

## **Decision Session Cabinet Member for Transport**

11 December 2014

Report of the Director of City & Environmental Services

### **Response to Petition calling for Traffic Calming Measures along South Bank Avenue.**

#### **Summary**

1. This report is in response to a petition from residents of South Bank Avenue, calling for implementation of traffic calming measures on this road.

#### **Recommendation**

2. That the Cabinet Member for Transport notes the petition, and:
  - i) Acknowledges the residents' concerns about speed of traffic.
  - ii) Advises that officers will work with petitioners to help take their concerns through the established speed management process. This evidence based approach will enable the assessment of appropriate options in response to speed concerns on this road.  
Reason – To address residents concerns.

#### **Background**

3. On 9 October 2014 a petition with just over 60 signatures was presented to full Council by Cllr. Julie Gunnell, of the Labour Party. The petition stated that:-

*Petition to City of York Council for traffic calming measures along South Bank Avenue.*

*We, the undersigned residents of South Bank Avenue, do petition City of York Council to acknowledge our concerns regarding the regular breaking of the 20mph speed limit along this road. We are a neighbourhood that contains many families with young children and wish to live in an area where road safety reflects this. We urge*

*the Council, in consultation with local residents, to implement traffic calming measures.*

4. South Bank Avenue is a residential street of approx 78 households in the South Bank area of York. It is an important cycling and walking route for people heading towards the Millennium Bridge river crossing and local schools.
5. The road is straight and slopes downhill towards Bishopthorpe Road with parking on both sides. There is an existing speed reduction measure 'a build out' near to its junction with Trafalgar Street.
6. The speed limit on South Bank Avenue was reduced to 20mph in September 2012, as part of the South Bank and Clementhorpe 20mph rollout. Speed measurements made pre-implementation indicated that the average speed on South Bank Avenue was less than 24mph. This amongst other considerations suggested that a 20mph speed limit would be appropriate for this road under the current guidance from the DfT and local policy approach (see background papers).

### **Consultation**

7. Not applicable at this time.

### **Analysis/Options**

8. Since November 2008, all speed complaints have been investigated by a partnership including North Yorkshire Police, City of York Council and North Yorkshire Fire and Rescue. The partnership was formed so that all reported speed concerns could be examined using a consistent and rigorous approach, including collection of speed data and an investigation of any prior casualties. Full details of this policy are contained in the links in background papers to this report.
9. The petitioners are advised of the policy relating to reporting speeding concerns (link in background papers). Officers will work with the petitioners to help them take this through the speed management process. The first stage of which is to complete a 'Speed Concern Report' for submission to North Yorkshire Police. This step is necessary, under the current policy, so as to trigger the request for a speed review be undertaken.

### **Council Plan**

10. The outcome of this report will contribute to the following aspects of the Council Plan:

- *Build Strong Communities* – Residents’ views and concerns should be acknowledged and considered.

## **Implications**

11. The outcome of this report will have the following implications:

- *Financial* – there is a staffing cost in undertaking the speed review should this be requested – this is covered by current staffing budgets.
- *Human Resources (HR)* – there are no HR implications.
- *Equalities* – there are no equalities implications.
- *Legal* – there are no legal implications.
- *Crime and Disorder* – The speed review might indicate that Police intervention is appropriate.
- *Information Technology (IT)* – there are no IT implications
- *Property* – There are no property implications.

## **Risk Management**

12. The outcome of the speed review might not fully meet with residents expectations.

13. This risk is managed by the council having commissioned an independent review of the speed review process in 2012. One of the conclusions of this review was that having this transparent, consistent and evidence-based response in place helps manage public expectation.

## **Contact Details**

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Assistant Director ~ Transport, Highways & Waste

Report Approved  Date: 1<sup>st</sup> December 2014

## **Wards Affected**

**Micklegate**

## **Background Papers**

Reporting Speeding Concerns

[http://www.york.gov.uk/info/200185/roads\\_highways\\_and\\_pavements/385/road\\_safety/3](http://www.york.gov.uk/info/200185/roads_highways_and_pavements/385/road_safety/3)

Speed Review Criteria

[http://www.york.gov.uk/downloads/file/2061/speed\\_review\\_criteria](http://www.york.gov.uk/downloads/file/2061/speed_review_criteria)

Speed Concern Reporting Form

[http://www.york.gov.uk/downloads/file/2060/speed\\_concern\\_report\\_form](http://www.york.gov.uk/downloads/file/2060/speed_concern_report_form)

20mph Speed Limit Policy Approach

<http://democracy.york.gov.uk/ieListDocuments.aspx?CIId=738&MID=6748>

For further information please contact the author of the report