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

**22 June 2017**

Report of the Corporate Director of Economy and Place

**Thanet Road Local Safety Scheme**

**Summary**

1. This report seeks approval of a scheme to extend an existing 20mph zone on Gale Lane to include a section of Thanet Road past the Lidl supermarket to just beyond St James Place.

**Recommendation**

2. It is recommended that the Executive Member approves:
  - The proposed scheme shown in **Annex C**, for implementation.

Reason: To address a road safety concern identified on Thanet Road

**Background**

3. Every year City of York Council reviews injury accident data gathered by North Yorkshire Police to identify accident cluster sites across the authority. A cluster site is defined as a group of four or more accidents in a 50 metre radius over a three year period.
4. The aim of the review is to identify patterns in the collision data and develop engineering works or other interventions to try and remedy the predominant accident characteristics, and reduce the number of collisions in the area.
5. Thanet Road was originally identified in the 15/16 cluster site review. 10 collisions were identified between the roundabout at Foxwood Lane and the junction with St James Place. Four of these collisions had

comminality with children either stepping out or running into the road in front of a vehicle. Two of these collisions were located outside the Lidl supermarket, with the other two located at different positions along the route.

6. A scheme to address the main issue was developed as shown in **Annex A**. The scheme proposed a nearside build-out and priority give way, combined with a speed table crossing point. Following feedback from consultation, the general consensus was that the priority system would introduce too much traffic delay on Thanet Road, especially for buses, and the scheme was put on hold until further options could be developed.

## **Proposals**

7. The previous scheme has since been reviewed and the current proposal, shown in **Annex B** developed. The current proposal extends the existing 20mph Zone on Gale Lane along Thanet Road to just beyond St James Place. To encourage compliance with the speed limit, speed cushions are proposed at regular intervals along Thanet Road. The first set of existing painted 'dummy' speed cushions on Gale Lane, north of the roundabout, will be made into formal speed cushions. A speed table would be installed on Thanet Road adjacent to the access to the Lidl supermarket to provide a centralised crossing point for pedestrians. An additional speed table would be installed at the signal controlled crossing near Foxwood Lane. It is also proposed to infill the existing bus lay-by's and relocate the bus shelters. This would prevent motorists from using the lay-by's to bypass the speed cushions, and reduce delays for buses to re-enter the flow of traffic.

## **Consultation**

8. Consultation has been carried out with the Emergency services, bus operators, other road user groups, local businesses, residents and key councillors.

## Consultation Summary:

- Key Councillors –
  - i. Cllr D'Agorne – *very much supports this work and the proposed extension of the 20mph to address this catalogue of injuries.*
  - ii. Cllr Fenton – *the current scheme represents an improvement on the previous proposals.*
  - iii. Cllr Waller – *responding on behalf of the Westfield Ward Councillor Team):  
Westfield Ward Councillors welcome the revisions to the scheme which avoids the previous elements which restricted the road to one lane. We support the provision of a speed table will assist pedestrians at this location which will physically restrict speeds. We believe that there should be full public consultation of the scheme to enable the inclusion of views of residents as pedestrians, cyclists, drivers accessing Lidl, St James' Place, Acorn Rugby Club, York and District Indoor Bowls Club, with each location having specific sight and speed issues for merging with traffic on Thanet Road which we hope can be enhanced by any safety scheme.'*
  - iv. Cllr Reid – *The Dringhouses and Woodthorpe Ward Councillors are supportive of this proposals. We think that they are a great improvement on the previous proposal as they do provide a safer crossing point without restricting road width in the area, which can sometimes be quite congested. Given the number of access points on this stretch of road, such as the Acorn Rugby Club, the Bowls Club, and St James Place leading to Lidl, we assume that there will be a full public consultation.'*
- Residents – One letter was received from a member of the public which raised questions about the schemes impact on bus services, congestion and the emergency services.
- Local businesses – No responses.
- Other road user groups – No responses.

- Bus Operators – No objections to the scheme, including the proposal to infill the bus lay-by's.
- Emergency services – No responses.

9. Officer response:

- Consultation on the proposals shown in Annex B was carried out in February 2017. Consultation included residents and businesses affected by the proposals (including those referred by Members above). Due to the initial lack of response from bus operators on the proposals to infill the laybys, additional consultation was carried out with the Operators to determine their views on the proposals.
- The author replied in writing directly to the resident query, giving a detailed response to the various issues raised, indicating the reasons for the scheme and highlighting the benefits of the features proposed.

10. In parallel to the consultation, a Traffic Regulation Order covering the proposed extension of the 20mph Zone was advertised. This advertisement did not generate any responses.

### **Road Safety Audit**

11. A Stage 1 Road Safety Audit has been carried out on the proposals. The most significant audit concern is visibility of cyclists approaching the crossing from Kingsway West being reduced if buses stop on the main carriageway. The audit therefore recommends the southbound lay-by remain. In response the design has been reviewed. It is not considered essential to fill in this lay-by, if the speed cushions are slightly repositioned. These changes have been incorporated into the alternative option shown in **Annex C**.

### **Options**

12. Option (i) –
- Approve the proposed scheme as shown in **Annex C** for implementation.

Option (ii) –

- As Option (i) but with revisions as the Executive Member deems appropriate.

Option (iii) –

- Do nothing, and reallocate the funding to other Local Safety Schemes

## **Analysis**

13. Option (i):

Casualty reduction forms part of the local safety scheme programme. The proposed scheme is designed to reduce the number of casualties in the city.

Consultation has presented general support for the scheme and the scheme incorporates recommendations as a consequence of the Stage 1 Road Safety Audit.

14. Option (ii):

This option offers the Executive Member the opportunity to review and change the proposed works.

15. Option (iii):

Doing nothing would not address the ongoing injury accident record within the Authority's area.

16. Option summary:

Option (i) is recommended as it addresses the main collision risks on Thanet Road and also incorporates the principal recommendation from the Stage 1 Road Safety Audit.

## **Council Plan**

17. The potential implications for the priorities in the Council Plan are:

- **A Prosperous City For All.**

The estimated average cost to society of a casualty accident is £76,466 (Average for all severities, Reported Road Casualties

Great Britain Annual Report 2015). The prevention of further accidents in the city will help reduce these costs and free up resources to be used elsewhere.

- **A Council that listens to residents.**

Consultation has been carried out with local residents and businesses that would be affected by the proposals. Where a response has been received, contact has been made to discuss the concerns and offer them the opportunity to make further representations should they feel it necessary.

## **Implications**

18. *Financial* –

The estimated total cost to deliver the scheme is £45k which can be accommodated in the 17/18 Local Safety Scheme allocation.

The scheme coincides with the Traffic Signal Asset Renewal refurbishment of the signal controlled crossing on Thanet Road near Foxwood Lane which will add betterment to the overall project. The programming of the TSAR scheme is currently for implementation in 2018/19. The possibility of bringing forward the implementation of the TSAR scheme to enable both projects to be delivered at the same time will be investigated.

19. *Human Resources* - None.

20. *Equalities* –

Any highway works aimed at pedestrians or that links with a footway is designed to cater for more vulnerable road users including those with mobility issues or visual impairments.

21. *Legal* – A Traffic Regulation Order (TRO) is required to extend the 20mph Zone. This has been advertised, and no responses were received.

22. *Crime and Disorder* – None

23. *Information Technology (IT)* - None

24. *Property* – None

### **Risk Management**

25. 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:

26. Authority reputation – this risk is in connection with public perception of the Council if nothing is done to tackle known accident problems in the authority area and is assessed at 14.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Moderate	Possible	14

27. This risk score, falls into the 11-15 category and means the risk has been assessed as being “Medium”. This level of risk requires frequent monitoring. This is already undertaken by officers during the annual review of accident data which is published by our Transport team. The ongoing Local Safety Schemes programme is designed to reduce accidents by looking for trends in previous accidents which can be addressed.

**Contact Details**

**Author:**

**David Ramsden  
Consultant Engineer  
Transport Projects  
Tel: 01904 553267**

**Chief Officer responsible for the  
report:**

**Neil Ferris, Corporate Director**

**Report**  **Date 12/06/17**  
**Approved**

**Specialist Implication Officer(s)**

**Wards Affected:**

**Dringhouses & Woodthorpe / Westfield**

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

**Annexes**

**Annex A**, Thanet Road scheme 15/16 - Consultation

**Annex B**, Thanet Road Scheme 16/17 – General Arrangement

**Annex C**, Thanet Road Scheme 16/17 – General Arrangement  
incorporating St1 RSA  
amendments