

**Decision Session – Executive Member for
Transport and Planning**

20 December 2018

Report of the Corporate Director of Economy and Place

**2016/17 Speed Management Programme – Relocation of speed
limits – Experimental TRO's – results**

Summary

1. This report seeks approval to make permanent the experimental Traffic Regulation Orders (TRO's) at two sites on the 2016/17 speed management programme and to further consider the speed limits at two other locations in light of the results of these experiments.
2. The experiment was to determine whether relocating 30mph speed limit start points closer to built-up environments can produce lower speeds and greater compliance within residential areas where safety concerns have been raised. The outcome of this trial provides evidence for future decisions regarding speed complaints in other similar areas.

Recommendations

3. The Executive Member is asked to consider the results of the experiment along with the objections and comments received and to approve:
 - i. Making permanent the traffic regulation orders to relocate the start of the 30mph speed limit at two locations:
 - Hopgrove Lane South, Hopgrove,
 - Tadcaster Road, Copmanthorpe

Reason: To maintain the reduced speeds and improved compliance with the 30mph speed limit within the built-up areas.

- ii. Minor improvements to further enhance the effectiveness of the revised speed limit locations with the addition of 30 roundel

road markings and the removal of vegetation at Tadcaster Road Copmanthorpe local to the sign adjacent to the A64.

Reason: To further reinforce the start of the 30mph speed limits.

- iii. To reconsider the location of the start of the 30mph limit at Common Road Dunnington, in consultation with local representatives, to determine whether to retain the current experimental location or move the limit closer to the village. The experimental location can be retained until August 2019 therefore a permanent order for an alternative location could be advertised to meet this deadline.

Reason: To reconsider the most effective position for the start of the 30mph limit to further reduce speeds within the village of Dunnington.

- iv. That changing the existing 30mph speed limit start point on Murton Way, Murton, be re-considered in the 2019/20 speed management programme.

Reason: To determine whether a speeding problem still exists and to then reduce speeds within the village of Murton by moving the start of the 30mph limit in line with the findings of this experiment.

Background

4. Common Road, Hopgrove Lane South, Murton Way, and Tadcaster Road were all locations where existing 30mph limits began remote from the built-up environments. They all had similar characteristics, with traffic speeds in the built-up areas being higher than desired. They had been on the speed management programme for many years without a successful resolution.
5. All the sites had the 30mph limit starting at a point where there was no obvious change in the nature of the environment, such as the presence of houses. Also, they only have a footway on one side and have few, if any, pedestrian crossing movements. The speed of traffic reflects the nature of the road and in all these locations was nearer 40mph than 30mph. These high speeds were then carried into the built-up residential area, where they posed more risk linked to people crossing the road and vehicles being manoeuvred in or out of driveways. With the speed limit signs remote from the start of the housing drivers did not get a prompt to

reduce their speed as they entered the more sensitive build-up residential areas.

6. This is the first time that experimental orders have been used to trial the proposal to relocate 30mph limits closer to built up areas, enabling the changes to be closely monitored and the existing situation to be easily restored if the trials proved unsuccessful.
7. The proposed speed limit changes have been developed in line with current national guidance, particularly the **DfT Circular 01/2013 SETTING LOCAL SPEED LIMITS** on which the **Association of Chief Police Officers (ACPO) Speed Enforcement Policy Guidelines** are based. Speed limits should be evidence-led and self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel and encourage self-compliance.
8. In the case of the locations where the boundary of the 30 limit changed these were to a position where the road layout and characteristics changed at Hopgrove and Copmanthorpe. The 30 limits on the approaches to these villages previously started where there was no perceptible change. In Dunnington the experimental speed limit change was closer to the village but still remote from the built up area.
9. None of these locations had a record of injury collisions in the vicinity of the proposed speed limit change. However in Copmanthorpe there has been a recent collision between a moped and a cycle. It is not clear exactly where this occurred but was probably where the shared path crosses at the previous location of the limit change. This collision is classified as 'slight' and occurred between the decision being made to use experimental orders and the changes being made.

Proposals

10. The results of the experiments indicate that it is appropriate to make the experimental orders permanent. In all three locations speeds have reduced in to or within the built up areas in at least one direction. At Dunnington the reduction is in one direction and speed increased in the opposite direction, a more substantial improvement could be expected if the limit changed closer to the village.

11. The locations of the experimental speed restrictions are illustrated on the three plans in Annex C (C1, C2, and C3).

Common Road, Dunnington (Plan C1)

12. The original proposal was that the 30mph limit be relocated to a position where the nature of the road clearly changed. Following local consultation a location south of the sports club entrance was selected. Speeds have reduced for vehicles heading north in to the village which was the main aim of the experiment however in the opposite direction they have increased. Near the sports club speeds have increased despite the posted speed limit being immediately south of the entrance. Speeds at this location are lower than those recorded within the start of the 30mph zone at the previous speed limit change but are appropriate for a 40mph limit.

Hopgrove Lane South (Plan C2)

13. The speeds recorded in the village have reduced in both directions and have increased very slightly at the previous location of the 30mph limit.

Tadcaster Road, Copmanthorpe (Plan C3)

14. The speed of vehicles travelling out of the village has reduced in the 30mph limit. In the opposite direction the mean speed has risen slightly, the 85th percentile speed has remained the same but the distribution of the speeds recorded means that the proportion now travelling above the ACPO enforcement speed has reduced. The recommended addition of a 30 roundel road marking and improvements to the visibility of the signs should increase the positive impact on speed in the built up area.
15. Speeds have increased at the start of the housing, but have reduced at the crossing point where the shared path crosses the carriageway. This can only be explained by drivers judging the appropriate speed for the road layout rather than being influenced by signs for the speed limit change. There are no longer 600mm diameter terminal signs showing 30/40mph but there are 300mm diameter 40mph repeater signs.

Consultation

16. Consultation with North Yorkshire Police, the ward members and parish councils was undertaken prior to the introduction of the

experiment and reported previously. Two objections and nine comments/questions were received for Tadcaster Road Copmanthorpe. No objections or comments were received regarding the Dunnington or Hopgrove sites. Comments and objections to the experimental traffic regulation order were accepted during the first six months of the experiment and are tabulated in Annex B.

Options

17. The options are:

- 1) To make the experimental orders permanent at any or all of the three locations.
- 2) To revert to the previous speed limits at Hopgrove and Copmanthorpe.
- 3) To reconsider the location of the 30mph speed limit at Common Road Dunnington in light of these results. A new traffic regulation order would need to be advertised to revert to the previous location of the signed limit – the police would be unlikely to support this given that this location was identified as requiring engineering intervention to reduce speeds in the village.
- 4) To reconsider the speed limit on Murton Way Murton in light of these results.

Analysis

18. The results of this experiment are encouraging as speeds have reduced within the built up areas in at least one direction at each site. The speeds recorded where the limit has increased are comfortably within the new raised limit and are not of concern regarding safety. It is considered appropriate that the speed limit should reflect the observed speeds so that all road users have a realistic expectation of the speed of traffic. In Copmanthorpe speeds have reduced at the crossing point near the balancing pond despite the approaches in both directions now being within the 40mph limit. Option 1 is recommended for Copmanthorpe and Hopgrove.
19. To more effectively reduce speeds within the residential area of Dunnington the speed limit could be relocated closer to the village. The aim was to reduce speeds within the village where concerns have been raised over many years; this experiment has only partially addressed this. There have been concerns raised

regarding the speed of vehicles passing the sports club and these speeds have increased. There is good visibility at the two accesses and no footway opposite therefore no reason for pedestrians to cross the carriageway. There is no evidence of a safety problem but concerns around the safety of pedestrians and cyclists could be addressed by the sports club creating a new access point on Intake Lane, thus avoiding Common Road. Option 3 is therefore recommended.

20. Based on the positive outcome of the experiment at the three locations Murton Way should be reconsidered as part of the 2019/20 speed management programme (option 4).

Council Plan

A Council That Listens To Residents

21. The speed management programme is determined through a partnership approach between North Yorkshire Police, North Yorkshire Fire and Rescue and the Council. This partnership responds to speed complaints from the public. The views of residents submitted since the start of the experimental period are included in Annex B.

22. Implications

- **Financial** Traffic Signing and TRO costs covered by Speed Management allocation in the Transport Capital Programme
- **Human Resources (HR)** No implications
- **Equalities** No implications
- **Legal** TROs are required to legally change the speed limits
- **Crime and Disorder** Positive impact as fewer drivers will be breaking the speed limit
- **Information Technology (IT)** No implications
- **Property** No implications

Risk Management

23. 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:
24. Authority reputation – this risk is in connection with public perception of the Council if work is not undertaken following the review of a site passed through the Road Safety Partnership and is assessed at 10.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Probable	10

25. This risk score, falls into the 6-10 category and means the risk has been assessed as being "Low". This level of risk requires regular monitoring. This is already undertaken by the Partnership and reported to the Executive Member as part of the regular review report.

Contact Details

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**Report
Approved**



Date 11.12.18

Wards Affected: Osbaldwick and Derwent; Strensall;
Huntington and New Earswick; Copmanthorpe



For further information please contact the author of the report

Annexes:

Annex A: Results of before and after speed surveys

Annex B: Objections and comments received

Annex C: Plans

C1 Common Road, Dunnington

C2 Hopgrove Lane South, Hopgrove

C3 Tadcaster Road, Copmanthorpe

Abbreviations

ACPO – Association of Chief Police Officers

TRO's – Traffic Regulation Order's