



## **AGENDA SUPPLEMENT – Written Representations**

### **Decision Session - Executive Member for Transport and Planning**

**To:** Councillors Gillies

**Date:** Thursday, 15 February 2018

**Time:** 2.00 pm

**Venue:** The Thornton Room - Ground Floor, West Offices (G039)

The Agenda for the above meeting was published on **7 February 2018**. The attached additional documents are now available for the following agenda item:

**3. Public Participation** (Pages 1 - 2)

Summary of written representations received.

This agenda supplement was published on **14 February 2018**

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## Executive Member Decision Session: Transport & Planning: Written Representations

Thursday 15 February 2018, 2:00pm, Thornton Room, West Offices

Received from	Agenda Item	Comments
A. Semlyen (20's Plenty for York)	6 – Osbaldwick 20mph speed limit	<p>20's Plenty for York say that the officer recommendation to retain 20mph limits is right, especially in the light of evidence from Bristol of great success.</p> <p>Rod King MBE (Director of 20's Plenty for Us) and I have looked at the report regarding 20mph on your transport decision session this Thursday from Cllr Warters.</p> <p>We think that officers have largely got it right regarding the liability of the council if it increased the limit by 50%. To do so on the basis of some residents considering the signs unsightly would not be reasonable and hence fail the principles of good governance. The civil case that sets the case law precedent for this is Yetkin v Newham.</p> <p>There is also a clear commitment by many organisations such as WHO, PH England, the Global Network for Road Safety Legislators and many more that 20mph is the safe speed where pedestrians and cyclists conflict with motor vehicles. To ignore such advice and endorse drivers travelling at up to 30mph would expose the council, and possibly members making such a decision, to legal liability.</p> <p>Also note that police support and activity for the pro-active enforcement of 20mph limits is developing across the country.</p> <p>The report notes reductions of 1-2mph yet these are averages. The effect of a 20mph limit in reducing actual speeds will depend on the</p>

		<p>road, time of day and other conditions. In practice it varies from 0 to 7mph. Bristol are reporting 2.7mph reductions</p> <p>Members should be aware of two aspects regarding signage (Traffic Signs Regulation and General Directions 2016) that do not appear to have been noted :-</p> <ol style="list-style-type: none"><li>1. Many road signs that inform drivers of hazards are not required if the speed limit is 20mph or less. Hence a 20mph limit, even with repeater signs, may well result in a net decrease of signage. Others do not require lighting which would reduce ongoing costs.</li><li>2. The placement of 20mph repeater signs is at the discretion of the Traffic Authority.</li></ol> <p>Hence we think that a review of the signage in order to take into account 2016 signage regulations would be acceptable but should include <b>all</b> signs rather than just the 20mph repeater signs. It should not in any way dilute the support for 20mph as the correct and enforceable limit for such areas and the council should ensure that in any reports that this message is very clear.</p> <p>Best wishes</p>
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