

Report of the Director of City and Environmental Services

Speed Management Engineering Programme 2015/16 – Progress Update

Summary

1. This report follows on from the Review of Speed Management Engineering Programme at the Decision Session on 12 November 2015. It gives an update on progress with the 2015/16 Speed Management Programme and seeks decisions on schemes which have received objections at the public consultation stage.

Recommendation

2. It is recommended that the Executive Member approves Option (i):
 - Approve the omission of the Chaloners Road scheme from the speed management programme.
 - Approve the deferral of Danebury Drive, Acomb to the 16/17 speed management programme.
 - Approve the introduction of a new VAS on York Road, Strensall and the inclusion of investigatory work into crossing points on York Rd including consideration of a zebra crossing close to Barley Rise.
 - Note the five schemes which are being progressed under officer delegations as no objections were received.
 - Approve the implementation of schemes shown in **Annexes B, C, F and G**.
 - Approve the advertising of speed limit orders to progress the proposals shown in **Annexes A, D and E**, with implementation to follow if no substantive objections are received. Any measures

which receive objections would be reported back to the Executive Member for a final decision.

Reason: To deliver changes to the highway network with an aim of reducing vehicle speeds and reducing the likelihood and consequences of collisions for all road users.

Background

3. As part of the Speed Management process any requests to City of York Council (CYC) for speeding issues to be addressed are considered by the Road Safety Partnership team (a multi agency partnership comprising officers from City of York Council, North Yorkshire Police and North Yorkshire Fire and Rescue).
4. Taking into account casualty history and measured speeds, every request is prioritised and assigned a possible action. This could be enforcement, road safety or engineering interventions.

2015/16 Speed Management Schemes

5. There were 40 locations referred to CYC Transport Projects for the development of engineering solutions in the 2015/16 Speed Management programme.
6. At 19 of the sites the existing speed data was borderline, or it was soon identified that extensive engineering work would be required to bring speeds into line. Hence, additional data has been obtained to provide a basis for further investigation. Other feasibility work is ongoing and will inform the development of the 2016/17 programme.
7. At the other 21 sites, low cost measures were considered feasible to address any speeding problem. Consultation was carried out with Officers, Ward Councillors, Group Spokespersons, Town / Parish Councils and North Yorkshire Police on the initial proposals. Based on feedback received, six sites were omitted from the 15/16 programme for further investigation in a future year. These are:
 - Haxby Road near Nestle entrance.
 - Tadcaster Road, Copmanthorpe
 - Murton Way, Murton
 - Murton Lane, Murton

- Common Road, Dunnington (nr medical practice),
- Common Road, Dunnington (Sports club to A1079),

Further details can be found in the Decision Session report of 12 November 2015.

8. The remaining 15 sites were recommended for further consultation with residents, and approved for subsequent implementation if no adverse feedback was received. Any substantive objections to these schemes were to be reported back for a further decision to be made.
9. Before consultation with local residents could begin new speed data was received for Chaloners Road, Dringhouses, and showed a highest 85th percentile speed of 33mph, concurrent with guidance for 30mph limits and so the site is no longer a priority for speed management funding. It is therefore proposed that this scheme be omitted from the speed management programme. The original cycle lane proposals may still continue as a cycling scheme if budgets allow from other funding streams and the scheme has been passed to the cycling officer for consideration.
10. Consultation for the remaining 14 sites has now taken place. Two of the sites Danebury Drive, Acomb and York Road, Strensall, drew a significant negative response.
11. Residents in Danebury Drive are keen to address the speeding problem but had concerns regarding the form of the proposals. It is therefore proposed that different options are considered for this site for inclusion in a future year's programme. Low cost measures may be affordable in the 2016/17 programme, but an extensive scheme is likely to require postponing to a later date.
12. York Road, Strensall residents and the local Parish Council were happy to take forward the proposed extra Vehicle Activated sign but not the cycle lanes. As an alternative measure, crossing facilities will be investigated in 2016/17, with consideration of a zebra crossing close to the junction of York Road with Barley Rise.
13. The remaining 12 schemes are listed under paragraph 17 with estimated costs.

14. Five of these sites have received no objections, and therefore implementation is moving forward as previously agreed on 12 November 2015.
15. The other seven sites have received objections, and a detailed breakdown of the consultation feedback, analysis of comments and recommendations is provided, along with a plan showing the outline design of the schemes in **Annexes A - G**. All seven schemes are now recommended to proceed to implementation.
16. Three of the seven sites will require a speed limit order to complete the consultation process (**Annexes A, D and E**).

17. The schemes have been prioritised using three variables: *Accident data / Percentage over the posted speed limit / Proximity to schools and shops*

Sites (in priority order)	Recommended Action	Estimate	Annex	No objections, scheme proceeding	TRO required
Main St, Wheldrake	Improved gateway signing / carriageway narrowing	£8k	A		✓
Eason View, Dringhouses	Alterations to traffic calming	£16k	B		
Bishopthorpe Rd, Crematorium to Palace	Improved gateway signing	£1.5k		✓	
Usher Lane, Haxby	Improved gateway signing	£2k	C		
Stockton Lane / Sandy Lane, Stockton on the Forest	Improved gateway signing & 40mph buffer limit	£3k	D		✓
Naburn Lane, Fulford, rear of designer outlet	Improved gateway signing	£1.5k		✓	
Sim Balk Lane, Bishopthorpe	Improved gateway signing	£1.5k		✓	
Moorlands Rd, Skelton, Village Entry	Improved gateway signing & lining	£2.5k		✓	
Main St, Askham Richard	Relocation of speed limit gateway & improved signing	£5k		✓	✓
B1224 Wetherby Road, West of Beckfield Lane junction	40mph speed limit buffer & gateway treatment	£4k	E		✓
Green Lane, Clifton	Improve deflection at mini-roundabouts	£10k	F		
Church Lane, Wheldrake	Improved gateway signing	£2k	G		
TOTAL		£57k			

Options

18. Option (i) –

- Approve the omission of the Chaloners Road scheme from the speed management programme.
- Approve the deferral of Danebury Drive, Acomb to the 16/17 speed management programme.
- Approve the introduction of a new VAS on York Road, Strensall and the inclusion of investigatory work into crossing points on York Rd including consideration of a zebra crossing close to Barley Rise.
- Note the five schemes which are being progressed without further consideration by the Executive Member as no objections were received.
- Approve the implementation of schemes shown in **Annexes B, C, F and G**.
- Approve the advertising of speed limit orders to progress the proposals shown in **Annexes A, D and E**, with implementation to follow if no substantive objections are received. Any measures which receive objections would be reported back to the Executive Member for a final decision.

Option (ii) –

- As Option (i) but with revisions as the Executive Member deems appropriate.

Option (iii) -

- Do nothing, and reallocate the funding to other programmes of work.

Analysis

19. Option (i)

Public consultation has been undertaken to gauge views on the remaining schemes in the 2015/16 programme and responses have been considered. Where appropriate, proposals have been revised to reflect comments received or have been postponed for review in a future year's programme.

This option also aims to spend the full budget allocation and develop schemes for a future year's programme.

20. Option (ii)

This option offers the Executive Member the opportunity to amend, omit or bring forward any of the proposals, as deemed appropriate.

21. Option (iii)

Requests to review speeds at the sites under consideration were received from local residents and have been through the appropriate procedure as laid out in the Council's speed management policy. Monitoring of vehicle speed has shown that intervention is required to modify driver behaviour and reduce risk, so taking no action would be inappropriate.

Council Plan

22. The potential implications for the priorities in the Council Plan are:

- **A Council That Listens To Residents**

The schemes are all based on reports of speeding traffic from local residents, by responding to these requests for action the council is demonstrating that it is listening to residents. Consultations have included residents, local businesses, and Parish and Town Councils, and amendments have been made as a result of concerns raised.

Implications

23. *Financial* – The Current Speed Management Allocation for 15/16 is £100k, with £30k already spent to date. The estimated total cost to deliver the schemes in the programme is £57k, with investigatory work for other sites approved in November estimated at £11k. The total 2015/16 speed management programme is currently estimated at £98k so is within budget.

24. Funding for any scheme which is not completed within 2015/16 would be carried forward to the 2016/17 programme, with measures to be implemented early in that year, taking into account other priorities at that time.

25. *Human Resources* - None.

26. *Equalities* - None.

27. *Legal* - None

28. *Crime and Disorder* –

Speeding is a criminal offence and the council has a responsibility to deliver an effective Speed Management Strategy. It is the responsibility of North Yorkshire Police to enforce the appropriate speed limit.

29. *Information Technology (IT)* - None

30. *Property* - None.

Risk Management

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

32. Authority reputation – this risk is in connection with public perception of the Council if work is not undertaken following the review of a site passed through the Road Safety Partnership and vehicle speeds remain at current levels. This risk has been given a score of 10.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Probable	10

33. This risk score, falls into the 6-10 category and means the risk has been assessed as being “Low”. This level of risk requires regular monitoring. This is already undertaken by the Partnership and reported to the Executive Member as part of the regular review report.

Contact Details

Author:

Louise Robinson
Engineer
Transport Projects
Tel: 01904 553463

Chief Officer responsible for the report:

Neil Ferris, Director for City and Environmental Services

Report
Approved



Date 22 April 16

Specialist Implication Officer(s)

Wards Affected:

Wheldrake / Fulford and Heslington / Rural West York / Acomb / Bishopthorpe / Haxby and Wigginton / Strensall / Dringhouses and Woodthorpe

For further information please contact the author of the report.

Annexes

Annexes A - G, 2015/16 Speed Management Programme - Schemes with objections