
Decision Session – Cabinet Member for Transport

11th December 2014

Report of the Director of City & Environmental Services

Response to Petition calling for a 20mph Speed Limit in the Walmgate and Navigation Road areas.

Summary

1. This report is in response to a petition from residents of the Walmgate and Navigation Road areas of York, requesting that the current programme of 20mph speed limits for residential areas be extended to include their neighbourhood in 2014.

Recommendation

2. That the Cabinet Member for Transport notes the petition, including the strength of local support for a 20mph speed limit in this area, and recommends that it be considered for inclusion within the future Transport Capital Programme for 2015-16.

Reason – To address residents concerns.

Background

3. On 9 October 2014 a petition with 230 signatures was presented to full Council by Cllr Andy D’Agorne, on behalf of the Green Party. The petition stated that:-

Residents of Walmgate and Navigation Road (and surrounding residential streets) should not have to wait longer than the rest of York’s residents for safer streets. It notes that:

- *The Bishophill residential area inside the city walls has already been included in the 20mph rollout;*
- *Additional streets in the Fishergate Ward are being consulted on following representations from local residents;*
- *Residents in the Walmgate/Navigation Road area have long been calling for 20mph limits.*

They call on the Council to consult on extending the rollout to these areas before the end of 2014, including Navigation Road, which currently operates as a 'rat-run' and Walmgate itself, which is traffic-calmed but without a 20mph limit, allowing buses in particular to travel at 30mph at times.

4. This petition follows on from an email enquiry from the Chair of York Green Party – to Neil Ferris, Assistant Director for Transport, Highways and Waste – in July 2014, and which concerns the same request.
5. At the time, Officers replied by saying that due to the protracted timescales involved, the council would be unable to introduce and include this area of the city within the current residential 20mph roll-out programme during the current 2014-15 financial year, referring to the following reasons:-
 - Assessment process of all of the streets suggested, undertaken by Officers & the police;
 - The statutory Speed Limit Order (TRO) procedure;
 - Formal reporting of the findings / public representations;
 - Physical erection of the poles, gateway and repeater signs;
 - Lack of available resources.
6. It was also explained that this particular area of York, in addition to the larger towns/villages outside the outer ring road, were still a potential scheme for consideration during the 2015-16 year. However, Officers were mindful that this would be very much dependent on the political will to implement this scheme. For instance, whichever political group was in administrative control of the council following the May 2015 elections may potentially have differing priorities. Therefore Officers felt it prudent not to give any assurances regarding implementing potential future schemes such as these beyond this current financial year.

Additional Information

7. The current programme for implementing 20mph speed limits for residential streets in urban York (i.e. suburbs that are within the confines of York's outer ring road) is due to be complete by the end of December 2014.
8. Because of many, sometimes conflicting transport priorities and pressures on the 'city centre' – which we defined as everything within the city walls / inner ring road – it was felt earlier in 2014 that a greater discussion would need to be had regarding speed limits in this area, with a desire not to implement too many diverse speed limits (i.e.

30mph on strategic roads; 20mph on residential roads; and 10mph for the Footstreets; etc).

9. Although it is true that the Bishophill area – which also falls inside the city walls – is included within the current programme, these particular streets had been assessed earlier in the process (during 2013) when the larger West York area was being considered. Officers felt that this area could be included without causing road-users too much confusion. The Speed Limit Order for Bishophill was not advertised at the time of the SLO for West York (during June 2013), so was subsequently included in the next phase of the programme, when the North York area SLO was advertised (during May 2014).
10. Similarly, the additional streets in the Fishergate Ward which the petition alludes to (*Heslington Road* and *Hospital Fields Road*) had already been fully assessed earlier in 2014 and subsequently taken through the process with the East York area SLO (during July 2014). The Director of City and Environmental Services made a decision at that time that these two streets should be reconsidered and a further SLO be advertised to include them both, which was a quick simple exercise to undertake.

Consultation

11. Not applicable at this time.

Options

12. There are three options available:

That the Cabinet Member for Transport notes the petition, and:

- i) Does not agree with the residents' concerns, thus the petition is rejected.
- ii) Accepts the basis for the petition, but recognises the limiting timescales involved, thus recommends that the residents' request be considered for inclusion within next year's Transport Capital Programme for 2015-16.
- iii) Accepts the basis for the petition, and instructs that the residents' request be actioned immediately and the scheme be added to the current year's Transport Capital Programme for 2014-15.

Analysis

13. It is the view of Officers that due to the preventative timescales and resources available at present, that *Option (ii)* be recommended.

Council Plan

14. The outcome of this report will contribute to the following aspects of the Council Plan:
- *Build Strong Communities* – Residents' views and concerns should be acknowledged and considered.

Implications

15. The outcome of this report will have the following implications:
- *Financial* – Estimates are that this proposed scheme would cost approximately £5,000 capital.
 - *Human Resources (HR)* – there are no HR implications.
 - *Equalities* – there are no equalities implications.
 - *Legal* – The City of York Council, as Highways Authority of the area, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984 to implement the measures.
 - *Crime and Disorder* – If implemented and the speed limit reduced, there may potentially be an increase in numbers of motorists exceeding the new speed limit.
 - *Information Technology (IT)* – there are no IT implications
 - *Property* – There are no property implications.


Risk Management

16. Should the Cabinet Member decide that *Option (iii)* be taken forward, then the council would risk reputational damage in not being able to deliver the scheme within the current financial year.

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Wards Affected

Guildhall

Background Papers

20mph in the north York area – Speed Limit Order

<http://modgov.york.gov.uk/ieDecisionDetails.aspx?ID=4098>

20mph Speed Limit Policy Approach

<http://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MID=6748>

For further information please contact the author of the report