

Meeting: Traffic Regulations Working Party &
Cabinet Committee
Date: Tuesday 5 December 2023
Classification: Part 1
Key Decision: No
Title of Report: **Petition - Making Richmond Avenue a One-Way Street
and 20mph**

Executive Director: Alan Richards - Executive Director for Environment and
Place
Report Author: Andrew Gibbons - Senior Engineer, Civil Engineering
Executive Councillor: Councillor Kevin Buck – Cabinet Member for Highways,
Transport & Parking

1. Executive Summary

- 1.1. The purpose of this report is to inform the Traffic Regulations Working Party and Cabinet Committee of the petition that was received at Council on Thursday 23 March 2023: *To support making Richmond Avenue a one-way street and 20mph.*
- 1.2. *The petition is asking the Council to make Richmond Avenue a one-way street from Caulfield Road to St Andrews Road with a 20mph speed limit. The main reason for this petition is to make the road safer for parents and carers with children that attend Richmond Avenue Primary School.*
- 1.3. Speed data for Richmond Avenue (Outside School / opposite no.55) from June 2019 indicates the 85th percentile speed is 21mph.
- 1.4. Recommendation to proceed to consultation with impacted residents.

2. Recommendations

It is recommended that Cabinet:

- 2.1. Formally note the petition and its contents.
- 2.2. Agrees to progress a resident consultation on whether to make Richmond Avenue a one-way street from Caulfield Road to St Andrews Road with a 20mph speed limit.
- 2.3. Subject to the outcome of the residents' consultation, should it demonstrate support and gain approval by the cabinet committee, prioritise the scheme in line with council criteria for assessing road safety schemes.

3. Background

- 3.1. A petition was received by Council on Thursday 23 March 2023 to: *Support making Richmond Avenue a one-way street and 20mph.*
- 3.2. *The petition to the Council is to make Richmond Avenue a one-way street from Caulfield Road to St Andrews Road with a 20mph speed limit. The main reason for this petition is to make the road safer for parents and carers with children that attend Richmond Avenue Primary School. The petition contains 30 signatures.*
- 3.3. Speed data for Richmond Avenue (Outside School / opposite no.55) from June 2019 indicates the 85th percentile speed is 21mph. There have been no reported personal injury collisions in Richmond Avenue within the past five years to 31 August 2023
- 3.4. Richmond Avenue has a Primary School, Richmond Avenue Primary School, but the road does not meet the criteria for a School Street (A 'School Street' is a scheme which restricts access of motorised traffic to the roads outside schools, during school drop-off and pick-up times during term time)
- 3.5. To improve safety around the school, a 'School Keep Clear' enforcement camera has been installed to promote road safety. The camera issues Penalty Charge Notices (PCNs) to vehicles stopping outside the school to drop off or pick up, during school start and finish times.
- 3.6. In Richmond Avenue, 582 PCNs were issued in 2022. As the public become familiar with the presence of these cameras, it is expected that the number of PCNs issued will gradually decline from 2022 to 2023, indicating improved compliance.
- 3.7. The enforcement system is promoting adherence to traffic rules and fostering safer environments around school areas.

4. Reasons for Decisions

- 4.1. Evidence suggest that introducing 20mph speed limits are suitable where 85th percentile speeds are already at 24mph or less (85th percentile is the speed at or below which 85% of vehicles are travelling)
- 4.2. Speed data for Richmond Avenue (Outside School / opposite no.55) from June 2019 indicates the 85th percentile speed is 21mph, so is suitable for a 20mph speed limit, which is self-enforcing through signs and road markings only and not through the use of physical traffic calming measures.

5. Other Options

- 5.1. 'Do nothing' approach to retain the existing arrangement.

6. Financial Implications

- 6.1. The cost of the residents' consultation will be covered from existing budgets for minor road safety schemes.
- 6.2. Should a scheme be progressed, it will need to be prioritised in line with council criteria for assessing road safety schemes and appropriate budget sought, capital for implementing and revenue for ongoing maintenance.

7. Legal Implications

- 7.1. Should the scheme progress, this would be subject to a Traffic Regulation Order, which has a legal statutory process.

8. Policy Context

- 8.1. Although extreme parking pressures in the area likely contribute to a reduction in general speed, in some instances where streets are made one-way, speeds may increase if additional physical traffic calming measures are not implemented. This will need to be monitored should Richmond Avenue be made one-way.

9. Carbon Impact

- 9.1. The scheme, if progressed, will likely lead to improved air quality.

10. Equalities

- 10.1. None

11. Consultation

- 11.1. Recommendation to proceed to a consultation with impacted residents
- 11.2. The forementioned petition with 30 signatures has been received by the Council.
- 11.3. The scheme, if progressed, would be subject to a Traffic Regulation Order, which requires a statutory consultation.

12. Appendices

- 12.1. None

13. Report Authorisation

This report has been approved for publication by:		
	Name:	Date:
S151 Officer	Joe Chesterton	28 Nov 23
Monitoring Officer		
Executive Director(s)	Alan Richards	28 Nov 23
Relevant Cabinet Member(s)	Kevin Buck	28/11/2023