

---

**Decision Session  
- Executive Member for City Strategy**

**1<sup>st</sup> June 2010**

Report of the Director of City Strategy

**20mph speed limit petitions for Sovereign Park and Dodsworth Avenue**

**Summary**

1. To advise the Executive Member of the proposed response to the receipt of two petitions requesting 20mph speed limits. The first covering Sovereign Park and the second considering Dodsworth Avenue. Both petitions have been considered under the criteria set out and agreed at the EMDS in December 2009 and the report includes an updated prioritisation table which includes the data for the two above mentioned petitions.

**Recommendations**

2. The Executive Member for City Strategy is recommended to:
  - a) Note the relative priority of the petitions set out in the table (annex A) in relation to other petitions and requests received.
  - b) Agree that no further action should be taken at the current time in relation to Sovereign Park.
  - c) Note that Dodsworth Avenue is currently being considered through the speed review process and request officers to provide an update on progress at a future EMDS meeting.

Reason: To progress requests and petitions against the agreed criteria and in priority order and to enable those requests that do not comply with key elements of the criteria to be considered through other processes.

**Background**

3. In December 2009 a report was presented to the Executive Member Decision Session (EMDS) setting out a set of criteria for prioritising the petitions and requests for 20mph speed limits on residential roads in York.
4. The prioritisation is to be considered against the following criteria. The road must be a 'residential' or 'mixed priority' road within the context of the speed management plan, the occurrence of an injury accident during the previous

three years, of any severity or road user, the presence of a school, shopping area or play area, at least 50% of households within the street have signed the petition and average speed on the road must be 24mph or below.

5. A petition for a 20mph across the whole of Sovereign Park was presented at Council on 4<sup>th</sup> February 2010 and was signed by 223 residents. It was presented on the basis that, although it is difficult to exceed 20mph through the estate, signage would ensure people think about their speed and alert drivers to the fact that they are entering a residential area. A petition for a 20mph speed limit on Dodsworth Avenue was presented at Council on 3<sup>rd</sup> December 2009 and was signed by 15 residents on the basis that speeds of 20mph and below result in fewer serious and fatal accidents and a lower speed limit is the best way to reduce driver speed.
6. Dodsworth Avenue already has a 20mph zone (including traffic calming) on the middle section of the road.

### **Prioritising petitions and requests**

7. The prioritised list is intended to be a working document and as such will change over time as other petitions and requests are assessed. Not all the requests and petitions received so far have been assessed. The December report to EMDS agreed that petitions would be included in the list of schemes to be prioritised against the agreed criteria rather than dealt with separately. The list of petitions received and requests made to the Council is contained in Annex A.

### **Petitions**

8. The petitions for Sovereign Park and Dodsworth Avenue request a reduced speed limit.
9. Dodsworth Avenue already has a 20mph zone, with traffic calming, in front of the shops and was implemented in 2000/2001 as a traffic calming scheme in response to seven injury accidents occurring in the previous five years. No injury accidents have been recorded during the last three years.
10. Dodsworth Avenue returned the following speed data.

	Average speed (mph)	85 <sup>th</sup> percentile (mph)	Highest speed (mph)
From Malton Road	27	32	62
To Malton Road	26	31	55

11. The speed survey was conducted within the existing 30mph section. An average speed of 26mph and 27mph does not meet the criteria to be considered under this process for a signed only 20mph scheme. In addition it is classed as a mixed priority route within the speed management plan. This

means it would only be considered for more targeted traffic calming or 20mph speed limit, for example outside schools or shops, which already exists. Dodsworth Avenue is currently progressing through the Speed Review Process over concerns about inappropriate speed. Average speeds recorded in the 20mph zone by the Fire and Rescue Service returned data of 20mph and 85<sup>th</sup> percentile speeds 27 mph. The speed review process is ongoing but so far it has identified that Dodsworth Avenue is an appropriate location for targeted Police enforcement and that further engineering measures should be considered. A report will be brought to a future EMDS to provide more detail about the investigations and outcome of the review.

12. Sovereign Park is a relatively new development which has been designed with a layout to reduce traffic speeds. The collected data demonstrates the effectiveness of the design in reducing speeds, through a layout with an intentional short and tight horizontal highway alignment, which removes the need for vertical measures. Additionally certain streets are designed without a traditional footway and carriageway. There are several examples of shared surface approach within residential developments in York. It is recognised across the UK and continental Europe as being effective at controlling traffic speed and creates a very safe environment for more vulnerable road users.
13. Traffic data was collected at two locations and is set out in the table below.

	Average speed (mph)	85 <sup>th</sup> percentile (mph)	Highest speed (mph)
Princes Drive from Dukes Court	13	16	23
Princes Drive to Dukes Court	13	16	25
Monarch Way from Marquis Court	14	16	23
Monarch Way to Marquis Court	12	14	19

14. The speed data meets the criteria for implementing a signed only 20mph speed limit, the roads on the estate are identified as residential roads within the speed management plan, there have been no recorded injury accidents within the last three years, more than 50% of households have signed the petition and there are no schools or shops on the roads in question. Whilst it is not disqualified by the criteria there are other locations within the table (annex A) which currently have greater priority for implementation. Sovereign Park has remained at number 22 on the table on the basis that it was submitted later in the process and a number of locations positioned above it are outside schools. When the remaining data for the other locations has been collected, it's position in the table may alter.
15. It was agreed at the EMDS in April 2010 that further implementation of individual 20mph speed limits should be delayed until public consultation on

city-wide implementation has been undertaken as part of the Local Transport Plan (LTP3) development. The consultation on LTP3 is due to be substantially complete by late autumn/early winter 2010.

## Consultation

16. Members commented as follows:
- Councillor Potter advised that she is pleased that Dodsworth Avenue is being considered under the speed management review as the Ward Members are constantly receiving complaints about speeding on this road. It has also been raised on numerous occasions at ward committee meetings. She requested that all householder on the road be informed about the timescales for the review so that they know that the problem is being taken seriously and have some idea when improvements will be made.
  - Councillor Simpson-Laing advised that residents in Sovereign Park constantly suffer from vehicles, delivery vehicles and those visiting property's, speeding into the estate and around its 'looping' road layout. Due to the poor design of Sovereign Park there are few footpaths and this leads residents and their children having to walk in the road in a number of locations - hence the safety concerns. There has been an outstanding response from residents calling for action to be taken and this cannot be ignored, to ignore this request would only show contempt of residents concerns. Council may set criteria but they should also listen and accept that near misses are not reported and experience here is key to this request.
  - Officers refer to paragraph 12 in response to the comments above.
17. North Yorkshire Police made the following comments. They consider that on the basis of the agreed criteria, 20mph speed limits should not be progressed at the locations subject of the petitions. The current position of North Yorkshire Police on 20 mph restrictions is as follows:-

The imposition of any 20 mph speed limit on any highway by the relevant authority, is not objected to on the following understanding:-

- The relevant traffic authority for the highway concerned is responsible for the management of that highway.
- The imposition of any 20 mph speed limit is made with due regard to the traffic authorities responsibility under the relevant legislation and will comply with DfT guidance.
- The assumption of North Yorkshire Police is that if correctly placed, the speed limit will be self enforcing and the relevant traffic authority are fully responsible for ensuring that it meets those aims.
- With due regard to the obligations of the traffic authority, North Yorkshire Police will not undertake any routine speed enforcement on any highway that has a 20 mph limit imposed.
- It will be the duty of the relevant traffic authority to put into place corrective speed reduction measures if that limit fails.

## **Options**

18. Option one – Agree the prioritisation for both petitions and await the outcome of the LTP3 consultation before undertaking any further implementation in relation to Sovereign Park and await the outcome of the Speed Review Process in relation to Dodsworth Avenue.
19. Option two – Do not agree the current prioritisation but still await the outcome of the LTP3 consultation process.

## **Analysis**

20. Option one – The introduction of the agreed criteria and process for responding to petitions and requests has provided a consistent approach, which is data led. It has identified a number of areas that would benefit from the introduction of a 20mph speed limit. These areas are currently prioritised ahead of Sovereign Park. The process uses the agreed criteria but delays further action until later in the year when a response from residents about the wider context within which 20mph has been considered, understood and reported to EMDS. This may allow funding to be directed in another way to fit in with any longer term policy.
21. Dodsworth Avenue does not meet the criteria that has been agreed under the 20mph speed limit assessment but is currently being considered under another process. The outcomes of the assessment are due to be reported to at a future EMDS meeting.
22. Option two – Many of the requests and petitions have similar assessments in terms of the criteria they meet. Sovereign Park could be moved higher up the table on the basis of data having been collected ahead of other requests but still would not fall within the top four schemes currently agreed for implementation within 2010/11. To discount the agreed criteria would undermine the process.

## **Corporate Objectives**

23. A data led approach of assessing road safety issues and prioritising scheme meets the Council's corporate priorities to create a Safer City. It also supports the aims and objectives of the Road Safety Strategy as part of the Second Local Transport Plan and contributes to A Safer City.

## **Implications**

### **Financial**

24. There are no financial implications from either of the options.

### **Legal**

25. A Traffic Regulation Order (TRO) will need to be in place in order to enable the speed limit on any road to be altered. The Council has powers under the

Highways Act and Road Traffic Regulation Act to undertake and implement TROs

**HR**

26. There are no impacts

**Other**

27. There are no impacts

**Crime and Disorder**

28. Speeding is a criminal offence and the Council has a responsibility to deliver an effective Speed Management Strategy.

**Risk Management**

29. In compliance with the Council's risk management strategy, no significant risks have been identified arising from the recommendations.

**Contact Details**

**Author:**

Ruth Stephenson

Head of Transport Planning

01904 551372

**Chief Officer Responsible for the report:**

Richard Wood

Assistant Director of City Strategy

**Report Approved**



**Date** 19.05.2010

**Specialist Implications Officer(s)** *List information for all*

Financial

Patrick Looker

Finance Manager, City Strategy

Tel No.01904 551633

**Wards Affected:** Acomb and Heworth

**All**

**For further information please contact the author of the report**

**Background Papers:**

Annex A – Prioritisation Table