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

**20 October 2009**

Report of the Director of City Strategy

### **Petition Concerning Speeding traffic at the Entrance to West Bank Park From the Junction of New Lane and Hill Street.**

#### **Summary**

1. This report advises the Executive Member for City Strategy of the receipt of a petition from residents of New Lane and Hill Street. The petition requests that the council take steps to tackle the speed of traffic on the junction of New Lane and Hill Street opposite West Bank Park.

#### **Recommendation**

2. The Executive Member is asked to agree to Option One with Officers offering residents a Community Speed Indicator Device (SID) and the necessary training to enable residents to monitor traffic speeds in the New Lane and Hill Street area.

Reason - Engineering measures are not considered appropriate however SID will enable speed to continue to be monitored and drivers will be made aware of the speed at which they are travelling. This will help resolve community issues as well as comply with the Speed Review process.

#### **Background**

3. The petition was received by the City of York Council and contains 129 signatures. A excerpt of the resident's petition is attached in Annex A.
4. The petition concerns the junction at New Lane and Hill Street, Holgate opposite West Bank Park.
5. The issue that is raised in the petition is the following:

That the speed of traffic travelling at the entrance of West Bank Park prevents children crossing safely to the park from the junction of New Lane and Hill Street.

6. In the last three years there have been no recorded casualties on this stretch of road relating to the issue raised in the petition.

7. Records show that, there is only one recorded accident in the last 10 years, and this involved a driver who was taken seriously ill at the wheel of his car. No one was injured as a result of this crash.

### **Speed Review Process And Partnership Collaboration**

8. As documented in the last Speed Review update (EMAP March 2009) there has been on-going work to join with other partners (CYC, North Yorkshire Fire Service, North Yorkshire Police) to improve and streamline the way we handle speeding complaints and issues across the city.
9. The basis for this process is the existing Speed Review Criteria, documented in Annex B, which has been broadened and now takes into consideration, not just casualty reduction, but also community concerns about speed issues. As part of this work, the partners have been exploring ways in which they can provide other options for speed concerns, where the existing data led process results in a low score, meaning that engineering interventions are not appropriate.
10. The primary measures used to assess speed data should be the mean speed and the 85<sup>th</sup> percentile speed. (i.e the speed at or below which 85 cars out of a 100 travel in free flow conditions).
11. All three agencies (CYC, North Yorkshire Fire Service and North Yorkshire Police) are actively involved in the mechanics and delivery of this process. Casualty reduction is the council's main priority, because the key performance indicator is reducing the number of killed and seriously injured on our roads.
12. It should be added that parental responsibility is key and that the Council offers proactive measures such as pedestrian training to primary schools in York as part of the three identified strands of road safety – education, engineering and enforcement.

### **Analysis of Data**

13. The speed limit for this road is 30mph. Between the 24<sup>th</sup> June and the 1<sup>st</sup> July 2009 a seven-day speed survey was carried out to establish if speeding was an issue that affected this road.
14. The mean speed for traffic travelling from Acomb Road towards New Lane was recorded at 25mph, and the 85<sup>th</sup> percentile speed for traffic travelling from Acomb Road towards New Lane was recorded at 32mph.
15. The mean speed for traffic travelling towards Acomb Road was recorded at 26mph, and the 85<sup>th</sup> percentile speed for traffic travelling towards Acomb Road was recorded at 32 mph.
16. The road is therefore categorised as a category 4 road in the speed review process, with speeds being recorded as low against the posted speed limit,

as well as having a low casualty rate regarding speeding traffic. The issue appears to be one of perception rather than actual speeding. However the residents may still consider the speeds to be inappropriate for the road.

## **Options**

17. In response to the petition and subsequent data analysis on New Lane and Hill Street Junction, the following options could be offered to residents.

### **Option One**

18. A Community Speed Indicator Device and the necessary training should be offered to residents if they wish to monitor traffic speeds.

19. In addition to this the Police have already passed the data over to the Neighbourhood Police teams who will use the data led evidence to target speed enforcement on the road.

### **Option Two**

20. No further action

## **Analysis Of Options**

21. Option One looks at giving the concerned residents an opportunity to use a Community Speed Indicator Device (SID). This would allow the community the opportunity to address anti-social driving behaviour and influence drivers style of driving through education.

22. The Community Speed Indicator Device (SID) is particularly beneficial when tackling the casual speeder who may not have realised that they are driving too fast or breaking the speed limit. The SID does not record and store the data but does notify the driver of their speed and helps to make them more aware of potential hazards in the area and the appropriate speed at which they should be travelling by flashing up their recorded speed and a happy or sad face. The community are more aware of the actual speed of traffic travelling along the road as they will need to monitor the equipment at all times it is in use.

23. The Police use the data to identify specific times of day when traffic has been recorded as speeding and then use this information to undertake enforcement issues aimed at that particular time of day.

24. Option Two looks at no further action being taken with regards to the perception of speeding at the New Lane Hill Street Junction opposite West Bank Park.

25. The speed review process does not look at reducing the speed limit on the road instead it looks at reducing the speeds on the road against the posted speed limit. A report considering how to take forward 20mph speed limits in

York will be presented to the Executive Member Decision Session in November.

## Consultation

26. The Holgate Councillors wish it to be known that they reject option two, as they believe that doing nothing does not respect the concerns of the petitioners. They support option one, that the Community Speed Device (SID) Indicator should be offered to the residents of Hill Street and New Lane with the suggestion that a review be carried out in the near future to establish whether the action taken is responding to residents concerns over speeding at the New Lane and Hill Street Junction.

27. Councillor D'Agorne has suggested that this road is an ideal candidate for a 20 mph limit.

## Corporate Priorities

28. The councils Corporate Strategy aim of increasing the use of public and other environmentally friendly modes of transport is relevant to this report. Fears of being a casualty are a real deterrent to more people walking and in particular cycling. By implementing a robust programme of speed management measures to reduce excessive speeding, which targets the minority of drivers whose driving behaviour poses the greatest risk to others, overall safety can be improved and an increase in active transport use achieved. The recommendations in this report therefore contribute to the Safer City and Sustainable City priorities.

## Risk Management

29. In line with risk management requirements, the risks have been evaluated as low and require monitoring only.

## Implications

- **Financial** – None, will be delivered from existing funds
- **Human Resources (HR)** – None
- **Equalities** – None
- **Other** – None

## Contact Details

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Directorate of City Strategy

Report Approved

Date

08 October 2009

## **Specialist Implications Officer**

**Wards Affected: Holgate Ward**

**All**

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

### **Background Papers:**

**All relevant background papers must be listed here.**

### **Annexes**

**All annexes to the report must be listed here.**

Annex A – Petition handed to CYC from New Lane/ Hill Street Junction (Holgate) Residents.

Annex B – Speed Review Criteria