality of life of Leeds residents by enabling safe pedestrian and cycling journeys in local communities. They also help reduce traffic collisions to make a specific contribution to the Best City for Communities and a Child Friendly City.
- 2 As part of the ongoing 20mph schemes programme, following guidance and recommendations from the Department for Transport (DfT), this report seeks approval to introduce a 20mph zone in West Ardsley.
- 3 Following approval of a report to the Chief Officer (Highways and Transportation) in August 2014, Speed Limit Order (No 24) 2014 was advertised on site which attracted one objection. This objection stated that flaws in the original approval and subsequent advertisement could leave the scheme open to a legal challenge.
- 4 It is now intended to abandon the scheme as previously advertised and this report seeks a revised approval and authority to readvertise and progress the scheme.

Recommendations

- 5 The Chief Officer (Highways and Transportation) is requested to:
- i) Authorise, subject to public consultation, the detailed design and implementation of a scheme to introduce a 20 mph zone in West Ardsley as shown on drawing number TME/3/2/604.5;
 - ii) Note the expenditure of £26,000, which comprises of £18,000 works costs, £6,000 Staff fees and £2,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme approved in the previous report dated 5 August 2014.
 - iii) Request the City Solicitor to:
 - a) advertise a draft Speed Limit Order, to introduce a 20 mph zone in West Ardsley, as shown on drawing number TME/3/2/604.5;
 - b) advertise a draft Traffic Regulation Order to introduce a formal restriction, on the existing School Keep Clear markings outside Westerton and Blackgates Primary Schools as shown on drawing number TME/3/2/604.5 and, subject to consultation and detailed design, a waiting restriction on one side of Westerton Road; and
 - c) advertise a notice under Section 90c of the Highways Act 1980 to provide traffic calming measures as shown on the drawing number TME/3/2/604.5.

1 Purpose of this report

- 1.1 To seek approval for the implementation of a scheme which introduces a 20 mph zone in West Ardsley as shown on drawing number TME/3/2/604.5;
- 1.2 To seek approval to advertise a draft Speed Limit Order (SLO) and draft Traffic Regulation Order (TRO) and if no valid objections are received, to make and seal the SLO and TRO as advertised.

2 Background information

- 2.1 As part of the national approach to speed management the DfT has guidance on 20mph schemes and setting local speed limits. The provided guidance encourages local authorities to introduce more 20mph speed limits and 20mph zones and clearly highlights a more flexible approach in the use of 20mph speed limits, particularly 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.

- 2.2 The objective of such schemes is to enhance the local environment by reducing vehicle speeds to create a safer road environment for all, but with a particular emphasis on children. Introducing 20mph zones in the vicinity of schools and their surrounding residential areas, may also encourage children to engage in walking and cycling both to school and generally.
- 2.3 The 20 mph schemes programme is now a well-established element of Leeds City Council's programme of road casualty reduction and sustainable travel in residential areas.
- 2.4 DfT figures indicate that 20mph speed limits / zones where there are proven safety issues give good rates of return and can typically pay for themselves within 2 years. With this in mind, LCC undertaken a sustained programme of works to tackle those sites with a quantifiable accident record.
- 2.5 it is now appropriate to begin to deal with those wider residential areas – especially but not exclusively around schools – where the accident record has not made them a priority in precious phases. These areas will benefit from the safer environment created by a reduced traffic speed and ability to undertake local journeys by more sustainable and healthy modes of travel.
- 2.6 This approach has now been adopted for the current (2015/16) phase of works and beyond and this report details one of the sites that was included in the 2014/15 phase but has, due to objections, been rolled forwards.
- 2.7 The Chief Officer (Highways and Transportation) approved a report on 5th August 2014 to advertise a draft Traffic Regulation Order for a 20mph speed limit.
- 2.8 The draft Order was advertised from the 28th November 2014 to the 5th January 2015 and one objection was received. This objection stated that flaws in the original approval and subsequent advertisement could leave the scheme open to a legal challenge.
- 2.9 A reassessment of the approach and rationale of introducing 20mph zones has taken place. This is now across wider residential areas with the emphasis on sustainable travel as well as maintaining road safety.

3 Main issues

- 3.1 The City Council's ultimate aim is that the majority of residential streets within its district will have a 20mph speed limit by 2020, concentrated around schools and their local residential areas.
- 3.2 Previously sites were prioritised by the number and severity of recorded injury accidents, however the remaining areas now have fewer accidents and therefore the benefits of the 20mph programme is now more focused on improved opportunities for walking, cycling and community cohesion.

- 3.3 It is anticipated that implementation of each individual scheme within the wider project will be complete within the 2015/2016 financial year.
- 3.4 It is also anticipated that the schools will also receive a positive change in the modal shift for the school journey, with parents being encouraged to allow children to walk or cycle to school within a safer road environment.
- 3.5 The impacts of the aforementioned 20 mph limit project will be monitored as part of the wider road casualty reduction programme. The modal shift of the school journey will be monitored via the School Travel Plans and additional surveys where required.

3.6 Design Proposals and Full Scheme Description.

- 3.6.1 The area that is to be included within the 20mph zone is shown on drawing number TME/3/2/604.5, and includes all streets within the boundary.
- 3.5.2 The full extents of these proposals are shown on the attached drawing, which show the boundary of the proposed zones / limits and the lengths which will require traffic calming features.
- 3.5.3 As part of an evidence based approach, a number of lengths within the proposed zone were surveyed for their mean speeds and where it is deemed that the speeds recorded are not at a suitable level of below 24mph, these are proposed to have traffic calming features.
- 3.5.4 Repeater signs are proposed on all zones / limits to highlight the 20mph speed limit. Speed limit terminal signs are proposed at all entrances to the zone.
- 3.5.5 As part of the works to increase safety outside the schools, it is proposed to formalise the existing school keep clear markings outside Westerton and Blackgates Primary School. The times of the restriction will be 8am – 6pm Monday – Friday inclusive.
- 3.5.6 Following a request by a bus operator at a recent meeting of the Leeds Bus Partnership Group, a school time waiting restrictions will be introduced on one side of Westerton Road near the school to assist in providing unhindered access.

3.7 Programme

It is anticipated that the proposal will be implemented within the 2015/ 2016 financial year.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members: Ward Members were consulted by email dated 4 April 2014. 3 members expressed support for the scheme. They also requested the inclusion

of additional streets and recommended using speed cushions. These requests have been incorporated into the scheme.

4.1.2 Emergency Services and Metro were consulted by letter and email dated 8 July 2014. No adverse comments were received.

4.1.3 The general public will be consulted via notices on street lighting columns during the public advertisement phase, along with an advert in the Yorkshire Post newspaper.

4.2 Equality and Diversity / Cohesion and Integration

4.2.1 A full Equality, Diversity / Cohesion and Integration impact assessment has been carried out for 20mph schools schemes and is attached as Appendix 1.

4.2.2 Positive Impact: Making 20mph the normal speed limit would:

- 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
- 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 noise pollution.
- Improve quality of life for the local community

4.2.3 Negative Impact: Making 20mph the normal speed limit would:

- Have the potential to provide a slight increase in vehicle emissions due to lower speeds. It is expected there will be a reduction of between 1- 2mph for the average speeds across the zone and that the potential air quality implications will be negligible and offset due to more uniform driving behaviour and potential increased modal shift to more sustainable travel choices.

4.3 Council Policies and City Priorities

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 where needed and justified, the ongoing 20mph zone programme is helping to achieve Leeds' Best City ambition 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 reduction in speed limit to 20mph will not have any significant impact on carbon emissions, air pollutants should remain similar to that of 30mph.

- 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.
- 4.3.5 Transport Policy Approval: The design instruction for this scheme was received in April 2014 and the proposed scheme is approved in principle by Transport Policy.

4.4 Resources and Value for Money

- 4.4.1 The estimated total cost to implement this scheme is £26,000, which comprises of £18,000 works costs, £6,000 Staff fees and £2,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme.

4.5 Capital Funding and Cash Flow

- 4.5.1 The expenditure of £26,000, which comprises of £18,000 works costs, £6,000 Staff fees and £2,000 legal fees was approved in the previous report dated 5 August 2014.

Parent Scheme Number: 99609

Title: LTP Transport Policy Capital Programme

- 4.5.2 There should be no additional revenue costs as a result of this capital scheme.

4.6 Legal Implications, Access to Information and Call In

- 4.6.1 The scheme is in the Annual Programme and subject to resolving any objections received it is anticipated to be completed within the 2015/2016 financial year.

4.7 Risk Management

- 4.7.1 If no action was taken then access to the schools for pedestrians and cyclists will not improve and the potential of injury to pedestrians and cyclists will not be addressed.

5 Conclusions

- 5.1.1 The provision of this 20mph scheme will contribute to the Councils ambition by improving the safety and quality of life of Leeds residents by enabling safe pedestrian and cycling journeys in local communities. It will also provide a safer environment around the school and residential areas thus encouraging more sustainable travel behaviours for all users.

6 Recommendations

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

- i) Authorise, subject to public consultation, the detailed design and implementation of a scheme to introduce a 20 mph zone in West Ardsley as shown on drawing number TME/3/2/604.5;
- ii) Note the expenditure of £26,000, which comprises of £18,000 works costs, £6,000 Staff fees and £2,000 legal fees, all to be funded from the LTP Transport Policy Capital Programme approved in the previous report dated 5 August 2014.
- iii) Request the City Solicitor to:
 - a) advertise a draft Speed Limit Order, to introduce a 20 mph zone in the West Ardsley, as shown on drawing number TME/3/2/604.5;
 - b) advertise a draft Traffic Regulation Order to introduce a formal restriction, on the existing school keep clear markings outside Westerton and Blackgates Primary Schools as shown on drawing number TME/3/2/604.5 and, subject to consultation and detailed design, a waiting restriction on one side of Westerton Road; and
 - c) advertise a notice under Section 90c of the Highways Act 1980 to provide traffic calming measures as shown on the drawing number TME/3/2/604.5.

7 Background documents ¹

7.1 None.

¹ 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

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: Highways Services	Service area: Traffic Management
Lead person: Michael De-Lucchi	Contact number: 0113 2475294

1. Title: 2014/ 2015 20mph schemes – Westerton & Blackgates Primary Schools

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify

2. Please provide a brief description of what you are screening

A major Part of the Best City ambition is to improve life for the people of Leeds and make our city a better place to live. The provision of twenty miles-per-hour (20 mph) speed limits contributes to this ambition by improving the safety and quality of life of Leeds residents by enabling safe pedestrian and cycling journeys in local communities. They also help reduce traffic collisions to make a specific contribution to the Best City for Communities and a Child Friendly City.

As part of the ongoing 20mph schemes programme, following guidance and recommendations from the Department for Transport (DfT), this report seeks approval to introduce a 20mph zone in West Ardsley.

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 equality characteristics?	√	
Have there been or likely to be any public concerns about the policy or proposal?	√	
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		√
Could the proposal affect our workforce or employment practices?		√
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 		√

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

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **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)

The Emergency Services and Ward Members have been consulted. No negative comments have been received.

A formal advertisement will be undertaken with notices on site.

- **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)

Positive:

- 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
- 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 noise pollution.
- Improve quality of life for the local community

Negative:

- Slight reduction in air quality due to lower speeds, however this is offset by the potential to prevent accidents.

- **Actions**

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

After Highways Board approval a formal advertisement will be undertaken for the proposed speed limit.

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

6. Governance, ownership and approval

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

Name	Job title	Date
Simon Booker	Senior Engineer	

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

Date sent to Equality Team

Date published

(To be completed by the Equality Team)