
**Meeting of Executive Members for
City Strategy and Advisory Panel**

6 June 2007

Report of the Director of City Strategy

**PETITION FROM CLIFTON MOOR RESIDENT'S ASSOCIATION
REQUESTING ACTION TO ADDRESS SPEEDING TRAFFIC ON
OAKDALE ROAD AND RIVELIN WAY.**

Summary

1. Members are asked to note the content of the petition and approve the proposal for assessing the request.

Background

2. The petition was presented to the Council in April 2007 and contains signatures from one hundred and fifteen households. Of these households one is located on Rivelin Way and none are situated on Oakdale Road. The front page of the petition is attached in Annex A.
3. Oakdale Road forms a loop and has two junctions with Clifton Moorgate. Lakeside Primary School is located in the middle section of Oakdale Road and there is a School Safety Zone in place. There are speed cushions and a 20 mph speed limit between the junctions with Doe Park and Rishworth Grove.
4. Rivelin Way leads off Oakdale Road and the Church/Community Centre is located at this junction.
5. Oakdale Road and Rivelin Way are both bus routes.
6. The Speed Management Plan categorises Oakdale Road and Rivelin Way as residential areas. The plan allows vertical traffic calming to be implemented in residential areas.
7. In October 2006 Members approved a data led method of assessing speeding issues and prioritising speed reduction treatments. The assessment process involves looking at the three year injury accident history and conducting detailed speed surveys. Members agreed that officers should report back with an assessment of identified speeding issues on a six monthly basis.

Consultation

8. None at this stage.

Proposal

9. To carry out a detailed assessment of the traffic issues in the Oakdale Road and Rivelin Way area for inclusion within the '*Six monthly review of speeding issues*'. The next report is scheduled for the Meeting of Executive Members for City Strategy and Advisory Panel on 16 July 2007 and the assessment could be included in this report. If due to unforeseen circumstances this is not feasible, the assessment could be included in the next six monthly review.
10. To make North Yorkshire Police aware of the petition and request that they consider routine speed enforcement.
11. To liaise with First and request that they make drivers aware of resident's concerns about speeding on these roads.

Analysis

12. The proposal will ensure that resident's concerns are assessed and prioritised for future action alongside other similar issues identified across the city. It will ensure that North Yorkshire Police and First are made aware of the petition and encouraged to take the appropriate action.

Corporate Objectives

13. The proposal meets the Council's corporate objective to create a Safer City. It supports the aims and objectives of the Road Safety Strategy and the Speed Management Plan included as part of the Second Local Transport Plan.

Implications

Financial

14. As part of the 2007/08 Capital Programme £40,000 has been allocated to fund Reactive Safety/Danger Reduction/Speed Management minor works. This should enable any high priorities identified as part of the '*Six monthly review of speeding issues*' to be responded to quickly, depending on the likely cost of any proposals. Any significant spending proposals would need to be put forward for specific scheme funding in the 2008/09 Local Transport Plan Capital Programme.

Human Resources

15. There are HR implications in terms of manpower to undertake and analyse 7 day/24 hour speed surveys. There are also HR implications in terms of manpower to develop reactive speed reduction schemes for implementation

in 2007/08. These activities can be accommodated within existing staffing levels.

Equalities

16. There are no equality implications.

Legal

17. There are no legal implications.

Crime and Disorder

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

Information Technology

19. There are no IT implications.

Property

20. There are no property implications.

Other

21. There are no other implications.

Risk Management

22. In compliance with the Council's risk management strategy the risks arising from the recommendations have been assessed.

Strategic

23. There are no risks associated with recommendations of this report.

Physical

24. There are no risks associated with recommendations of this report.

Financial

25. There is a potential risk that demand for speed reduction treatments outweighs the capacity to deliver. All potential speed reduction engineering treatments will be subject to budget allocation.

Organisation/Reputation

26. There is likely to be opposition to a recommendation to take no action following the assessment of a speeding issue. However, the data led method of assessing speeding issues enables the Council to justify instances when no action is deemed appropriate.

27. Measured in terms of impact and likelihood, the risk score for all these risks has been assessed at less than 16 (see table below). This means that at this point the risks need only to be monitored, as they do not provide a real threat to the achievement of the objectives of this report.

Risk Category	Impact	Likelihood	Score
Strategic	Very Low	Remote	2
Physical	Very High	Remote	5
Financial	Medium	Possible	9
Organisation/Reputation	Medium	Probable	12

Recommendations

28. That the Advisory Panel advise the Executive Member to adopt the proposals put forward in paragraphs 9 – 11.
29. **Reason:** The proposal will ensure that residents' concerns are investigated and assessed using the data led method of assessment. The proposal will allow this request to be considered against other speeding issues identified over the preceding six months.

Contact Details

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Report Approved Date

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Report Approved Date

Specialist Implications Officer(s)

Financial

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Wards Affected: Rawcliffe

All

For further information please contact the author of the report

Background Papers:

Speed Management Report

Meeting of Executive Members for City Strategy and Advisory Panel, October 2006

Second Local Transport Plan 2006 –11

(Including Road Safety Strategy and Speed Management Plan)

Annexes

Annex A Front page of the petition

Annex B Plan of Oakdale Road and Rivelin Way