

Leeds 20mph Local Areas Speed Limit Programme

Harewood Objection Report

Date: 17 May 2023

Report of: Traffic Engineering Manager

Report to: Chief Officer (Highways & Transportation)

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

Leeds City 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.

A speed limit order was originally advertised on the 8th of March 2019 for a number of 20mph limits in local areas across the Harewood ward at which time 60 objections were received and a decision was taken to amend the order and re-advertise

Following extensive consultation with Ward Members and the relevant Parish Councils the modified Speed Limit Order was re-advertised on 13th October 2022 for a number of 20mph limits in local areas across the Harewood ward.

This advertisement attracted 25 objections and 45 emails of support to the reduced speed limits. This report seeks approval to over-rule (in part) these objections and to allow the reduced speed limits to be installed.

Recommendations

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

- a) consider and over-rule the objections (in part) to Leeds City Council (Speed Limit) (No.28) Order 2022 – Harewood 20mph speed limits; and
- b) request the City Solicitor to make, seal (in part) and implement and Leeds City Council (Speed Limit) (No.28) Order 2022 – Harewood 20mph speed limits as amended; and

- c) request the City Solicitor to write to the objectors informing them of the Chief Officer (Highways and Transportation)'s decision.

What is this report about?

- 1 This report details objections received to a speed limit order advertised in Harewood ward as part of the Leeds 20mph Local Areas Speed Limit Programme.
- 2 The report requests that these objections and the accompanying recommendations are considered and that the objections are over-ruled accordingly, with the exception to the objections received from residents and the Parish Council of East Keswick where the recommendation is that the objections are upheld, and the proposals are abandoned.

What impact will this proposal have?

- 3 Lower speed limits have been proven to have significant benefit for road safety, reducing the number and severity of recorded injury collisions, and the 20mph programme is a well-established and successful element of Leeds City Council's casualty reduction programme.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing

Inclusive Growth

Zero Carbon

- 4 As detailed in the Executive Board report these proposals contribute to the activities and objectives of the Safer Roads Action Plan, Vision Zero, the Leeds Transport Strategy, and the Best Council Plan.
- 5 The scheme will contribute to a safer road environment within the locality, by reducing mean vehicle speeds and thus promoting more sustainable forms of transport.

What consultation and engagement has taken place?

Wards affected:

Have ward members been consulted?

Yes

No

- 6 All Ward Members and affected Parish Councils were consulted throughout 2022. The proposals contained within this report are deemed acceptable to Ward Members and they are keen to see the proposals implemented. Out of the parish councils, only Aberford & East Keswick oppose the proposals.
- 7 The Emergency Services and the West Yorkshire Combined Authority were consulted prior to the Executive Board report, and again on 13th October 2022 in parallel with the legal advertisements.

What are the resource implications?

- 8 There are no additional resource implications contained in this report beyond those contained in the Executive Board report of March 2018 referred to above.

What are the key risks and how are they being managed?

- 9 If the objections are not over-ruled (in part) the 20mph limits as advertised cannot be completed. The benefits for road safety outlined in the Executive Board report would not be achieved.

What are the legal implications?

10 This report is not eligible for Call In

11 The background documents have been marked as exempt from publication under Access to Information Procedure Rules 10.4 (2) on the basis that they contain information which is likely to reveal the identity of an individual(s).

Options, timescales and measuring success

What other options were considered?

12 N/A

How will success be measured?

13 Speed Surveys will be undertaken following a settling in period to determine the effectiveness of the scheme.

What is the timetable and who will be responsible for implementation?

14 It is anticipated that the signing and lining works would be complete and the Speed Limit Order in place within the next 8 to 10 weeks.

Appendices

- Summary of consultation feedback from affected Parish Councils
- Summary of objections and Highways responses

Background papers

APPENDIX A - PARISH COUNCIL COMMENTS

PARISH COUNCIL	COMMENTS	HIGHWAYS & TRANSPORTATION RESPONSE
<p>Aberford</p>	<p>The Parish Council welcomes the introduction of a 20mph limit on Main Street as shown and in fact would recommend that the 20mph limit is extended slightly at the Northern end, to the junction with Field Lane, to avoid any potential speed limit confusion for a few yards near that junction. However, the Parish Council consider that the implementation of 20 mph limits in residential cul de sacs would be inappropriate, costly, unsightly and ineffective.</p> <p>The Parish Council are committed to improving road safety within the village but also wish to maintain the characteristics of a village environment which would not be aided by implementation of a 20mph limit on short, quiet cul de sacs.</p>	<p>The introduction of 20mph zones in residential areas forms part of the Executive Board's ambition to reduce the number and severity of recorded injury collisions in residential streets, and to encourage motorists to behave accordingly.</p> <p>If only Main Street was made 20mph, then as a consequence of signing regulations all side roads would have to be signed as 30mph, which could send the wrong message to motorists and would in any case lead to many more signs being installed</p>
<p>Bardsey</p>	<p>The Parish Council fully supports the proposals but would like Rigton Bank, Mill Lane and Wood Lane to be included.</p>	<p>The DfT Circular ' Setting Local Speed Limits' ensures that speed limits are installed consistently throughout the Country and this speed limit would not currently be deemed appropriate given the measured mean speeds and surround environment.</p>
<p>Barwick In Elmet</p>	<p>fully support the introduction of 20mph restrictions on all the streets shown.</p> <p>However, they would also like to see additional restrictions as follows.</p>	<p>Aberford Road was amended to accommodate this request as the suggestion was a sensible one.</p> <p>The DfT Circular ' Setting Local Speed Limits' ensures that speed limits are installed consistently throughout the</p>

	<ul style="list-style-type: none"> • Aberford Road should have restrictions (the proposals end restrictions just after Parlington Court even though there are speed bumps all the way down to Fieldhead Drive). • We would like to see the speed limit on Long Lane reduced. There are frequent incidents of vehicles ending up in the verges on the double-bend near the chicken farm and they would like to see the speed limit reduced to 30mph at this point so that drivers give this stretch due consideration. • We would like to see the speed restriction on the main arterial road between Barwick and Scholes (Leeds Road) reduced to 30mph. 	Country and the suggestions for Long Lane & the main arterial route could not currently be deemed appropriate given the measured mean speeds and surround environment.
East Keswick	<p>struggle to see the benefit of making a series of short cul de sacs 20mph where no one can do over 20 in the first place, and which could and would never be enforced.</p> <p>The only result is cost to LCC and a series of posts on unlit streets and pavements which create a greater risk of pedestrian injury</p> <p>The villagers feel the attraction of a village like ours is its rural not urban atmosphere and they strongly resist urbanisation</p>	Because the area is not street lit it would not be possible to introduce traffic calming features to 'self-regulate' the speed limit should they be required. In addition, given the opposition to the proposals from residents and the Parish Council, it is recommended that this part of the Speed Limit Order is not introduced.
Linton	The Parish Council fully support the proposals.	N/A
Scholes	The Parish Council fully support the introduction of 20mph restrictions on all the streets shown.	The DfT Circular 'Setting Local Speed Limits' ensures that speed limits are installed consistently throughout the Country and these suggestions would not currently be

	<p>However, we would also like to see additional restrictions as follows;</p> <ul style="list-style-type: none"> • According to your plan, the 20mph zone ends at the Main Steet/Station Road junction (near the War Memorial). We would like to see the restriction extended along the entire length of Main Street. • We would like to see a 30mph restriction along Scholes Lane. • We would like to see the speed limit reduced to 30mph on Leeds Road from the Coronation Tree as far as the end property (547 Leeds Road). • We would like to see the speed restriction on the main arterial road between Barwick and Scholes (Leeds Road) reduced to 30mph. 	<p>deemed appropriate given the measured mean speeds and surround environment.</p>
<p>Shadwell</p>	<p>The Parish Council is broadly in favour of the restrictions proposed but would suggest that the 20mph zone be extended to the east along Main Street to the junction with Coal Road/Bayhorse Lane.</p> <p>However, councillors were also of the opinion that any 20mph scheme must be accompanied by 30mph restrictions along the southern access points to the village, namely, Hobberley Lane, Gateland Lane and Winn Moor Lane where fast-moving vehicles frequently cause problems for pedestrians, cyclists and horse riders.</p>	<p>The DfT Circular ‘ Setting Local Speed Limits’ ensures that speed limits are installed consistently throughout the Country and these suggestions would not currently be deemed appropriate given the measured mean speeds and surround environment.</p>

Appendix B: Summary of objections received for LCC SL 28 2022

Objector comments	Highways & Transportation comments
HAREWOOD	
<p>The objector opposes the blanket covering of villages with 20mph zones as speeds of 20mph are already present on most streets and does not want unsightly signs.</p> <p>The objector only supports 20mph on Church Lane.</p>	<p>The introduction of 20mph zones in residential areas forms part of the Executive Board's ambition to reduce the number and severity of recorded injury collisions in residential streets, and to encourage motorists to behave accordingly.</p> <p>If only Church Lane was made 20mph, then as a consequence of signing regulations all side roads would have to be signed as 30mph, which could send the wrong message to motorists and would in any case lead to many more signs being installed</p>
EAST KESWICK	
<p>The objectors do not wish to have a 20mph scheme in the village of East Keswick.</p> <p>They want to remain a dark village</p> <p>Signage will be unsightly and obstruct pedestrians</p> <p>Oppose urbanisation</p>	<p>Because the area is not street lit it would not be possible to introduce traffic calming features to 'self-regulate' the speed limit should they be required. In addition, given the opposition to the proposals from residents and the Parish Council, it is recommended that this part of the Speed Limit Order is not introduced.</p>

<p>Opposes the spend</p> <p>Proposals will not be effective and are not required on cul de sacs</p>	
<p>Only wants to see the proposals introduced on Main Street</p>	<p>If only Main Street was made 20mph, then as a consequence of signing regulations all side roads would have to be signed as 30mph, which could send the wrong message to motorists and would in any case lead to many more signs being installed</p>
<p>COLLINGHAM</p>	
<p>Objector claims there is no requirement for proposals on many of the roads included through Collingham as it is not practical to drive above 20mph anyway</p>	<p>The introduction of 20mph zones in residential areas forms part of the Executive Board's ambition to reduce the number and severity of recorded injury collisions in residential streets, and to encourage motorists to behave accordingly.</p>
<p>SCHOLES</p>	
<p>The objector believes Leeds City Council do not wish to incur the cost of introducing these speed limits and does not think the proposals will be effective.</p>	<p>The introduction of 20mph zones in residential areas forms part of the Executive Board's ambition to reduce the number and severity of recorded injury collisions in residential streets, and to encourage motorists to 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 City Region Sustainable Transport Settlement.</p>

<p>The objector wants the speed limit of Leeds Road to be lowered to 30MPH</p>	<p>The DfT Circular ' Setting Local Speed Limits' ensures that speed limits are installed consistently throughout the Country and this speed limit would not currently be deemed appropriate given the measured mean speeds and surround environment.</p>
<p>SHADWELL</p>	
<p>All are supportive of the proposals but would like; Gateland Lane extending to Winn Moor Lane Hobberley Lane extended to Hobberley Lodge Woodhouse Lane extending to Blind Lane</p>	<p>The DfT Circular ' Setting Local Speed Limits' ensures that speed limits are installed consistently throughout the Country and this speed limit would not currently be deemed appropriate given the measured mean speeds and surround environment.</p>
<p>THORNER</p>	
<p>Extend Bramham Road by 200 metres (beyond No.22)</p>	<p>The DfT Circular ' Setting Local Speed Limits' ensures that speed limits are installed consistently throughout the Country and this speed limit would not currently be deemed appropriate given the measured mean speeds and surround environment.</p>
<p>Extend Carr Lane 30mph beyond the z bend</p>	<p>The DfT Circular ' Setting Local Speed Limits' ensures that speed limits are installed consistently throughout the Country and this speed limit would not currently be deemed appropriate given the measured mean speeds and surround environment.</p>

Concerned the rest of Carr Lane is too high at 60mph

The DfT Circular 'Setting Local Speed Limits' ensures that speed limits are installed consistently throughout the Country and this speed limit would not currently be deemed appropriate given the measured mean speeds and surround environment.