

---

## Meeting of Executive Members for City Strategy and the Advisory Panel

17 March 2008

Report of the Director of City Strategy

### **PETITION FOR EXTENSION TO THE SPEED LIMIT – SHIRBUTT LANE HESSAY.**

#### **Summary**

1. This report is in response to the receipt of a petition that requests the extension of the 30mph speed limit in Hessay along the length of Shirbutt Lane in Hessay.

#### **Background**

2. The lead petitioner has raised this matter with officers and to demonstrate support for the extension of the 30mph speed limit she initiated a petition.
3. A 34-signature petition from properties in the Hessay area (see covering letter and petition extract in Annex A) was received in December 2007 requesting that Shirbutt Lane be restricted to 30mph beyond the residential properties at the end furthest from the village. Residents allege that vehicles travel down Shirbutt Lane at excessive speed, as it is currently de-restricted just beyond the junction with New Lane, Hessay.
4. Shirbutt Lane is a no through road that leads to 8 properties. The road is 4.5m to 5m wide with no street lighting. The footway ends at the Old School House property, from this point pedestrians have to walk on the carriageway or grass verge for approximately 80 metres before the next property. Beyond the houses round a 90-degree bend is a turning area and pedestrian crossing point at the railway line. It is alleged that some vehicles travel down Shirbutt Lane in error and return back up the lane at speed. In addition a commercial fishing lake is located down Low Moor Lane, which leads from Shirbutt Lane. From time to time competitions take place at the lake attracting drivers not necessarily familiar with the area.
5. A formal survey has been carried out to determine the extent of the traffic speed on this section of Shirbutt Lane. The results of the survey will be presented at the meeting.
6. The accident record data has also been review for the area and shows that no reported accidents have taken place in the last 5 years.
7. Within the last 2 months new street signs indicating that Shirbutt Lane is a no through road have been erected in the village. New direction signs have also been erected for the industrial estate, which direct traffic away from the village. This was all done at the request of the villagers of Hessay.

8. In circular 1/06 from the department for transport the following advice is given. Speed limits should not be used to attempt to solve the problem of isolated hazards, for example a single road junction or reduced forward visibility such as a bend, since speed limits are difficult to enforce over such a short length. Other measures, such as warning signs, carriageway markings, junction improvements, super elevation of bends and new or improved street lighting, are likely to be more effective. Similarly, the provision of adequate footways can be an effective means of improving pedestrian safety as an alternative to lowering a speed limit over a short distance.
9. Annex B shows the existing limit of the current 30mph area and possible extension to the 30mph area.

### **Consultation**

10. The City of York Council has carried out no formal consultation.
11. Ward councillors comments, see Annex C

### **Options and Analysis**

12. The options available are set out below:
  - A. Extend the speed limit on Shirbutt Lane to cover the properties (not recommended)
  - B. Reject the request for extension to the speed limit but, erect traffic sign warning motorists of pedestrians in road and mark SLOW on the carriageway before the junction with Low Moor Lane (recommended).
13. The road is not a through route and even though a commercial fishing lake is now accessed from Shirbutt Lane the volume of traffic using the road is extremely low, this is reinforced by the survey undertaken recently by City of York Council. In addition the accident data from the last 5 years shows no injury accidents have taken place.

New signs have recently been installed informing drivers that Shirbutt Lane is a no through road, and direction signing for the industrial estate now directs vehicles away from the village.

The installation of 2 warning signs and a road marking should provide adequate information to drivers unfamiliar with the area.

### **Corporate Priorities**

14. Taking this matter forward improves our focus on the needs of customers and residents in designing and providing services. The recommendation contributes towards the corporate priority to improve the actual and perceived condition and appearance of the city's streets.

### **Implications**

15. There are no Human Resource, Equality, Legal, Crime and Disorder, IT, Property or other implications associated with the recommendations in this report. The cost to provide 2 new traffic signs and a road marking would be £400 and could be met from the Traffic Signs Budget.

16. For a speed limit to be extended the cost for consultation, altering of the traffic order and signing would be £2000.

## Risk Management

17. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

## Recommendations

18. That the Advisory Panel advise the Executive Member to approve Option B subject to the speed survey demonstrating that vehicle speeds are not above the speed limit.

Reason: The need to extend the speed limit on the grounds of the accident record has not been made, however depending upon the results of the speed survey Members may choose to adopt Option A.

## Contact Details

### Author:

Philip Irwin  
Assistant Traffic Engineer  
Network Management  
Tel No. 01904 551654

### Chief Officer Responsible for the report:

Damon Copperthwaite  
Assistant Director (City Development and Transport)

Report Approved  Date 04/03/08

Wards Affected: Rural West York

All

For further information please contact the author of the report

### Annexes:

Annex A – A copy of the lead petitioners letter and petition.

Annex B – Plan of the area.

Annex C – Councillor comments