
**Meeting of Executive Members for City Strategy
and Advisory Panel**

16 March 2009

Report of the Director of City Strategy

**PETITION CONCERNING ROAD SAFETY MEASURES AT THE
STOCKTON LANE / HEMPLAND LANE / WOODLANDS GROVE
JUNCTION**

Summary

1. This report informs the Advisory Panel of the receipt of a petition from parents of children at Hempland Primary School requesting consultation on possible road safety measures at the Stockton Lane / Hempland Lane / Woodlands Grove junction. In response to the petition, the report recommends that a feasibility study and consultation be undertaken with a view to developing a scheme for funding from the transport capital programme.

Background

2. The petition from the parents of school children attending Hempland Primary School was passed to a meeting of the Full Council on 27th November 2008 by Councillor Ayre. The petition was signed by 157 people and the front page is provided as **Annex A**.
3. Stockton Lane forms part of a radial route to the city centre, and runs from its junction with A1036 to Stockton on the Forest and onto the A64. Woodlands Grove and Hempland Lane can be used as a through route to cut out a section of the inner ring road between the A1036 Malton Road and A1079 Hull Road. Stockton Lane is classed as a 'traffic route' and in addition, bus services run through the crossroads in each direction. A location plan showing this junction in relation to the local road network and position of Hempland Primary School is provided as **Annex B**.
4. The 2008 Travel to School Survey suggests 56 school children who attend Hempland Primary School have to travel across Stockton Lane in the vicinity of the junction with Hempland Lane when taking the most direct route to school. Of these children, 22 usually walk, 6 cycle and 28 are

driven to school by car. About half of these are within 1km walking distance to the school.

5. A pedestrian refuge was installed on Stockton Lane at this junction in 2003 from Ward Committee funding (see **Annex B**). The existing school crossing patrol (SCP) assists school children at this refuge, but unfortunately is on long term sick, and it is not known if she will return. Some temporary cover has been provided.
6. Although the pedestrian refuge makes it possible to cross the road in 2 stages, parents and children have expressed feelings of vulnerability using it because of the speed and volume of traffic. Parents have also suggested that, regardless of the SCP being present or not, a pedestrian crossing would improve road safety and benefit school children and other local residents. They also comment that action taken at this particular location would support the council in its promotion of walking and cycling to school.
7. Vehicle speeds have been taken at the recently installed vehicle activated sign (VAS) around 250m east of the junction with Hempland Lane. The 85th percentile speeds were 33mph eastbound and 36mph westbound. Recent traffic counts 500m east of the junction recorded around 3700 vehicles on Stockton Lane in 12 hours.
8. Parents of school children and a resident have expressed concern about the number of accidents at this junction. We have no records of the number of damage only accidents, as these often go unreported to the Police, but our records show one personal injury accident at this location in the last three years. This was classified as serious, and involved a child cyclist being hit by a car whilst crossing the road at the existing pedestrian refuge. The day and time suggest the child was on the way to school.
9. Hempland Primary School does not currently have a School Travel Plan. The Department for Transport and Department for Children, Schools and Families have set a target that every school should have a School Travel Plan by March 2010. The school has recently taken steps to start the process.

Recent Consultations

10. Following other concerns raised by parents regarding crossing Hempland Lane, a minor proposal to provide an additional set of dropped kerbs to improve visibility for eastbound pedestrians was consulted on in November 2008 (see **Annex C**). This proposal was well supported and has recently been implemented with funding from the Danger Reduction budget. The consultation also produced requests for further measures at the junction as detailed in the next paragraph.

11. As part of the consultation feedback, Hempland Primary School and a local resident highlighted problems experienced with the junction. The School requested signalisation of the junction with pedestrian facilities on each arm or the installation of a pelican crossing at the site of the existing pedestrian refuge. These measures would assist children on their way to the school, particularly if the future of the School Crossing Patrol cannot be secured. The resident requested measures to reduce the entry speed of vehicles onto Hempland Lane, as the existing shallow entry angle encourages inappropriate speeds.

Options

12. There are two main options available:-
 - Option One is for officers to undertake a feasibility study, including consultation with the school, residents and other interested parties, with a view to developing a possible improvement scheme for the junction.
 - Option Two is no action to be taken.

Analysis

13. The petition and other correspondence received shows a high level of local concern about pedestrian safety at this junction, and suggested improvements include the introduction of a pedestrian crossing or full signalisation. The situation is considered to warrant a more detailed investigation, and therefore option one is recommended as the best way forward.

Corporate Priorities

14. A scheme that results from this investigation would help towards achieving the council's priority of improving the health and lifestyles of many people by providing facilities to encourage walking, cycling, and generally improving road safety.

Implications

15. This report has the following implications:
 - **Financial / Programme** – The proposed feasibility study could be funded from the Safe Routes to School block of the 2009/10 Capital Programme. Any small scale proposals coming out of this process could be implemented in 2009/10 using other suitable allocations within the Capital Programme, such as minor pedestrian schemes or reactive danger reduction. However, any large scale improvement scheme would

need to be assessed in terms of value for money and considered when developing the 2010/11 capital programme.

- **Human Resources** – None.
- **Equalities** – Road safety measures at the junction would benefit vulnerable road users such as pedestrians. In particular improved crossing facilities will benefit the young and the elderly as well as the mobility and visually impaired.
- **Legal** – None.
- **Crime and Disorder** – None.
- **Information Technology** – None.
- **Land & Property** – None.
- **Sustainability** – None.
- **Other** – None.

Risk Management

16. In compliance with the Council's risk management strategy, the only minor risk associated with the recommendations of this report, is to organisation/reputation, the risk of criticism from the public if the potential for a scheme is not investigated. Measured in terms of impact and likelihood, the risk score has been assessed at less than 16 (see table below). This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

Risk Category	Impact	Likelihood	Score
Organisation / reputation	Low	Possible	9

Recommendations

17. That the Advisory Panel advise the Executive Member for City Strategy to:-
- i. Note the content of the petition, and approve that a feasibility study and consultation take place in the Spring, with a view to developing a scheme for funding from the transport capital programme. Dependent on the outcome of the feasibility study, smaller scale measures might be funded in 2009/10, but a larger scale improvement scheme would have to be considered for 2010/11.

Reason: To enable the further investigation, and early implementation of potential road safety improvements at this junction.

- ii. Reply to the lead petitioner;

Reason: To inform them of the panel's decision.

Contact Details

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Report Approved



Date 23 February 2009

Specialist Implications Officer(s)**Financial**

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Wards Affected: Heworth and Heworth Without

All

For further information please contact the author of the report.

Background Papers:

None

Annexes

Annex A Copy of front page of petition

Annex B Location plan

Annex C Hempland Lane–Recently installed pedestrian dropped crossing point