

**Public Decision Session- Cabinet
Member for Transport, Planning and
Sustainability**

14 November 2013

Report of the Director of City and Environmental Services

Elvington Speed Limit Reduction Objections

1. Summary

A decision is being sort to overturn or uphold, as appropriate, the objections made to the proposal to introduce a 30mph speed limit on the B1228 and Wheldrake Lane in Elvington and a 20mph limits for both The Conifers and Elvington Park in Elvington. If the decision to overturn the objections to the proposal is made at this meeting permission is requested to commence with the implementations of the new speed limits.

2. Background

The current speed limit through Elvington Village is 40mph which then changes to 20mph outside the primary school. This is not the best of speed transitions when approaching a school zone. The speed of vehicles was raised at a meeting with Elvington Primary School, and options where discussed about speed limits in the general area. At an officer in consultation meeting on the 3 September 2013 a proposal to advertise an amendment to the speed limit from 40mph to 30mph from the village boundary sign on Elvington Lane and along the existing 40mph part of Wheldrake Lane was agreed. At the same time it was agreed to advertise the proposal to amend two existing 30mph speed limits on The Conifers (located off Wheldrake Lane) and Elvington Park (located of Elvington Lane) to 20mph as these are residential streets within the proposed new 30mph zone.

3. Consultation

Each property in Elvington Park, the Conifers and those properties fronting effected length of the B1228 were letter dropped notifying them of the proposed changes to the speed limits. A notice was also placed in the local press and details were sent to the parish council. In addition notices of the proposed speed limit changes were also placed on each of the streets. The legal requirement to advertise the proposals for a period of 21 days to allow interested parties to make comment or object to the proposals was adhered too. Comments, observations and objections are contained in Annex A.

4. Options

- a) Over turn objections received to the proposal to introduce 30 and 20mph speed limits as advertised.
- b) Implement part of the proposed restrictions.
- c) Take no further action to lower the speed limits on this section of road.
- d) Defer to another decision meeting

5. Analysis

The length of road is heavily used by residents attending the primary school, health centre and community area. By lowering the speed limit to 30mph on this section of the B1228 will improve safety by reducing the speed of vehicles through this busy section of Elvington Village. It will then also create a better speed transition when approaching the 20mph zone located outside Elvington Primary school. The reductions in speed limits will create a better environment for the residents of the village to use.

North Yorkshire Police have objected to a lower speed limit, stating to may not be appropriate as vehicles are currently travelling at a mean speed of 34/36mph with an 85th percentile of 43/40mph. This may be due to the current maximum speed being posted at 40mph with drivers driving to the upper part of the limit knowing they are within the law and so not doing anything wrong.

While the current accidents records do not indicate a problem the introduction of the lower speed limits along this section of road

should be considered a step in the direction of achieving lower vehicle speeds and a more pleasant environment for local people.

The 20mph speed limit should not be adversely affected as indicated by North Yorkshire Police on paragraph 3.7 as the approach speeds of law abiding drivers should now be close to 30mph rather than 40mph.

The Department for Transport guidance has been considered, as the documents state they are for guidance when making changes rather than direction.

The parish council support the 30mph but are concerned that the 20mph is not necessary. They indicate that vehicles are already travelling at speeds lower than 30mph, indeed lower than 20mph. Concern is raised that the signs for the 20mph limit will add clutter and additional expense. Another resident also raised concerns that more signing would not be required and that any new signing is appropriate and sympathetic to the village. The signing for the 20mph will be minimal and the village as a whole will have less signs than currently if both limits are implemented. All signing used will be of the minimum size and quantity available for use.

6. Council Plan

A lower speed limit will help with 3 points in the corporate strategy.

(a) Building strong communities, the village will have a more joined up feel with a standard speed limit of 30mph throughout residents will feel less intimidated when using this section of the B1228.

(b) Protect vulnerable people, younger residents will not have to walk or cycle along a section of road where vehicles are travelling at speeds not appropriate for a village. Parents will have more confidence in allowing independence to their children's movement around the village.

(c) Protect the environment, a lower speed limit will reduce the amount of vehicle emissions, fuel consumption and noise in the village.

By addressing the request of a lower speed limit the council will show that it is a collaborative organisation in touch with the needs and wishes of the Elvington community.

7. Implications

Financial - The estimated cost to complete this project will be in the region of approximately £4000 for advertising and implementation. This will be funded by the Traffic Regulation Order budget.

Human Resources (HR) - There are no HR implications

Equalities - There are no 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

8. Risk Management - No known risks

9. Recommendation

Introduce the advertised 30mph and 20mph speed limit restrictions.

Contact Details

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Chief Officer Responsible for the report:

Richard Wood
Assistant Director
Strategy, Planning and Transport

**Report
Approved**

Date

Wards Affected: Wheldrake

All

For further information please contact the author of the report

Annex A

The Parish Council are fully supportive of the proposed 30mph limit for Elvington Lane (and Wheldrake Lane) as a means of encouraging drivers to reduce their speed and increase safety for both road users and pedestrians, and we hope that it will be periodically policed.

However we do object to the proposed 20mph limits for both The Conifers and Elvington Park. These speed limits would be unenforceable, introduce unwarranted extra signage and clutter, and make no contribution to safety and considerate driving. (In the case of The Conifers it would be quite an achievement to exceed 20mph!). The 20mph proposals therefore represent unnecessary additional expenditure by CYC and should be withdrawn.

Regards.

David Headlam
Clerk to Elvington Parish Council

Thank you for outlining your proposal to apply new 20 and 30 mph speed limits around The Conifers, Elvington Park, Elvington Lane and Wheldrake Lane. I am in support of these proposals. However, I would like assurances that signage regarding these changes will be appropriate to the road and sympathetic to the village feel of Elvington.

Over the past few years, I have become increasingly concerned about the number and size of signs appearing on Elvington Lane. For example, around the York Maze area, a brown sign placed in the wrong place (encouraging people to turn early) has resulted in the owners of the Maze putting up their own brown sign hence there now being two brown signs where one would be appropriate. In the same area, a sign warning against queuing traffic seems far too big for the road. The same sign is mounted on huge posts that again would seem more appropriate for a motorway. On the same sign, half of the posts rise into the air with nothing actually attached to them. Elvington Lane is a green countryside

area surrounded by fields and therefore the overuse and inappropriately sized signs / posts in the area detract from the environment.

I am absolutely in support of road safety (hence my support of these 20 and 30 mph speed limits). You will appreciate that having appropriate signs, an appropriate number of them and on the right sized posts is quite a different issue.

Yours sincerely

Julie Crowther

Thank you for your correspondence of the 3rd inst with regards to the proposed speed limit changes. I have studied the proposals and offer the following observations on behalf of the Chief Constable of North Yorkshire Police:-

1.1 I have examined speed data held for the B1228 between Wheldrake Lane and the 20mph speed limit outside Elvington School and which is currently a 40mph speed limit. At this present time there is a reasonably acceptable compliance with the 40mph speed limit on this section of road with a mean of 36mph /34mph and an 85th% of 43mph /40mph. This indicates that the present 40mph speed limit is working within acceptable tolerances and is probably appropriate for the road. The data does however, indicate that there are a small number of drivers who appear to struggle with recognising the need to travel at 40mph on the section of road between Halifax Way and Wheldrake Lane. This section of road is currently subject to police speed enforcement action.

1.2 The reduction in speed limit may not be appropriate or obvious to drivers as to the need to travel at the 30mph posted limit. Experience has shown that where the speed limit set is inappropriate, then speeds could rise above those attained before the change in limit. The knock on effect, in this case, is that the speed of traffic may increase passed the school, in the 20mph zone, causing further problems of compliance which are already being experienced in the 20mph speed limit.

1.3 Further more, where a limit is “....*set unrealistically low for the particular road function and condition, it may be ineffective and drivers may not comply with the speed limit....*” (DfT Guidelines ‘Setting Local

Speed Limits 01/2013 Section 2 paragraph 19). I would suggest that the speed data obtained for the 40mph speed limit would indicate that this statement is relevant.

1.4 The evidence indicates that the proposal to reduce the speed limit to 30mph will be problematic without additional engineering, from the outset, does not fit into DfT Guidelines 'Setting Local Speed Limits 01/2013 or ACPO Speed Enforcement Policy 2011- 2015.

1.5 By having an unrealistically low speed limit there may be a mismatch between what is expected by pedestrians (ie. cars travelling at or below 30mph) and what drivers are delivering. This creates, rather than reduces, safety.

1.6 Data obtained in 2008 indicated that speeds through the 20mph speed limit were showing a mean of 23mph / 25mph and 85th% 28mph / 30mph. The 20mph speed limit is recognised as problematic and was referred to engineering. No engineering has been indicated as being part of the speed limit proposals, which are being set in isolation (DfT 'Setting Local Speed Limits' 01/2013 Section 2 Key Points 2nd paragraph and paragraph 18). The imposition of a further, unsupported, change in the speed limit will not assist in creating and encouraging a safe environment on Elvington Lane, unless some significant engineering is proposed (but is not indicated).

1.7 The decrease in speed limit to 30mph, with no supporting engineering could well see a rise in the speed of vehicles travelling into and through the 20mph speed limit outside the school.

1.8 Again, it is difficult to support or justify the 'Statement of Reasons'. There is no indication as to what the actual issue is on this section of road. Neither is the road running through what could be termed a residential area. The road is largely rural in nature, running passed playing fields and open countryside, with intermittent footpath provision on the offside (when travelling towards Sutton in Derwent).

1.9 It is difficult to see where 'peak traffic periods' fit in on the B1228 and why this should indicate a lower speed limit.

1.10 *"Speed limits should, [therefore], be evidence-led and self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel and encourage self-compliance"*, (DfT 'Setting Local Speed Limits' 01/2013 paragraph 3 Introduction).

1.11 The injury accident data base held by North Yorkshire police does not indicate any injury accidents having occurred in the last here years within the 30mph proposed area.

1.12 It is difficult to support the scheme, therefore on road safety grounds.

1.13 The lack of compliance with both Department for Transport Guidance and ACPO enforcement policy, by the proposals, has been shown.

1.14 Due to the fact that the proposed reduction in the speed limit has not been demonstrated as warranted, proportional and consistent and that it is anticipated that compliance with the limit will be problematic from the outset, it would be difficult for the police to support with enforcement action.

1.15 Based on the above reasons, I object to the making of the speed limit order on the B1228 at Elvington and on behalf of the North Yorkshire Police.

2. Introduction of a 20mph speed limit in Elvington Park and The Conifers, Elvington.

On behalf of the North Yorkshire Police offer – no comment.

3. Re-identifying the 20mph around Elvington School.

On behalf of the North Yorkshire Police offer – no comment

Cllr. G. Barton – Wheldrake Ward Councillor

I support the Officer's recommendations in both cases. The police response is exactly as expected and simply an easy option and a too often heard line.

George Barton
Ward Councillor

Cllr. A. Reid – Liberal Democrat Party

I support the reduction in the speed limit in Deighton and agree with Cllr D'Agorne that traffic at peak times will be travelling more slowly and therefore there is less likelihood of accidents. Improvements to the road layout and lighting have been carried out and can only go so far before limits need to be reduced.

Elvington. If the Parish Council are happy with the reduction in the speed limit on the main B1228 then I will support them. However, I also agree that the reduction to 20mph in the Conifers and Elvington Park is not justified at this time. If the roll out of 20mph limits across the city does reach Elvington then these roads should be considered at that time.

Ann Reid

Cllr Ann Reid

Cllr. A. D'Agorne – Green Party

I fully support the proposed reduced limits at the locations identified, especially the proposal for Deighton which I recall discussing at an EMAP about 6 years ago, well before the most recent unfortunate fatality. Young and elderly people who do not drive need to be able to safely cross to and from the bus stop. Residents need to be able to safely turn in or out of the junction and this should be a clear reason to drivers as to why there is a reduced speed limit in place.

Driving through similar countryside recently in Staffordshire, each village had 40mph and 30mph limits, enforced with a big yellow speed camera! I doubt there was much of a compliance problem there! I fail to see what the problem is having a succession of different speed limits (appropriately signed in accordance with regulations) for drivers entering and leaving settlements and areas where local traffic is turning onto and off a busy main road.

Finally I am puzzled by the police reference to accidents 'not occurring at peak periods'. I would expect that it could well be that it is precisely when lighting or weather conditions are poor that a lower speed is important to achieve as a result of the speed limit. At peak periods traffic may well already be moving more slowly because of congestion and the Crockey Hill or A64 junctions.

Andy D'Agorne

Cllr. J. Galvin – Conservative Party

Cllr. D. Merrett – Labour Party