

AGENDA ITEM

**REPORT TO APPEALS AND
COMPLAINTS COMMITTEE**

29 APRIL 2014

**REPORT OF CORPORATE
DIRECTOR OF DEVELOPMENT &
NEIGHBOURHOOD SERVICES**

LEVENDALE AREA YARM - PROPOSED 20MPH LIMIT

1.0 SUMMARY

- 1.1 The purpose of this report is to seek Members' views regarding an outstanding objection received following advertising of a proposed 20mph speed limit on roads around Levensdale Primary School, namely Glaisdale Road, Mount Leven Road, Valley Drive, Lingfield Road and associated Close's.
- 1.2 It is not considered appropriate for the Head of Technical Services to consider the objection as he would be effectively reviewing his own decision.

2.0 RECOMMENDATIONS

It is recommended that:

- (i). Members give consideration to the objections raised and the comments of the Head of Technical Services.
- (ii). A recommendation on the merits of the objection is made to the Head of Technical Services.
- (iii). The local Ward Councillors, Yarm Town Council and the objectors are informed of the Committee's recommendation.

3.0 DETAIL

- 3.1 In November 2012 the Council were approached by Sustrans, the sustainable transport charity, to put forward expressions of interest for their 2013/14 Links to Schools and Communities fund. Five schemes were submitted in December 2012 and the Council were subsequently asked to submit two detailed schemes to the selection panel in January 2013. These were Levensdale Links and West Hartburn Links.
- 3.2 The Levensdale Links scheme comprises of a footway/cycleway running north-south along a former pylon corridor through the Levensdale estate, widening of the existing footway between the Valley Drive/Leven Road junction and Glaisdale Road to create a footway/cycleway and the implementation of a 20mph speed limit without physical calming measures on the estate.

- 3.3 The scheme is designed to bring the facilities in the estate up to current development standards, providing a safe route to schools and community facilities and provision of safe crossing points. The footpath/cycleway will provide a link to Levendale Primary both for residents of Levendale and Leven Park estates, as well as linking into the existing cycle route network on Leven Park to provide a safe route to Conyers School and the shops on Leven Park.
- 3.4 Detailed consultation was carried out with residents of the estate on the proposals including the 20mph speed limit. In summary 67% of respondents were in favour of the 20mph speed limit. The results of the consultation are detailed below and in **Appendix 1**, cabinet member report TS/E/45/13.
- 3.5 Speed surveys were also carried out in the estate on Lingfield Road and Glaisdale Road to determine whether the existing average speeds were in line with introduction of a 20mph speed limit without the introduction of physical measures (speed humps, etc) whereby an average speed of 24mph or less is required. The average speeds for Glaisdale Road were found to be 27mph northbound and 23.4mph southbound, and on Lingfield Road 23.2mph eastbound and 22.2mph westbound. Three out of four of these figures are within the recommended 24mph to implement a 20mph limit without introducing physical measures.
- 3.6 The scheme contract for the footpath/cycleway was awarded to Direct Services in October 2013 and construction started on site in January 2014 with completion due in April 2014.
- 3.7 **Appendix 2** shows overall scheme detail. **Appendix 3** shows the proposed signing plan for the 20mph speed limit.

4.0 DETAILS OF THE OBJECTIONS

4.1

Concern	Response
<p>There is insufficient evidence of both an actual danger or a reasonable likelihood of danger occurring to warrant such an order.</p> <p>Mr D Claybrook</p>	<ul style="list-style-type: none"> • Scheme is not solely a road safety proposal. • 20mph has been shown to encourage active travel – walking and cycling • Part of a wider scheme to bring the estate up to modern development design standards through provision of central footpath/cycleway and associated lowering of speed limit.
<p>Speed limit change is not required.</p> <p>Mr P Seed</p>	<ul style="list-style-type: none"> • Scheme is not solely a road safety proposal. • 20mph has been shown to encourage active travel – walking and cycling • Part of a wider scheme to bring the estate up to modern development design standards through provision of central footpath/cycleway and associated lowering of speed limit.

	<ul style="list-style-type: none"> • Policy to have 20mph outside all primary schools.
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5.0 FINANCIAL AND LEGAL IMPLICATIONS

6.0 POLICY CONTENT

6.1 Improvements to road safety / reducing traffic speeds is a key objective of the Area Transport Strategy Steering Groups. Reducing the number of children (aged under 16 yrs) killed or seriously injured in road traffic accidents is a key performance indicator for Local Transport Plan 3 (LTP 3) (2011 – 2016). Implementing 20mph limits outside of all primary schools in the Borough is an action included in the Sustainable Travel Strategy, a daughter Strategy of LTP3.

7.0 CONSULTATION

7.1 The proposals were put to Yarm Ward Councillors for their consideration at a briefing in April 2013. The proposals were generally well received with Councillors commenting that the 20mph speed limit may be contentious with residents if it were to include physical calming measures. Councillors also asked that tree planting associated with the scheme be sympathetically positioned.

7.2 Following this briefing small alterations were made to the scheme outline design prior to a consultation letter and scheme plan being sent out to all properties on the Levendale estate, totalling just over 600 addresses. The letter requested yes/no responses to support for the cycleway/footway and 20mph limit separately. Residents were given 3 weeks to respond by email, pre-paid envelope and form, telephone or via a public consultation event.

7.3 The public consultation event took place at Levendale Primary School on the 11th July. A list of comments from the event are attached and discussed in further detail below.

7.4 The outline proposal was sent to Development Control to ascertain whether planning approval would be required for the scheme. The response stated that planning approval would be required should the proposal go ahead and that the scheme is looked on favourably by Officers as it supports a number of key Council policies.

7.5 The outline proposal was also sent to Cleveland Police Crime Prevention Design Advisor for comment. The proposals received a positive response with some minor design changes suggested. The full response is included in the Cabinet Member report.

7.6 In total 127 (21% return rate) responses were received with 95 (75%) supporting the cycleway proposal and 85 (67%) supporting the 20mph limit.

8.0 CONCLUSIONS

8.1 The measures proposed should reduce traffic speeds which should in turn reduce the potential for accidents (or the severity of any accidents which do occur).

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Environmental Implications:

The scheme should improve road safety on the treated length of roads at each of the schools, thus ensuring that the Borough continues to be a safe, healthy and attractive place in which to live and work.

Community Safety Implications:

Addresses road safety concerns and provides improved accessibility for school children at each of the schools.

Background Papers:

Scheme of Delegation Report TS.E.45.13

Education Related Item:

No.

Ward(s) and Ward Councillors:

Yarm Ward – Councillor M Chatburn, Councillor B Houchen and Councillor A Sherris.