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**Decision Session – Executive Member  
For Planning & Transport**

**12 November 2015**

Report of the Acting Director of City and Environmental Services

**Stockton Lane – Speed Management Scheme**

**Summary**

1. This report seeks approval for the implementation of cycle lanes on Stockton Lane between its junction with Lime Avenue and Greenfield Park Drive as shown in **Annex B**. To reduce speeds following the receipt of a speed complaint from local residents.

**Recommendation**

2. That the Executive Member approves the scheme as proposed in **Annex B** for implementation.

**Background**

3. Following receipt of a speeding complaint from local residents, Stockton Lane east and west of Hempland Lane was reviewed by the Road Safety Partnership team, as part of the speed management process. It was subsequently referred to the Transport Projects team to be considered for engineering measures.
4. Due to the length of road being investigated (approximately 0.65km) the review carried out speed surveys at two locations along Stockton Lane in order to obtain representative readings, as shown in **Annex A**:
  - a. Opposite Oakland Avenue, west of Hempland Lane. The speed data obtained indicates a mean speed of 29/33mph and an 85<sup>th</sup>% of 34/39mph.

b. Near to house number 101, east of Hempland Lane. The speed data obtained indicates a mean speed of 29/33mph and an 85<sup>th</sup>% of 35/38mph.

5. The carriageway under consideration is approximately 9.3m wide bounded by footways on both sides with verge to the rear for some of its length. The highway is bounded by residential property boundaries (walls / hedges), with the properties themselves set back a significant distance. The nature of the highway through this section of Stockton Lane is thought to be a factor in the high percentage of drivers exceeding the speed limit. This is likely due to a perception that the speed they are travelling at is suitable for the road conditions.

## **Proposals**

6. Officers consider that the most effective solution would be to alter the nature of the road to change driver perception and thereby reduce speeds.
7. An effective measure to reduce speeds at locations of this nature is to provide a visual narrowing of the carriageway using road markings. Proposals were therefore developed to install 1.5m wide on-road advisory cycle lanes on both sides of the road between Lime Avenue and a point approximately 200m north east of Whitby Avenue. Cycle lanes will visually narrow the carriageway to 3.15m running lanes and help to reduce average speeds.
8. The cycle lanes do not prohibit parking and as on street parking acts as a form of informal traffic calming no further parking restrictions are proposed as part of the scheme. The provision of cycle facilities also helps to improve driver awareness of cyclists and has the added benefit of encouraging cycling.
9. As part of the upcoming review of the Strategic Cycle Route Network there will be an emphasis on the provision of longer distance strategic routes which cater for commuter and leisure trips and help link up the villages surrounding the main urban area to the centre of York. The proposed scheme in this report would help provide one section of the strategic route between the village of Stockton on the Forest and York and will also benefit residents living either side of Stockton Lane in the Heworth Without area. The scheme therefore not only helps to calm traffic speeds but also helps deliver part of the strategic network.

## Consultation

### ***Local Residents***

10. A consultation letter and plan (**Annex A**) was delivered to 116 properties which front onto this length of Stockton Lane. 14 responses were received, 7 in support of the scheme, 6 objecting to the proposals and 1 not giving an opinion either way. The main concerns raised by residents are summarised below with an officer response;

- How will the cycle lanes reduce speeds?

#### *Officer response*

Visual narrowing of the carriageway through roads markings is known to alter a driver's perception of the available road width which in turn encourages lower speeds.

- Wouldn't a signed 20mph limit be a more effective alternative?

#### *Officer response*

All roads within the outer ring road have been considered for signed 20mph limits and where appropriate these have been installed. Stockton Lane is a minor radial route and not considered suitable for a 20mph speed limit. National advice suggests that signed limits are 'most appropriate' where vehicle speeds are already low and general compliance requires existing average speeds to be around 24mph. This is significantly lower than the speed survey results.

- Police presence and fines would be of more effect.

#### *Officer response*

Enforcement action is a short term solution with an ongoing cost to North Yorkshire Police if regular enforcement is required. Therefore the Police support the installation of engineering measures to reduce vehicle speeds in the long term allowing the Police to target enforcement action where it can be most effective.

### ***North Yorkshire Police***

11. Generally support the scheme but made the following comment:

Although it is recognised that narrowing the carriageway by the use of a cycle lane will help to reduce the speed of traffic, this may not be totally effective whilst a central dividing line is maintained. It is asked that consideration be given to the removal of a central line, which may

introduce an element of uncertainty to drivers and a subsequent further reduction in speed.

#### *Officer response*

Removing the centre line was considered as part of the scheme however this would leave a central carriageway width between the cycle lanes of 6.3m removing the visual narrowing effect.

Guidance also suggests that removal of centrelines should only be carried out where the remaining road width can operate as a single track road with passing places. Due to the width of Stockton Lane drivers would still be able to pass each other in the remaining road space without the need to give way and reduce their speed, therefore retaining the centre line is considered an important element of the scheme.

#### **Councillors**

12. Local ward councillors and the party representatives for Transport were all consulted. The only response came from Cllr. Ruth Potter (Ward Cllr. Heworth at the time) who was adding her support for the scheme.

#### **Safety Audit**

13. The Stage 2 Road Safety Audit raised the following issues regarding the proposals:

- i) Stockton Lane near Lime Avenue.

A line of parked vehicles was observed directly adjacent to the end of the proposed cycle lane. Inexperienced cyclists preparing to overtake parked cars may remain in the cycle lane until the last second rather than taking a more assertive position where their intentions are clear to drivers.

Recommendation: End the cycle lane to the east of Lime Avenue.

- ii) The use of give way markings at the end of the cycle lane may be misleading and suggest that drivers are entitled to cut in front of cyclists.

Recommendation: Omit give way markings from the cycle lanes.

- iii) The start and end of the cycle lane are shown directly opposite each other where the carriageway becomes widest. However, it was

considered that the scheme may better meet its objective to reduce vehicle speed if the lanes extend beyond this point.

Recommendation: At the west end of the scheme the start of the cycle lane could be relocated to near the junction with Charles Moor which would narrow the traffic lanes at the point where drivers may otherwise start to increase their speeds as the road starts to widen). At the east end of the scheme similar benefits could be gained by extending the lanes to the junctions of Greenfield Park Drive and Algarth Road respectively.

14. All of the points raised by the safety audit are considered valuable amendments to the scheme and have been incorporated into an amended scheme design shown in **Annex B**.

## **Options & Analysis**

15. *Option i.* Implement the scheme as shown in **Annex B**.

The proposals have been developed based on the evidence gathered through the Road Safety Partnership team and rely on well used techniques to reduce vehicle speeds through visual narrowing of the carriageway. The scheme has been amended to reflect safety audit recommendations to improve the effectiveness of the measures and improve the safety of the scheme.

Although a small number of the residents consulted do not agree that the measures will have any impact, support has been shown by the local Police force and more than half of the respondents.

16. *Option ii.* Do nothing.

The request to review speeds in the area was received from local residents and has been through the appropriate procedure as laid out in the Councils speed management policy. Doing nothing would be an inappropriate response to the request and will have no effect on slowing current vehicle speeds.

## Council Plan

17. The Council has approved a new Council Plan in October which focuses on the following key themes:

- a prosperous city for all - where local businesses can thrive and residents have good quality jobs, housing and opportunities
- a focus on frontline services - to ensure all residents, particularly the least advantaged, can access reliable services and community facilities
- a council that listens to residents - to ensure it delivers the services they want and works in partnership with local communities

18. The speed management investigation process is a direct response to resident feedback helping to improve the community involvement in transport issues. Improving road safety will also make the local community feel safe.

## Implications

19. This report has the following implications:

- **Human Resources** – None.
- **Financial** – The current allocation for the scheme in 2015/16 is £5k. The scheme is funded through the capital programme speed management schemes budget and is affordable from this year's allocation.
- **Equalities** – All road users will benefit from improved safety as a result of lower speeds.
- **Legal** – The City of York Council, as Highways Authority, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984, and the Town and Country Planning (General Permitted Development) Order 1995 to implement the measures proposed.
- **Crime and Disorder** – None
- **Information Technology** - None.
- **Land** – None
- **Other** – None.

## Risk Management

20. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
21. Authority reputation – this risk is in connection with public perception of the Council not undertaking a project that has been consulted upon and is assessed at 2.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Remote	2

22. This risk score, falls into the 1-5 category and means the risk has been assessed as being "Very Low". This level of risk requires periodic passive monitoring.

## Contact Details

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Report  
approved:



Date: 27/10/15

### Specialist Implications Officer(s)

There are no specialist implications.

**Wards Affected:** Heworth / Heworth Without

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

### Background Papers

None

## **Annexes**

- Annex A Consultation Plan
- Annex B Amended Proposals