

**Decision Session – Executive Member for
Transport and Planning**

13 September 2018

Report of the Assistant Director Transport, Highways
and Environment

Thoresby Road - Speed Management Scheme

Summary

1. This report presents options to address concerns about the speed of vehicles on Thoresby Road.

Recommendations

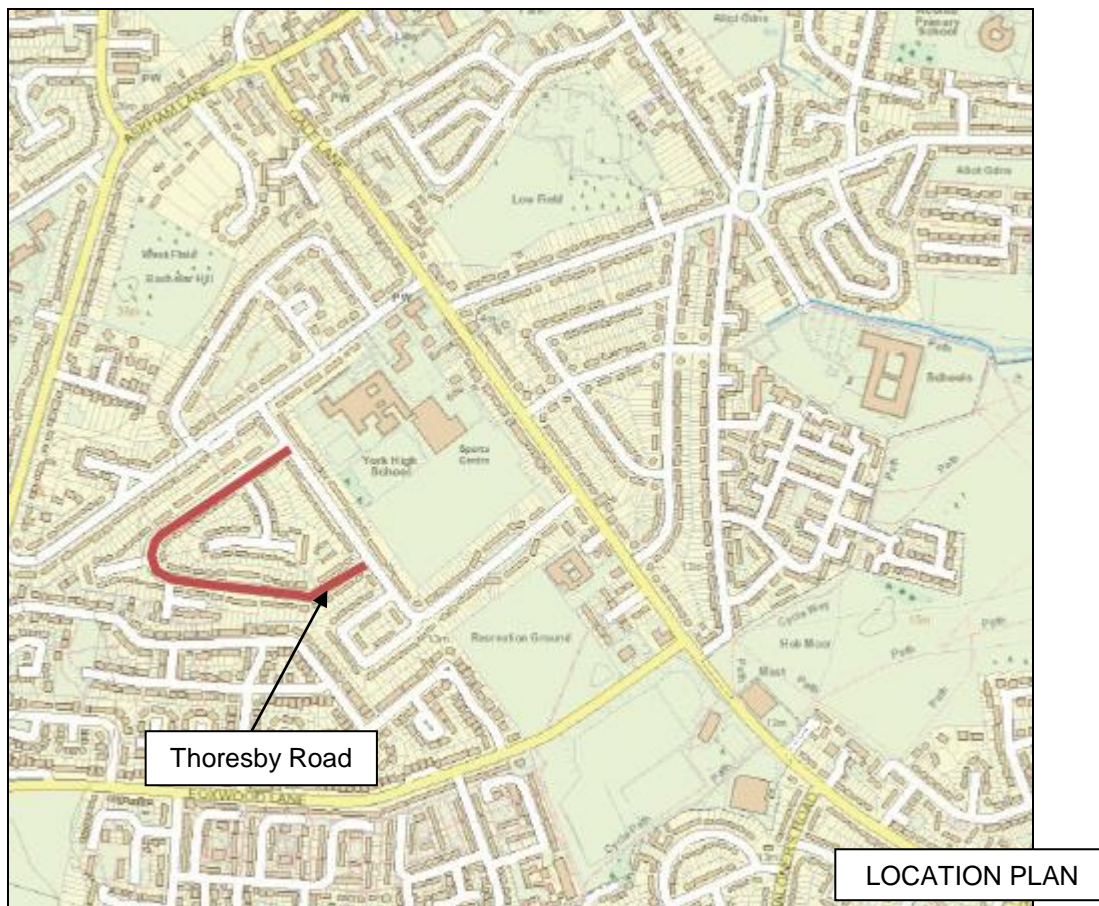
2. The Executive Member is asked to:
 - Approve option 3 - defer a decision pending the implementation of the parking scheme and refer site back to the Speed Management Partnership for consideration.

Reason: The parking scheme could have a direct impact on vehicle speeds along Thoresby Road, potentially leading to increased abuse of the limit and so should be concluded before the site is reviewed again to ensure any scheme to address the issue is warranted and can have the desired effect.

Background

3. The Council has previously determined that this location should be a 20mph road.
4. Thoresby Road was referred to the Transport Projects team for investigation via the Speed Management Partnership following a review of speed data. The speed limit on Thoresby Road is 20mph. The results of the speed survey show mean speeds of 21mph which is within expected tolerances for a 20mph speed limit and 85th percentile speeds of 25/26mph.

- Casualty accident records show there have been no injury accidents on Thoresby Road in the last 3 years.



- A scheme was developed as shown in **Annex A** and issued for consultation. This scheme comprises:
 - Installation of a '20' roundel markings at both junctions with St Stephens Road.
 - Installation of six '20' repeater signs to be located on both sides of three existing lighting columns to reinforce the existing signage.

Estimated cost - £2k

- During consultation a concern was raised about the potential impact of additional street clutter resulting from the proposal additional repeater signs.
- To address this concern alternative scheme options which do not include additional signing or markings associated with the 20 mph limit were

developed. The alternative scheme shown in **Annex B** was then developed and comprises:

- Installation of seven full width road humps.

Estimated cost - £41k

Ward Committee Parking Scheme

9. At the same time as option 2 was being developed a Ward Committee brief was received by the Transport Projects team to investigate the provision of a parking bay outside Nos 12-24. The ward reference is WE-17-25.
10. The parking bay scheme is to be funded through the Housing Estate Improvement Programme (HEIP) and there was an urgency to provide an estimate for a layby before any investigations were undertaken. Officers provided the estimate based on a layby of 38m length (6 spaces) between The Reeves and St Stephens Road.
11. As part of the response to the initial brief ward members were advised of the speed management scheme and that removing parking from on road would not be considered supportive in managing speeds along the road.
12. The Provisional estimate for the parking bay proposal has since been approved with further investigations and design now expected.

Consultation

13. Consultation was only undertaken for the option show in **Annex A**. Responses are recorded below with Officer responses as required.
14. Traffic Team Leader: Thoresby Road is not a through route so users will almost exclusively be residents who are likely to be already aware of the existing speed limit.
15. Officer Response: Agreed, the lining and signing scheme may have minimal impact, but could help to reduce speeds of visitors or delivery drivers who may not be aware of the speed limit with the existing signing regime.

Options

16. Option 1: Approve the signing scheme shown in **Annex A**
17. Option 2: Approve the traffic calming scheme shown in **Annex B** and allocate additional funding to progress the proposal.
18. Option 3: Defer a decision pending the implementation of the parking scheme and refer the site back to the Speed Management Partnership for further review.
19. If option 1 or 2 are approved they will need to proceed to consultation with local residents, ward members and other local interest groups. Any objections to be reported back to the Executive Member for Transport and Planning for a decision on implementation.

Analysis

20. The comments from the traffic team are considered to be a fair evaluation of the proposals outlined in option 1 and the scheme would increase the number of signs in the area raising concerns about street clutter. However, the cost is minimal and could be funded from the 2018/19 speed management budget. Whilst the impact on residents' speed may be minimal, it could serve to reinforce the existing restrictions and reduce speeds of drivers not familiar with the area.
21. Vertical traffic calming (option 2) is expensive and whilst it should reduce the 85th percentile speeds, the already low, mean speeds are unlikely to be affected. Therefore, officers do not consider option 2 to give value for money. This option is also not affordable from the 2018/19 budget allocations. If the Executive Member wishes to take forward the traffic calming option it would need a new funding allocation this year or would need to be delayed until funding is available. The introduction of vertical traffic calming measures is also likely to be unpopular with local residents and may attract objections.
22. Option 3 identifies that the parking scheme will have a direct impact on vehicle speeds along Thoresby Road and allows this to be prioritised above the speed management scheme. The investigation process and implementation of the scheme if approved could then be concluded before the site is reviewed again. This would ensure any speed management scheme suitably addresses the issues.

Council Plan

23. This section explains how the proposals relate to the Council's 3 key priorities, as set out in the Council's Plan 2015-19.

Key Priority - a council that listens to residents - to ensure it delivers the services they want and works in partnership with local communities.

24. The Speed Management Partnership is based solely on investigating complaints from residents, all options presented include consultation with local residents and their representatives to ensure their views are leading the decisions made. The recommended option also prioritises the community lead scheme to ensure the two work elements provide the best results.

Implications

25. The following implications have been considered:

- **Financial** – There are no financial implications, unless the Executive Member chooses to approve Option 2, which would exceed the budget available.
- **Human Resources (HR)** - There are no HR implications.
- **One Planet Council / Equalities** - There are no One Planet Council / 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.

Risk Management

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

27. Authority reputation –This risk is in connection with the public perception of the Council as the recommended scheme doesn't progress the speed management scheme in 18/19 and is assessed at 8.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Unlikely	8

28. It is recognised that the recommendation in the report delays the implementation of any speed management scheme. However, it is considered more important to prioritise the ward scheme to ensure all the residents' needs are met and as the risk is minimal it is considered acceptable.

Contact Details

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Report Date 05.09.18
 Approved

Wards Affected: Westfield

For further information please contact the author of the report

Annexes

Annex A – Option 1 – *signing and lining scheme*
 Annex B – Option 2 - *traffic calming scheme*

List of Abbreviations Used in this Report

CYC – City of York Council
 HEIP - Housing Estate Improvement Programme
 SMP – Speed Management Partnership