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

June 7 2006

Report of the Director of City Strategy

### **Petition From The Residents Of St Philip's Grove Requesting Traffic Calming Or The Road To Be Blocked Off**

#### **Summary**

1. This report advises the Executive member of the receipt of a petition from residents of St Philip's Grove, Clifton requesting traffic calming or the road to be blocked off. St Philip's Grove is a residential street with a 30 mph speed limit (see Annex 1). The report recommends responding to resident's concerns with the Community Speed Watch initiative.

#### **Background**

2. The petition was presented to the Council in September 2005 by Brian Harrison and contains the signatures of 38 people.
3. Mr Harrison originally contacted the road safety team to express his concern about traffic speed on St Philip's Grove. He then liaised with the residents of St Philip's Grove and collected their comments about road safety in the area. An example of the form circulated by Mr Harrison is attached in Annex 2. A summary of the residents' comments is included in Annex 3.
4. The residents were also provided with the Council's Home Zone leaflets to help them discuss possible solutions to the alleged speeding problem.
5. St Philip's Grove is a through route connecting Burdyke Avenue and Spalding Avenue. It runs parallel to Water Lane. The road is around 6m in width with good width footways and verges to both sides. Properties are set well back from these verges and the majority have off road parking. Some on road parking takes place adjacent to properties that have not constructed off road parking. In plan the road forms a gentle curve. Forward visibility is excellent. Some way down the street is a junction with a through route known as Peter Hill Drive. The junction of the two is well formed with adequate kerb radii and full standard visibility. The junction of St Philip's Grove with Burdyke Avenue is similarly to a good standard as is that with Spalding Avenue. This latter junction also has the addition of a highlighted pedestrian route across its mouth.
6. St Philip's Grove is not well used by traffic and what traffic does use it is generated from within its immediate location – i.e. the majority use is from local residents, either of Peter Hill Drive or (because of the physical highway layout of the area) Burdyke Avenue.

## Consultation

7. Road safety officers have liaised directly with the petitioner, Brian Harrison, on several occasions since the initial request was made. The initial discussions with Mr Harrison provided him with the opportunity to explain the nature of his request. Mr Harrison was advised by council officers to consult with his neighbours and ascertain whether they shared his concerns. The petitioner has been kept informed as the investigation has progressed. A letter was sent to Mr Harrison on 20 April 2006 detailing the findings of the investigation.

## Data

8. A 24 hour/7day speed survey was undertaken on St Philip's Grove in January 2006. The data showed that:
  - The average vehicle speed is 22 mph
  - 94% of vehicles are travelling within the speed limit
  - The fastest vehicle speed is 41 mph
9. A three year casualty search for the period between 01/01/2002 and 31/12/2005 identified no casualties. There is not a record of injury resulting from road traffic crashes on this length of road.

## Options

10. The data does not identify a measurable speed problem or a casualty record on St Philip's Grove. However, it is apparent that the residents of St Philip's Grove feel threatened by traffic. In response to the petition the options are to:
  - a. Respond to resident's concerns with the Community Speed Watch initiative. The road safety team recognise that resident's can feel threatened by traffic speed even when the data shows that there is not a measurable speed problem. This initiative will help residents to take a stance against any drivers who feel it is acceptable to drive too fast on St Philip's Grove.
  - b. Implement traffic calming on St Philip's Grove. However, road safety capital expenditure is evidence led and the data does not justify spending on physical measures.
  - c. Block off St Philip's Grove. The speed survey does not justify this course of action. Network Management would object to this option as there is no safe location for any vehicle to turn around and insufficient highway land to allow the construction of suitable facilities at any point along its length. Without such facilities large vehicles such as refuse wagons would either have to reverse into the street and then up to the point of closure or reverse out. Either scenario would put pedestrians and property at risk in St Philip's Grove and the latter would pose a safety problem at the two main junctions.
  - d. Take no action.

## **Analysis**

### **Option A**

11. There is a perceived danger problem on St Philip's Grove and residents feel threatened by the flow of traffic. The Community Speed Watch initiative would empower residents to take positive action. Residents would be encouraged to sign up to a speed pledge and would be provided with publicity materials (wheely bin/car stickers) displaying the message "It's our neighbourhood, watch your speed". St Philip's Grove would be added to the list of sites for potential deployment of the temporary Speed Indication Device, which flashes up the words "Slow Down" when drivers exceed the speed limit.

### **Option B**

12. The data collected shows that there is not a measurable speed problem or a record of injury on St Philip's Grove. Therefore at this point in time there is no evidence to base any road safety capital expenditure on physical measures.

### **Option C**

13. This course of action would not be supported by the road safety team or Network Management. The speed survey did not show that there is a measurable speeding problem.

### **Option D**

14. Taking no action would not be supported by the road safety team. However, if the residents of St Philip's Grove do not support the Community Speed Watch initiative it would be the only feasible option.

## **Corporate Objectives**

15. Community Speed Watch ties in with the aims and objectives of the Council's Speed Management Plan. The Speed Management Plan is included in the Road Safety Strategy that was submitted as part of LTP2. One of the key aims of LTP2 is to improve safety and take steps to reduce both actual and perceived danger. The Community Speed Watch initiative also meets the Council's corporate objective to create a safer city.

## **Implications**

### **Financial**

16. The Community Speed Watch publicity materials have been produced using money from existing revenue budgets. The Community Speed Watch initiative was approved by members in February 2006.

### **Human Resources (HR)**

17. There are no HR implications.

## **Equalities**

18. There are no equality implications.

## **Legal**

19. There are no legal implications.

## **Crime and Disorder**

20. There are no crime and disorder implications.

## **Information Technology (IT)**

21. There are no IT implications.

## **Property**

22. There are no property implications

## **Other**

23. There are no other implications.

## **Risk Management**

### **Community**

24. There is no evidence to suggest that Community Speed Watch will result in long-term behaviour change. Evaluation of the initiative will help to measure its effectiveness. There is always the possibility of road injury on St Philip's Grove. However, our approach is evidence led and the current data does not justify capital expenditure.

### **Financial**

25. There are no financial risks associated with the recommendations.

### **Corporate Objectives**

26. The recommendations support the Council's Corporate Objectives

### **Organisation/Reputation**

27. Residents may not believe that the Community Speed Watch initiative will have an impact. However, it is important to understand that driving too fast is a matter of poor attitude and the aim of this campaign is to influence driver behaviour.

## **Recommendations**

28. As the data does not identify a measurable speed problem or a casualty record on St Philip's Grove the Advisory Panel are recommended to advise the Executive Member for City Strategy to:
  - a. Note the content of the petition.

- b. Approve the Community Speed Watch initiative in response to the petition.
- c. Approve that officers reply to the lead petitioner on the outcome of this report.
- d. Approve that officers report back to members on the success of the initiative.

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**Chief Officer Responsible for the report:**

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**Report Approved**  **Date** *Insert Date*

Julie Hurley, Head of Transport Planning  
Patrick Looker, Finance Manager City Strategy

**Report Approved**  **Date** 10/07/05

**Wards Affected:** Clifton

**All**

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

**Background Papers**

- 1. Road Safety Strategy (included in the Second Local Transport Plan)
- 2. Speed Management Plan
- 3. City of York Council Homezone leaflet

**Annexes**

- 1. Plan of St Philip's Grove
- 2. Sample Petition
- 3. Petition summary