

Decision Session – Executive Member for Transport 19 September 2019

Report of Assistant Director, Transport Highways and Environment

Hempland Avenue Speed Management Scheme - Update

Summary

1. This report summarises the results of consultation with regard the speed management scheme at the junction of Hempland Avenue and Hempland Lane and asks the Executive Member to decide how to proceed with the scheme.

Recommendations

2. The Executive Member is asked to approve:

Option 1: Implement the scheme as shown in Annex C.

Reason: To help reduce vehicle speeds in an existing 20mph speed limit on Hempland Avenue.

Background

3. Hempland Avenue was referred to the Transport Projects team for investigation via the Speed Management Partnership following a review of speed data.
4. To address concerns about vehicle speeds, a scheme was developed and approved at Executive Member Decision Session in September 2018. A copy of the Report and Decision are included in Annex A. The Executive Member approved progression of the scheme, as shown in Option 3 of the report, to consultation and for any objections to be reported back to a future decision session on implementation.

Consultation

5. Consultation was undertaken with residents directly affected by the proposed changes to the highway. A letter and plan shown in Annex B were distributed to 21 residents who live the vicinity of the junction. It was also issued to the emergency services and other road user groups.
6. Responses were received from three local residents, with two issues being raised with the proposed scheme:
7. Issue 1: One resident responded generally in favour of the scheme but noted concerns for cycle safety if the junction mouth is made narrower.
8. Officer response: Whilst the junction is narrower than in its current arrangement the sharper turn into the junction will force drivers to slow down and gives them less chance to try to overtake cyclists within the junction. No cycle facilities currently exist on Hempland Avenue or Hempland Lane which are affected by these proposals and none are proposed as part of this scheme.
9. Issue 2: Two residents objected to the proposals as they considered the speed of vehicles on Hempland Lane to be the main contributory factor to high speeds on Hempland Avenue. They suggested that the 20mph limit be extended or speed cameras installed to reduce speeds.
10. Officer Response: The purpose of the proposed scheme is to address a speeding concern on Hempland Avenue which is subject to a 20mph speed limit. No speed concerns on Hempland Lane have previously been raised through the 95Alive partnership for investigation and so the focus for this scheme has always been Hempland Avenue.
11. The length of Hempland Lane between Stockton Lane and Heworth Village is part of the strategic network for the city and for this reason was excluded from the signed 20mph speed limit for the area when it was rolled out in 2014 and retained a 30mph speed limit. Therefore extending the 20mph limit onto Hempland Lane would go against the 20mph Speed Limit Policy.
12. The junction of Hempland Lane and Hempland Avenue features a wide junction mouth which allows vehicles to turn into the lower speed side road without needing to slow down. The proposed tighter turn will require drivers to slow down and therefore they will be more likely to adhere to the 20mph limit.

Design Changes

13. During the period following the consultation a topographical survey was undertaken to allow the detailed design of the scheme to take place. This confirmed that re-profiling of the carriageway surface at the junction would be required to ensure the cross section of the carriageway matched the new alignment of the junction. This change and associated increased estimated cost was report to Transport Board and a budget increase was agreed. A general arrangement plan showing the extents of surfacing required is provided as Annex C.

Options

14. Option 1: Implement the scheme as shown in Annex C.
15. Option 2: Do nothing.

Analysis

16. Option 1 allows the Council to respond to the initial speed complaint by making changes to the highway as approved at Executive Member Decision Session in 2018. Whilst the proposals have attracted a couple of negative comments from residents the change to the geometry of the junction will reduce speeds into Hempland Avenue more significantly than a reduction in the signed limit on Hempland Lane would. No objections have been submitted by any of the other consultees and so it is assumed that the scheme has majority support from the local community.
17. Option 1 also provides additional improvements for pedestrians by reducing the crossing length and relocating the crossing point to the desire line at the junction.
18. Approving option 2 would not provide any closure to the initial speeding complaint and would not address the high 85th percentile speeds which were recorded when speed data was gathered.

Council Plan

19. 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.*

20. The Speed Management Partnership is based solely on investigating complaints from residents and responding to those complaints using data led analysis.

Implications

21. The following implications have been considered:

- **Financial** – The scheme costs of the recommended option have been estimated at £35,000 including staff costs. This is affordable from the speed management budget allocation in the 19/20 capital programme.
- **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

22. 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:
23. Authority reputation –This risk is in connection with the public perception of the Council if the recommended scheme doesn’t significantly reduce speeds and is assessed at 8.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Unlikely	8

Contact Details

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Report
Approved



Date 10 September 2019

Wards Affected: Heworth

For further information please contact the author of the report

Background Papers:

Executive Member Decision Report September 2018 – Hempland Avenue – Speed Management Scheme and decision.

Annexes

Annex A – Executive Member Decision Report September 2018 – Hempland Avenue – Speed Management Scheme and decision.

Annex B - Consultation Letter / Plan

Annex C – General Arrangement drawing