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

14 March 2019

Report of the Corporate Director of Economy and Place

**Consideration of 5 Petitions received relating to the Wetherby Road,
Hob Moor, Ridgeway, Grange Street and Askham Lane areas of the City**

Summary

1. This report asks the Executive Member to consider 5 petitions which have recently been received by the Council:
2. York Council is requested to consider the following action to control vehicle speeds on Wetherby Road:
 - Reinstate and modernise both flashing speed warning signs on the road
 - Ask the police to site their speed camera van in the built up area on Wetherby Road on an occasional basis.
3. York Council is requested to undertake the following improvements prior to any further building work starting in the Hob Moor area:
 - Improve the access road along Kingsway West/Ascot Way, removing, where necessary, the grass verge.
 - Provide dropped kerbs or Layby parking where this doesn't already exist
 - Provide alternative, modern, children's play facilities before any existing provision is removed.
4. Ridgeway – Request for Highway Maintenance
5. Askham Lane – Request for Highway Maintenance
6. Grange Street - Request for Highway Maintenance

Recommendations

7. The Executive Member is asked to note the receipt of the petitions and undertake the following actions:
 - a. Wetherby Rd - Request officers notify Ward/Parish Councillors that:
 - The current speeds on Wetherby Road would meet the existing Council policy for the potential reinstatement of a Vehicle Activated Sign funded by the Ward/Parish Council.
 - If speeding remains a concern a further request for investigation could be submitted to North Yorkshire Police after August 2020 in accordance with the current Speed Management Policy.
 - Speed camera vans are managed solely by North Yorkshire Police and any request for the implementation of Safety Cameras on Wetherby Road would need to be communicated directly to the Police.
 - b. Kingsway Area – Request officers notify Ward Councillors that:
 - The impact of development on the adjacent highway network has been considered as part of the planning process for individual developments.
 - Laybys are not considered to be necessary at this location for road safety or congestion reasons however could be considered for funding from Ward Council funds if considered to be a priority for the area.
 - The provision of children’s play facilities will be reviewed before any existing provision is removed.
 - c. Highway Maintenance Petitions (Ridgeway, Grange Street, Askham Lane) – Request officers notify the lead petitioners and Ward Councillors that maintenance for all streets is prioritised using a citywide evidence based process. The streets will be maintained when their condition warrants intervention when compared to other streets across the city.

Reason: To ensure petitioners are aware of current Council policies and potential actions relating to the items highlighted.

Background

8. 5 petitions were received in November relating to a variety of issues of concern for local residents across the city.
9. A petition from 17 residents was received requesting York Council consider the following action to control vehicle speeds on Wetherby Road:
 - Reinststate and modernise both flashing speed warning signs on the road
 - Ask the police to site their speed camera van in the built up area on Wetherby Road on an occasional basis.
10. A petition from 23 residents requesting York Council undertake the following improvements prior to any further building work starting in the Hob Moor area:
 - Improve the access road along Kingsway West/Ascot Way, removing, where necessary, the grass verge.
 - Provide dropped kerbs or Layby parking where this doesn't already exist
 - Provide alternative, modern, children's play facilities before any existing provision is removed.
11. A petition containing 8 signatures requesting highway maintenance be undertaken on Ridgeway was received by the Council.
12. A petition containing 13 signatures requesting highway maintenance be undertaken on Askham Lane was received by the Council.
13. A petition containing 125 signatures requesting highway maintenance be undertaken on Grange Street was received by the Council.

Analysis

Wetherby Road

14. The Council has existing policies in place The B1224, Wetherby Road, is one of the arterial routes, from the ring road into the City. The particular area referred to in the petition is the section between the ring road (A1237) roundabout & the Beckfield Lane/Ridgeway Roundabout, in the vicinity of Briar Avenue. Two vehicle activated signs, (VAS) were funded & installed by CYC in 2006/7 to help reduce traffic speeds as vehicles moved from the 60 limit to the 30 limit. Following on from

residents concerns about continued speeds of traffic in this area, the location, was investigated, in 2015 by the 95 Alive Speed Management Protocol. The SMP investigation recommended the area be considered by Engineers, who reported back to the Elected Member in the Decision Session Meeting on 12th November 2015. Following on from this meeting a 40 mph “buffer zone” between the 60 limit & 30 limits was implemented in 2016.

15. The “before & after” speed data is shown in the below table/map, which highlights the reductions in speeds that this engineering intervention produced.
16. The “before” data being collected in Jan 2016 and the after data in Aug 2017

	Eastbound			Westbound		
LC14	Before	After	Change	Before	After	change
Mean	32	28.5	3.5	31	28.8	2.2
85th	36	33	3	35	33	2

	Eastbound			Westbound		
LC31	Before	After	Change	Before	After	change
Mean	38	38.75	-0.75	38.8	36.28	2.52
85th	42.7	45	-2.3	45.6	41	4.6

17. As part of the same Nov 2015 report, the Council updated its VAS policy see Annex B Decision Session Report 12th Nov 2015, Section 3. Thus from this date onwards all requests for VAS to be renewed or added to the network have been subject to the current VAS policy.
18. The outbound VAS is still working, but the inbound VAS was reported as faulty in 2015 and was removed (as per the VAS policy) as the speeds at that time did not warrant retention.
19. The location was re-assessed to ensure that the implementation of this particular speed reduction tool is required and justifiable. The policy states that Local Transport Plan (LTP) funding will only be used where 85%ile speeds equals or exceeds the signed limit by 10%+2 (i.e. 35mph in a 30 limit, and 46mph in a 40 limit). This would be consistent with the speed enforcement thresholds employed by the police (ACPO guidelines).

20. Where this funding criterion is not quite met, a Ward Committee or Parish Council may still wish to fund the installation of a VAS. In this situation, a threshold of 85thile speeds being 10% above the speed limit should be adopted (i.e. 33mph in a 30 limit and 44mph in a 40mph limit)
21. As can be seen in the above table speeds recorded in Aug 2017, the 85thile speeds near the former VAS sites, (data taken on lamp column 14) to be 33 mph.
22. This is likely to be the case because, the 40mph limit buffer zone implementation has been successful in reducing both mean and 85th% speeds in this location. Under the current Policy the missing VAS would not be replaced with Council funding. There is, however the option for the Ward or Parish to fund the cost of VAS implementation if they so wish.
23. A search of the Police accident data indicates that in the last 3 years (2014 – 2017) there has been 1 slight injury accident on the stretch of Wetherby Road shown in Annex A.

Hob Moor Area

24. Kingsway West and Ascot Way are relatively narrow residential streets in the west of the city. The Lincoln Court and Windsor House Elderly Persons Homes on Ascot Way are being redeveloped and are the subject of recent and current planning applications to expand the provision of the facilities. The transport and highway impact of these applications have been and will be considered through the standard planning process.
25. It is not considered that the on street parking on the roads causes significant safety or congestion concerns therefore the widening of the road or provision of parking laybys is not considered warranted. However if the changes are considered high priority in the Ward than Ward Committee funding could be allocated to deliver parking laybys.
26. The impact of the developments on local play facilities has been considered during the planning process.

Highway Maintenance

27. Each year the Highways Asset Team identifies a programme of streets in York to be maintained using Council's funds. The streets are ranked

to prioritise maintenance works within budgets set by the Council. The Road & Footway Hierarchy identifies primary routes as a higher priority for works over lighter or little used locations. This is because they carry a bigger risk to the authority and is consistent with industry best practice. We use results of other specialist surveys - in line with the requirements of the UK Pavement Management System (UKPMS) specialist surveys such as SCRIM and Scanner are undertaken on parts of the network. This is in line with best practice and helps to manage the risk on the network.

Consultation

28. Consultation with local residents is undertaken as part of the development of schemes where changes are proposed to the highway network. Subject to the decision by the Executive Member it is not proposed to consult separately on any of the items raised in the petitions.
29. Consultation took place with Elected Members, Officers and Partners prior to the 2015 VAS Policy and comments are included in the Nov 2015 report to the Executive Member for Transport and Planning.
30. In relation to the Wetherby Road speeding concerns elected Members for the Ward were also informed of the outcome of the re-assessment of the Inbound VAS against the current criteria by email from the Engineer (Ben Potter) on 9 October 2017.
31. Consultation on annual maintenance does not take place as it is a fact driven evidence based process.

Options

32. Option 1, take no further action. This would not be in accordance with the Council Plan priority to listen to residents.
33. Option 2, Officers to provide the lead petitioner & Ward & Parish Councillors as appropriate with the following responses:
 - a. Wetherby Rd - Request officers notify Ward/Parish Councillors that:
 - the current speeds on Wetherby Road would meet the existing Council policy for the potential reinstatement of a Vehicle Activated Sign funded by the Ward/Parish Council.

- if speeding remains a concern a further request for investigation could be submitted to North Yorkshire Police after August 2020 in accordance with the current Speed Management Policy.
 - Speed camera vans are managed solely by North Yorkshire Police and any request for the implementation of Safety Cameras on Wetherby Road would need to be communicated directly to the Police.
- b. Kingsway/Hob Moor Area – Request officers notify Ward Councillors that:
- The impact of development on the adjacent highway network has been considered as part of the planning process for individual developments.
 - Laybys are not considered to be necessary at this location for road safety or congestion reasons however could be considered for funding from Ward Council funds if considered to be a priority for the area.
 - The provision of children’s play facilities will be reviewed before any existing provision is removed.
- c. Highway Maintenance Petitions (Ridgeway, Grange Street, Askham Lane) – Request officers notify the lead petitioners and Ward Councillors that maintenance for all streets is prioritised using a citywide evidence based process. The streets will be maintained when their condition warrants intervention when compared to other streets across the city.

Council Plan

34. This section should explain how the proposals relate to the Council’s 3 key priorities, as set out in the Council’s Plan 2015-19 and other key change programmes.
35. By creating and following policies and procedures for investigating residents speed concerns and the application of VAS ensures that funds are targeted at those locations that are priority, ensuring that whilst we are listening to every single resident, we ensure our services and the prosperity of the city are focused as needed.

Implications

- **Financial** Depending on the Executive Member’s decision there could be financial implications, as VAS require budget not just for

implementation, but after a certain time, a maintenance budget also. If precedence was set to allow VAS to be installed on the highway at locations that do not meet the current criteria for Local Transport Plan funding across the City this could represent a significant cost.

- **Human Resources (HR) there are no HR implications**
- **One Planet Council / Equalities** there are no One Planet /Equalities implications
- **Legal** there are no legal implications
- **Crime and Disorder there are no crime and disorder implications**
- **Information Technology (IT)** there are no IT implications
- **Property There are no property implications**
- **Other**

Risk Management

36. There is the potential that the recommendation creates a risk to the council's reputation as local residents may consider they are not being supported by CYC if funds are not allocated to implement the items requested. However the items identified are all subject to existing evidence based Council policies which create a proportionate, fair and impartial approach to the use of constrained Council budgets.

Contact Details

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Report **Date** 05.03.19
Approved

Wards Affected: Westfield, Fishergate

All

For further information please contact the author of the report

Background Papers:

Report “Partnership Speed Review Update. Including Proposed engineering speed reduction schemes. Related Vehicle Activated Sign (VAS) Review. “

[Decision Session: Executive Member for Transport and Planning - 12 November 2015 \(Agenda, Minutes and Decisions\)](#)

Annexes:

None

Abbreviations

CYC – City of York Council

LTP - Local Transport Plan

SMP - Speed Management Protocol

UKPMS - UK Pavement Management System

VAS - Vehicle activated signs