Decision Session – Executive Member for Transport and Planning 13 September 2018

Report of the Assistant Director, Transport, Highways and Environment

Hempland Avenue - Speed Management Scheme

Summary

1. This report presents options to address concerns about the speed of vehicles on Hempland Avenue.

Recommendations

2. The Executive Member is asked to:

   Approve Option 3, junction realignment only. Progress the scheme to consultation with local residents, ward members and other local interest groups. Any objections to be reported back to a future Executive Member for Transport and Planning Decision Session for a decision on implementation.

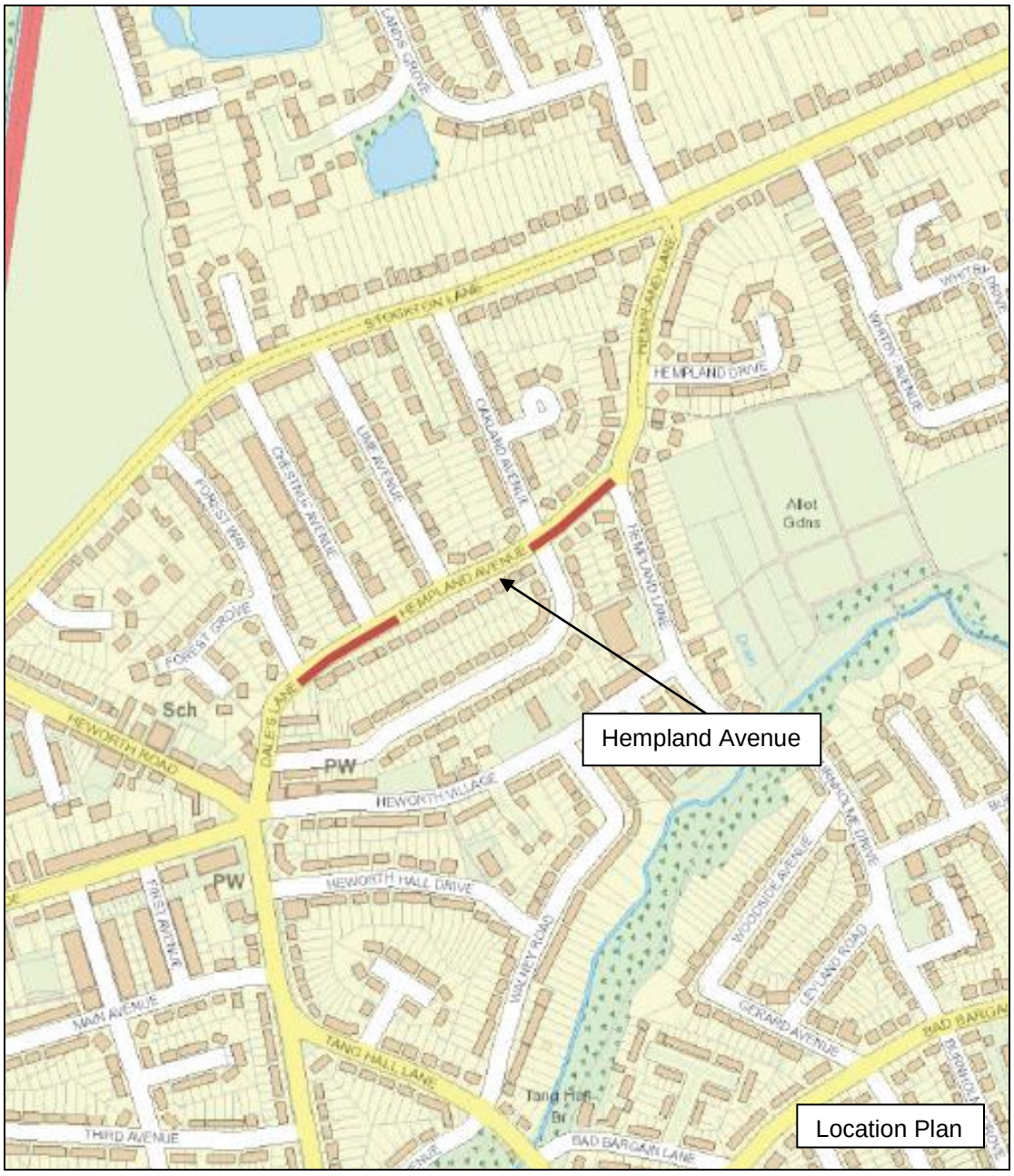
   Reason: To provide a suitable speed reduction measure which can be monitored post implementation without introducing potentially unpopular vertical traffic calming measures or extra sign clutter within an existing 20mph limit.

Background

3. The Council has previously determined that this location should be a 20mph road.

4. Hempland Avenue was referred to the Transport Projects team for investigation via the Speed Management Partnership following a review of speed data. The speed limit on Hempland Avenue is 20mph. The results of the speed survey show mean speeds within the guidelines for a 20mph limit. The 85th percentile speeds are slightly higher with a recorded Eastbound speed of 24mph, and Westbound speeds of 26mph

which is a little high. 68% of the vehicles travelling on Hempland Avenue are exceeding the posted speed limit. Casualty accident records show there have been no injury accidents on Hempland Avenue in the last 3 years.



5. To address the concerns about vehicle speeds a scheme was developed as shown in **Annex A** and issued for consultation with relevant CYC officers and local ward members. This scheme comprises:

- Installation of four '20' roundel markings along Hempland Avenue, one being at the eastern gateway.

- Installation of three ‘20’ repeater signs to be located on existing lighting columns.
- Installation of ‘20’ roundel marking at Dale’s Lane junction with Heworth Road.
- Realignment of kerbs at the junction with Hempland Lane, to narrow the mouth of the junction. This aims to make the right turn onto Hempland Avenue more acute and therefore slow vehicles down when making the turn reducing westbound speeds along the rest of Hempland Avenue.

Estimated cost - £17k

6. During consultation, a concern was raised that the proposal would increase the level of signage clutter in the area.

7. Following discussion with officers a decision was taken to consider and present alternative scheme options which do not include additional signing or markings associated with the 20 mph limit. The alternative scheme shown in **Annex B** was then developed which comprises:

- Installation of five full width road humps.
- Realignment of kerbs at the junction with Hempland Lane, to narrow the mouth of the junction. This aims to make the right turn onto Hempland Avenue more acute and therefore slow vehicles down when making the turn and hopefully reduce westbound speeds along the rest of Hempland Avenue.

Estimated cost - £45k

Consultation

8. Consultation was only undertaken for the option shown in **Annex A**. Responses are recorded below with officer responses as required.

9. Principal Engineer – Highways Maintenance: Questioned whether a dropped crossing with tactile paving will be provided at the junction of Hempland Avenue and Hempland Lane when the kerbs are realigned at the junction mouth.

10. Officer Response: Dropped crossing with tactile paving will be provided but was not shown on the consultation drawing. It is included on the Annexes provided.

11. Cllr. C. Funnell: Approves of the signing and junction realignment scheme (**Annex A**).

Options

12. Option 1: approve the junction realignment and signing scheme shown in **Annex A.**

13. Option 2: approve the junction realignment and traffic calming scheme shown in **Annex B** and provide further funding allocation to progress.

14. Option 3: approve the junction realignment only.

15. In all cases, approve the option to proceed to consultation with local residents, ward members and other local interest groups. Any objections to be reported back to a future Executive Member for Transport and Planning Decision Session for a decision on implementation.

Analysis

16. A significant factor in the higher vehicle speeds on Hempland Avenue is the junction with Hempland Lane. The current alignment allows right turning vehicles to enter Hempland Avenue with little to no reduction in speed if there are no vehicles approaching the junction from the south. Therefore, the realignment of the junction should help to reduce the westbound vehicle speeds and is considered beneficial with or without the other scheme elements.

17. Hempland Lane is a through route for eastbound traffic only, westbound traffic can only proceed as far as Forest Way due to the one way section of Dales Lane. Eastbound drivers are possibly choosing this route to reduce their journey times by avoiding more congested routes, therefore signing and lining may have minimal impact. Local users who are already aware of the 20mph limit are also unlikely to change their habits due to additional signing alone.

18. Providing traffic calming (Option 2) would have a greater impact on vehicle speeds, however it is expensive and may be difficult to justify in value for money terms. This option is also not affordable from the 2018/19 budget allocations. If the Executive Member favours the progression of the traffic calming option, additional funding would need to be allocated as the estimated cost of the option exceeds the current budget available in the 2018/19 programme. The introduction of vertical

traffic calming measures is also likely to be unpopular with local residents.

19. The junction improvements could be undertaken without any of the supporting measures of options 1 or 2. This reduces the required budget to £16k but may only have limited impact close to the junction area. This element of the scheme could be progressed and then monitored to review the impact of the scheme. This review would then be shared with the Speed Management Partnership for them to decide if further action is required such as option 1 and 2.

Council Plan

20. This section explains how the proposals relate to the Council's 3 key priorities, as set out in the Council's Plan 2015-19.

    Key Priority - *a council that listens to residents - to ensure it delivers the services they want and works in partnership with local communities.*

    The Speed Management Partnership is based solely on investigating complaints from residents, all options presented include consultation with local residents and their representatives to ensure their views are leading the decisions made.

Implications

21. The following implications have been considered:

- **Financial** – The scheme costs of the recommended option have been estimated at £16,000 including staff costs. This is affordable from the safety schemes budget in the 18/19 capital programme.
- **Human Resources (HR) -** There are no HR implications.
- **One Planet Council / Equalities -** There are no One Planet Council / equalities implications.
- **Legal -** There are no legal implications.
- **Crime and Disorder** - There are no crime and disorder implications.
- **Information Technology (IT)** - There are no IT implications.
- **Property** - There are no property implications.

Risk Management

22. In compliance with the Council's risk management strategy, the following risks associated with the recommendation in this report have been identified and described in the following points, and set out in the table below:

23. Authority reputation –This risk is in connection with the public perception of the Council if the recommended scheme doesn't significantly reduce speeds and is assessed at 8.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Unlikely	8

24. It is recognised that the Option 3 recommendation in the report may not have a significant impact on vehicle speeds along the full length of the road, however the other options could be introduced at a later date if required.

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Report Approved √ Date 05/09/18

Wards Affected: Heworth

For further information please contact the author of the report

Background Papers
None

Annexes

Annex A – Option 1 - *junction realignment and signing scheme*
Annex B – Option 2 - *junction realignment and traffic calming scheme*

List of Abbreviations Used in this Report

CYC – City of York Council
SMP – Speed Management Partnership