

Meeting of Executive Members for City Strategy and Advisory Panel

2 June 2008

Report of the Director of City Strategy

Traffic Calming Measures on Penyghent Avenue, Burnholme, York.

Summary

1. This report advises Members of the outcome of consultation with local residents on a proposal to introduce additional traffic calming measures on Penyghent Avenue. Based on the feedback from this consultation, plus accident and traffic speed data, the report recommends that no further action be taken.

Background

2. A petition asking for additional speed humps to be provided along Penyghent Avenue was presented to the Council in September 2007. The petition contained signatures from 110 people, 41 of whom live on Penyghent Avenue. The front page of the petition is attached in **Annex A**, and a plan showing the location is included in **Annex B**. This plan also highlights properties on Penyghent Avenue and the surrounding area where signatories to the petition live.
3. The existing 20 mph School Zone for St Aelred's RC Primary School has been in place since 2002 and incorporates traffic calming for part of Penyghent Avenue near the junction of Fifth Avenue. This is also shown on **Annex B**.
4. Officers are aware that on the last day of the summer term 2007, a road traffic accident occurred near the school involving a vehicle and young boy who sustained slight injuries. The location was on Fifth Avenue, close to Penyghent Avenue junction, (marked on **Annex B**).
5. Receipt of the petition was reported to the meeting of this Advisory Panel on 14 January 2008. The report suggested that petitioners' concerns could be addressed by considering the introduction of four or five new road humps and changing the location of the 20 mph zone to encompass all of Penyghent Avenue. However, it was pointed out that the justification for funding any additional traffic calming would need to be assessed within the framework of the six-month review of speed issues previously approved by EMAP, which involved looking at existing speeds and the accident history.
6. The report noted that no road traffic injury accidents had been reported over the previous three years on Penyghent Avenue, therefore it was not considered a high priority for engineering measures. However, it could still be considered as a medium priority speed management scheme if speeds were shown to be particularly high.

7. At the meeting Officers reported the results of a recently completed speed survey, which showed that average speeds approximately mid-way along the street were around 21 mph, with 85% of traffic going below 27 mph. The traffic flow was around 700 vehicles per day. Based on these findings Officers advised Members that the street ranked as a low priority for any action to be taken. However, Members felt that a decision should be deferred to allow for residents to be informed of the latest accident and speed information and, in light of this, asked for their views on additional traffic calming being introduced.

Consultation

Residents

8. A letter and questionnaire (see **Annex C**) was sent to all households on Penyghent Avenue in March 2008. A total of 92 letters were distributed, and 43 were returned (46.7%). The main results are set out below:-

Penyghent Ave - Traffic calming consultation responses

Opinion	No.	%
Strongly Support	15	16.3
Slightly Support	4	4.3
Neutral	1	1.1
Slightly oppose	2	2.2
Strongly oppose	20	21.7
No box ticked	1	1.1

The table shows that 19 respondents supported the proposal (15 strongly and 4 slightly), but 22 opposed it (20 strongly and 2 slightly).

9. A number of comments were also written on the forms, which are summarised below:-

Comment	No.	%
Problems with parked cars at school start and finish	6	6.5
Parking restrictions needed at Penyghent Ave / Fifth Ave Junction	2	2.2
Derwenthorpe development will increase traffic levels	2	2.2
Existing traffic calming not severe enough	1	1.1
Propose point closure of Penyghent Avenue at junction with Fifth Avenue.	1	1.1
Remove existing traffic calming	1	1.1
Propose mini-roundabout junction of Fifth Ave / Tang Hall Lane	1	1.1

10. The main issue highlighted by the additional comments is the problem of parking near the Fifth Avenue junction at school start and finish. Members may be aware that this issue is already being addressed through a parking restriction scheme, which is currently going through a separate consultation exercise, including the advertisement of a Traffic Regulation Order. An update of the outcome of this process will be presented at the EMAP meeting.

Councillors

11. The local Ward Councillors, plus Councillors Gillies and Simpson-Laing have been made aware of the latest consultation results and invited to comment. Their responses are summarise below :-

Cllr Potter – considers it inappropriate to comment, given the mixed feedback from residents on the issue.

Cllr Funnell – does not think that road humps are helpful, and a range of traffic calming measures need to be looked at.

Cllr Blanchard – no comments received.

Cllr Gillies – as Chairperson for this Advisory Panel, will comment at the meeting.

Cllr Simpson-Laing – no comments received.

Options

12. The following options appear to be available for Members to consider:-
 - Option 1 --- Reject the possible introduction of additional traffic calming measures on Penyghent Avenue.
 - Option 2 --- Support the introduction of traffic calming measures on Penyghent Avenue, and request that a scheme proposal be put forward for consideration within the development of the Local Transport Plan (LTP) Capital Programme for 2009/10.

Analysis

13. Given that the accident and speed data makes the possible introduction of additional traffic calming measures on Penyghent Avenue a low priority, plus the fact the recent residents consultation revealed that more respondents were against than for the idea, option 1 is recommended to Members.

Corporate Priorities

14. A data led approach of assessing road safety issues and prioritising schemes 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.

Financial Implications

15. There has been a small cost for City Strategy in undertaking the required public consultation and bringing forward this additional report, but this has been fitted in within the workload of existing staff resources. The only other financial implication would be the funding required should Members wish a scheme to be progressed. This would required bid to be put forward for consideration as part of the 2009/10 LTP Capital Programme.

Other Implications

16. There are no Human Resources (HR) implications
17. There are no Equalities implications
18. There are no Legal implications
19. There are no Crime and Disorder implications
20. There are no Information Technology implications
21. There are no Property implications.

Risk Management

Risk Category	Impact	Likelihood	Score
Strategic	Very Low	Remote	1
Physical	Very Low	Remote	1
Financial	Low	Possible	1
Organisation/Reputation	Low	Possible	1

22. In compliance with the Council's risk management strategy, no significant risks that have been identified in the content of this report.

Measured in terms of impact and likelihood, the risk score for all risks has been assessed at less than 16. This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

Recommendations

23. That the Advisory Panel advises the Executive Member to:
 - (i) Note the outcome of the residents consultation survey.
 - (ii) Reject the possible introduction of additional traffic calming measures on Penyghent Avenue.

Reasons: To respond to the outcome of public consultation and to ensure that LTP funding is put to best use.

Contact Details

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Report Approved

Date 12/5/08

Specialist Implications Officer(s)

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Wards Affected:

All

Heworth

For further information please contact the author of the report

Background Papers

Report to City Strategy EMAP 14 January 2008

Annexes

Annex A: Scanned copy of petition (page one only, of 9 pages)

Annex B: Map of Penyghent Avenue and surrounding area

Annex C: Residents letter / questionnaire