

## **Meeting of Executive Members for City Strategy and Advisory Panel 8<sup>th</sup> December 2008**

Report of the Director of City Strategy

### **Update on Fishergate Ward 20mph Speed Limit Pilot and Petition for City Wide 20mph Speed Limits on Residential Roads**

#### **Summary**

1. To advise Members of the action plan for implementing the 20mph speed limit on seven roads in Fishergate and advise of the receipt of a petition for 20mph speed limits on residential roads on a city wide basis. This report looks at what needs to be undertaken to implement a 20mph speed limit in Fishergate and when the various stages are planned to take place. The background to city-wide 20mph speed limits was covered in the EMAP report 14<sup>th</sup> July and this report does not reiterate those arguments again, however the report does consider the availability of funding streams that could be used to deliver a number of 20mph speed limits across the city.

#### **Background**

2. A petition was received in April 2008 requesting a 20mph speed limit on Grange Street, Grange Garth, Rosedale Street, Levisham Street, Hartoft Street, Farndale Street and Lastingham Terrace in Fishergate. The petition was considered at 14<sup>th</sup> July 2008 EMAP when it was agreed that the above named roads would be used as a pilot study. (shown on map attached as Annex one)
3. There are a number of steps that need to be taken in order to implement a 20mph speed limit. A Traffic Regulation Order (TRO) needs to be drafted, speed surveys need to be undertaken to ensure that the average speed limit is below 24mph, the TRO needs to be drafted and residents consulted on the proposals for the scheme and suitable locations for repeater signs must be identified. Assuming that the speed surveys show average speeds of 24mph or below and the consultation responses are positive then the TRO can be implemented.
4. A petition containing 112 signatures for a city-wide 20mph speed limit (without traffic calming) was referred from Council on 25<sup>th</sup> September 2008. The City Strategy EMAP considered the background and arguments for and against such a proposal at its meeting on 14<sup>th</sup> July and it is not proposed to reiterate all those arguments again.

5. The main points from that report are summarised here. Portsmouth City Council has implemented city-wide 20 mph speed limits on almost all its residential streets. The scheme was prepared as a result of a road safety initiative to reduce accidents. The scheme is designed to reduce speeds and create a culture where driving too fast in residential areas is seen as anti-social. It took two years to develop and was completed in two phases. The scheme covers 410 km of residential roads, approximately 1200 roads.
6. It would be possible to implement a scheme in York similar to that introduced in Portsmouth. It would have a wider impact than purely casualty reduction and support other policy areas such as cycling. However, such a scheme is not designed to reduce speeds on roads where the average speed is above 24 mph and as result would not tackle a high percentage of the roads that are currently the subject of complaint and request. A significant proportion of accidents that occur on York's roads would not be resolved such as those occurring at junctions with classified roads. The introduction of a city-wide 20mph speed limit is likely to result in a less significant reduction than is at first apparent. From the recent sample of roads where speed surveys have been carried out any scheme that was introduced in York would be on a smaller scale, as the number of roads meeting the average speed criteria appears to be lower. Traffic calming would be required on other roads where the average speed limit is currently over 24 mph, which would increase the cost of implementation.
7. The introduction of a city wide scheme would provide a consistent means of responding to requests and complaints about speed on residential roads. It would require criteria to be established that would identify 'residential' roads and would not apply to radial routes into the city centre or distributor roads.
8. It would possibly be in the same cost region as Portsmouth for a city-wide scheme, approximately £500,000 (although cost estimates have not been carried out) to address what are currently medium and low priority issues. It would not address speed issues on non-residential roads, where a significant proportion of casualties in York occur, in particular at junctions where clusters of accidents often occur. In addition it would not conform to the current policy in terms of capital expenditure targeted at specific high casualty sites.
9. The result of the Portsmouth scheme against casualty reduction has yet to be reported and it is not yet clear whether the city wide 20 mph speed limits have been effective at reducing casualties. The report recommended that a trial site should be identified for a 20mph speed limit area to identify whether such a scheme is appropriate and beneficial within York and that the current speed management plan continues to be implemented to target casualty reduction until such time as the outcome of the trial and the Portsmouth scheme are known.

### **Current Progress in Fishergate**

10. A proposed timetable for delivering these steps is as follows:

3<sup>rd</sup> to 10<sup>th</sup> November

Consultation form prepared and TRO drafted.

10 <sup>th</sup> to 17 <sup>th</sup> November	Speed surveys completed.
17 <sup>th</sup> to 8 <sup>th</sup> December	Advertise proposal and letter drop to residents as part of a statutory three week consultation exercise. Analyse speed data
17 <sup>th</sup> Nov to 8 <sup>th</sup> December	Identify suitable repeater sign locations. Pool and analyse consultation responses
8 <sup>th</sup> to 15 <sup>th</sup> December	If positive consultation response and speed surveys show average speeds of 24mph or below, consult formally with the police on the detail of the scheme, the outcomes to be measured and achieved.
15 <sup>th</sup> to 12 <sup>th</sup> January 2009	Implement TRO and install repeater signs  If negative response to consultation or average speeds are above 24mph, area to be considered for traffic claming through the speed management process.

An update on progress will be provided at the meeting.

11. The TRO would need to be reviewed within 18 months to determine whether it should be retained or revoked. The speed surveys would be repeated to determine whether speeds have reduced. It is expected that the speed surveys would be carried out 12 months after any implementation.
12. The Ward Committee made available £1000 as a contribution to the scheme to undertake consultation. The Ward members have indicated that they would like to see a Q&A booklet produced explaining how the scheme works in other areas, as part of the consultation. They have also suggested that a 'gateway' treatment should be considered as part of the scheme delivery. Without detailed measurements and information the cost of a gateway treatment could be as much as £1000 for two planters.

### **Response to the Petition**

13. No significant alterations to policy have occurred or additional funding acquired to implement a city-wide 20 mph speed limit on residential roads since the issue was considered by Members on 14<sup>th</sup> July 2008. At that meeting Members decided to implement a trial within York and await the outcome of the local trial and the Portsmouth city-wide scheme before deciding whether wider implementation is appropriate within York.
14. The current speed management policy concentrates resources on roads that have a proven accident record in order to focus on casualty reduction, a key

government target. The City Strategy EMAP considers the speed management policy and determines what measures are appropriate on those roads where surveys indicate that the average speed of vehicles exceeds the speed limit. In addition the Council is currently working with the 95 Alive Partnership on a project to determine whether the introduction of speed cameras (including mobile cameras) would further reduce casualties on York's roads. It is acknowledged that 20mph speed limits have wider implications than purely speed and casualty reduction (paragraphs five and six).

15. It is proposed that Officers will, in conjunction with North Yorkshire Police, compile a list of suitable sites where 20mph limits could be introduced. The sites will be based on a set of criteria, still to be defined, should Members determine to introduce additional sites at any time in the future. This process will add to the data being collected to enable decisions about 20mph speed limits on residential roads to be made at a point in the future.

## **Consultation**

16. Comments from North Yorkshire Police related to the petition for a 20mph speed limit in Fishergate and raised the following points:
  - i) It would be advisable to wait for the outcome of the Portsmouth scheme
  - ii) Funding might be more appropriately spent where it will show greater reductions in casualties, or at least on a scheme with greater community benefits e.g. a Home Zone, which would alter the road user hierarchy rather than the imposition of a blanket 20mph speed limit.
17. In relation to the pilot study, North Yorkshire Police currently object to the 20mph speed limit, as they do not have the full details of the scheme. However, the Police have indicated that they would like to work with officers to develop a list of areas where a 20mph limits would be appropriate and have the potential to have a positive effect on reducing casualties and vehicle speed.
18. Ward Committee members have responded to an enquiry about progressing the scheme, see paragraph 12.

## **Corporate Objectives**

19. 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.

## **Implications**

### **Financial**

20. The Fishergate trial is being funded from the existing danger reduction budget. Additional trial sites could be funded from Cycling City project.

## **Legal**

21. A Traffic Regulation Order (TRO) will need to be in place in order to enable the trial to proceed
22. There are no Human Resources, Equalities, IT, Property or Other implications envisaged.

## **Crime and Disorder**

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

## **Risk Management**

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

## **Recommendations**

25. That the Advisory Panel advise the Executive Member to:
  - 1) Note the timetable for delivering the Fishergate trial scheme
  - 2) Request officers to progress a list of potential sites for additional 20mph limit schemes
  - 3) Continue to address speed management issues under the current policy rather than introduce a city-wide 20mph scheme.
  - 4) Inform the lead petitioner of the outcome of the report.

Reason: To ensure that speed issues are addressed through a data led process that targets LTP resources at casualty reduction but enables officers and Members the opportunity to gather data on the effect of 20mph speed limits and whether it would be appropriate to promote a city-wide scheme in the future.

## **Contact Details**

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**Report Approved**

**Date** 24.11.08

**Specialist Implications Officer(s)** List information for all  
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**Wards Affected: All**

**All**

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

**Background Papers:**

EMAP report Petition for 20mph speed limits on residential roads in Fishergate Ward 14<sup>th</sup> July 2008.

Annex one – Map of roads in Fishergate ward subject to 20mph trial