

Report of the Corporate Director of Economy and Place

Strensall Road Speed Limit Petition

Summary

1. To report the receipt of a petition requesting the reduction of the speed limit to 40mph on the rural road between Earswick and Strensall.

Recommendation

2. It is recommended that:
 - The petition is noted and that the issue is considered as part of the annual accident and prevention measures across the city.

Reason: To respond to residents concerns in a practical manner whilst prioritising the resources available to the reduction of injury on the highway in the authority area.

Background

3. Annex A includes the petition covering letter and front page of the petition which had 73 signatures. Annex B is a plan showing the location of the 6 injury accidents recorded by the police in the last 5 years (3 in each of 2013 and 16). 4 of the accidents were in the vicinity of the staggered cross roads and 2 were between the junction and Earswick.
4. The character of the road is predominately rural with several properties (business and residential) having direct access on to it. The road is long and straight with good visibility. See Annex B.
5. There is national guidance on the setting of speed limits and for rural roads of this type the national speed limit (60mph) is applied. It is important to note that whilst the maximum speed limit is 60mph it is the drivers duty to drive according to the prevailing road conditions, hence when the light or the weather is poor, works taking place, bends or blind summits, etc or if there are other more vulnerable road users about a driver would be expected to reduce their speed accordingly. In fact the speed that a driver chooses to travel at is more greatly influenced by their surroundings than by a posted speed limit.

Hence, reducing a speed limit without introducing something that would compel or influence a driver to reduce their speed is very unlikely to have a significant impact on the actual speed of traffic. This is particularly relevant in this case where the road links a fair sized local community to the city and it can reasonably be assumed that a significant number of the users are local and familiar with the roads.

6. There may however be a justification for considering a reduction in the speed limit to 50mph. This can be quite a disproportionately expensive speed limit to implement however as it requires regular repeater signs along the length because it is not one of the default speed limits that does not require signing (the street lit 30, rural 60 and dual carriageway 70 limits). Further investigation and possible funding for such a proposal would be best investigated through the accident reduction budget where this can be compared to other areas of concern in order to ensure funding is targeted to achieve the greatest accident reduction benefit for the wider York community as a whole. Further investigation would also consider the potential for the implementation of a 40mph speed limit if appropriate.

Options

7. Option 1 – To take no action. This is not the recommended option.
8. Option 2 – To approve the advertising of a 40mph speed limit on this section of road. This is not the recommended option.
9. Option 3 – To approve further investigation as part of the accident reduction process. This is the recommended option.

Consultation

10. No consultation requirements have been identified at this stage.

Council Plan

11. The above proposal contributes to the City Council's draft Council Plan of:
 - A council that listens to residents.

Implications

12. This report has the following implications:

Financial – None

Human Resources – None

Equalities – None.

Legal – None

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

13. . None.

Contact Details

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Corporate Director of Economy and Place

Report Approved ✓ Date: 4 April 2017

Specialist Implications Officer(s) None

Wards Affected: Haxby and Wigginton, Strensall

All

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Petition Covering Letter and Front Sheet

Annex B Injury Accident Location Plan