
**Decision Session Executive Member
for City Strategy**

20th October 2009

Report of the Director of City Strategy

**Petition Concerning the Erection of Bollards and Chicanes to
Prevent Speeding Down ETTY Avenue.**

Summary

1. This report advises the Executive Member for City Strategy of the receipt of a petition from residents of ETTY Avenue. The petition requests that the council take steps to tackle the speed of traffic on ETTY Avenue with the erection of bollards and chicanes.

Recommendations

2. The Executive Member is asked to agree to Officers offering residents a Community Speed Indicator Device (SID) and the necessary training to enable the community to monitor traffic speeds on ETTY Avenue.

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 on the 22 September 2008 and contained 80 signatures. A copy of the residents petition is attached at Annex A.
4. The petition regards the request for bollards and chicanes to be installed on ETTY Avenue due to a problem with speeding traffic.
5. The issue that is raised in the petition is the following:

The petition requests that Bollards or Chicanes be installed to prevent traffic speeding on ETTY Avenue.

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. Looking back at records there has only been one accident listed as slight. A child cycled out from

behind a stationary Ice Cream van and into the path of a moped. This account was verified by an independent witness.

7. ETTY Avenue was traffic-calmed in early 1997 and was provided with speed cushions, the Walmgate Neighbourhood forum funded this scheme.

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 (North Yorkshire Fire Service and 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 from simply considering engineering remedies and now takes into consideration casualty reduction and community concerns about the 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. A simplified diagram of how the process works is included in Annex C.
11. The primary measures used to assess speed data should be the mean speed and the 85th percentile speed. (i.e the speed at or below which 85 cars out of a 100 travel in free flow conditions).
12. All three agencies (CYC, North Yorkshire Fire Service and Police) are actively involved in the mechanics and delivery of this process. Casualty reduction the main priority for the council, because the key performance indicator is reducing killed and seriously injured.

Analysis of Data

13. The speed limit for this road is 30mph. Between the 7th and the 14th September 2009 a seven day speed survey was carried out to record speed travelled and establish if speeding was an issue that affected this road.
14. The mean speed for traffic on ETTY Avenue was recorded at 15mph, and the 85th percentile speed for traffic travelling on ETTY Avenue was recorded at 18mph. The highest speed recorded was 30mph.
15. The road is therefore a category four road in the Speed Review process, with speeds being recorded as low, as well as having a low casualty rate regarding speeding traffic.
16. The issue appears to be one of perception rather an actual speeding against the posted speed limit, as the highest speed recorded was 30mph and no vehicles exceeded the speed limit. However the residents may still consider the speeds to be inappropriate for the road.

17. The traffic calming implemented in 1997 is sufficient to restrain the traffic speed to speeds below 30mph.

Options

18. Option 1, In response to the petition and subsequent data analysis on ETTY Avenue the following proposal should be offered to residents:

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

19. Option 2, No further action

Analysis Of Options

20. Option 1 looks at providing the concerned residents with 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.
21. 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. 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 used.
22. The agreed (at EMAP) Speed Review process is data led and ensures that limited resources are targeted at locations where there are significant casualty and or speed issues. This location does not fall within that category and has not been put forward for additional signing or traffic calming measures.
23. Option 2, Not address community concerns, and the data does not suggest targeted enforcement is appropriate.

Consultation

24. Councillor Pierce would like it to be known that Ward members are aware of the incident involving a child and a moped and suggests that perhaps full-width speed bump may be more effective than bollards and chicanes.
25. The Hull Road ward committee feels that a speed gun would also be an ineffective way to combat speed on a long-term basis.
26. Councillor Pierce goes on to suggest that road signs should be erected warning drivers of children screened by parked cars. And that the council

should instigate a mix of physical measures and signing to prevent a repeat of last year's incident.

27. Councillor Potter supports option for the community Speed Indicator Device to be offered to residents of ETTY Avenue.

28. Councillor D'Agorne feels that an inappropriate speed can still be an issue below the maximum limit - using the phrase 'an issue of perception' implies that it is fine to drive at a speed that is inappropriate, as long as it is below 30mph, and that the resident's perception is at fault, not the driver behaviour or the speed limit.

Corporate Priorities

29. The council's Corporate Strategy aims to increase the use of public and other environmentally friendly modes of transport is relevant to this report. Fears of being a causality 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 recommendation therefore contributes to the sustainable city and safer city objectives.

Risk Management

30. 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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Report Approved **Date** 8 October 2009

Specialist Implications Officer None

Wards Affected:

Hull Road

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 ETTY Avenue Residents.

Annex B – Speed Review Criteria

Annex C – Simplified diagram of Speed Review Criteria