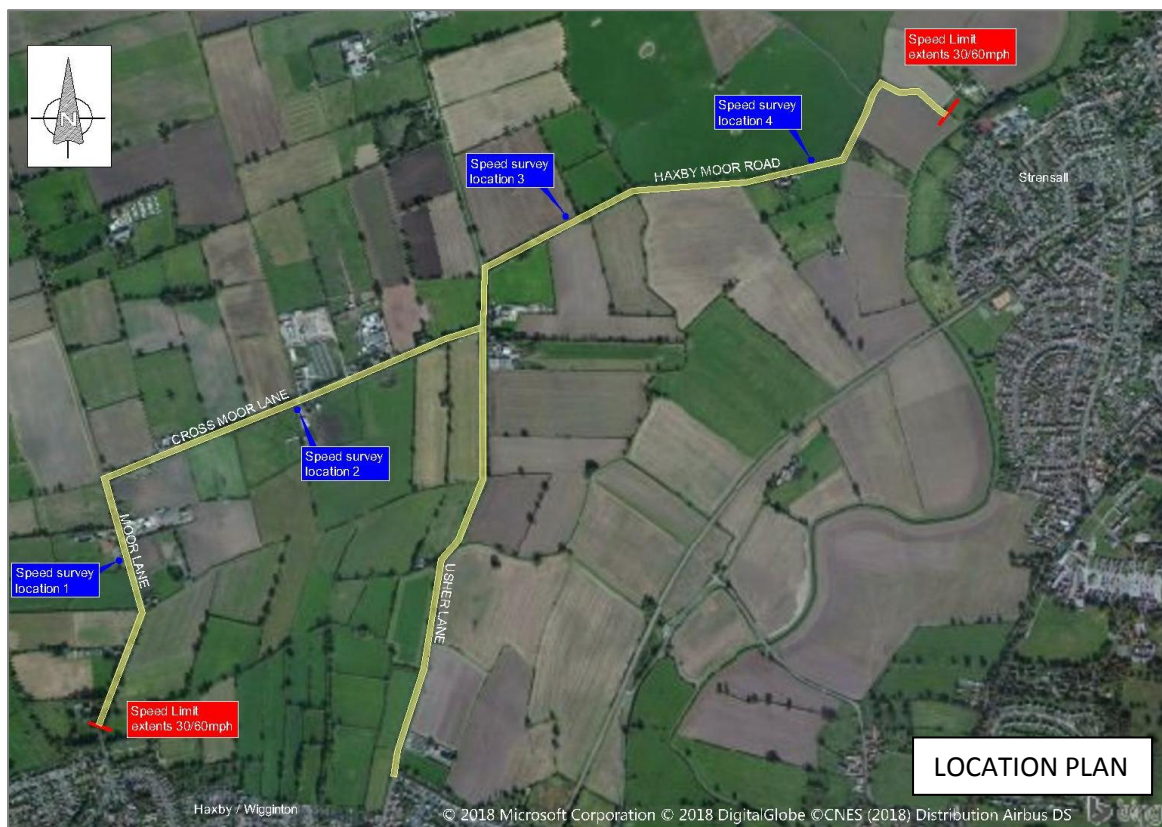


## Strensall – Haxby Speed limit reduction request.

### Background

A petition requesting a reduction of the speed limit and the introduction of traffic calming measures on rural roads between Haxby and Strensall was received by City of York Council and was considered by the Executive Member for Transport and Planning at a decision session on 10 November 2016. The decision taken at the meeting was that the issue be considered as part of the annual danger reduction measures across the city. It was therefore added to the 17/18 danger reduction program.



### The Site

The roads (Moor Lane, Cross Moor Lane, Haxby Moor Road & Usher Lane, highlighted on the location plan above) that link Haxby to Strensall are rural with a few properties (business and residential) having direct access on to them. In addition to vehicular traffic the route is popular with horse riders, cyclists and walkers, although there are no footways. The roads are mainly long straights with good visibility linked by sharp bends where forward visibility is greatly reduced. Warning signing for the bends along with chevrons and marker posts is in place where appropriate but the condition is variable. The signs are also accompanied by “SLOW” road markings which are wearing off and are likely unreadable in wet and dark conditions when they are most needed. Most of the route also has evidence of

edge of carriageway markings which have either faded completely due to vehicle overrun or the verge has overgrown the carriageway masking the lines.

### *Accident Data*

Casualty accident data for the three year period between 01/01/2014 and 31/12/2016 was examined for the whole route.

Two slight accidents were recorded. Both were single vehicle accidents one due to mud on the road and one due to the driver being taken ill at the wheel.

The accident rate for the length of road in question is 424bvm (billion vehicle miles) below the national average for a rural road in the UK which is 440bvm. This suggests that the problem on the route is one of perceived danger as it is not reflected in the accident data.

### **Speed data**

Speed data was collected at four locations along the route during November 2017. A summary is given below and more details are provided as **Annex A**. The locations of each survey are shown on the location plan on page 1.

#### **Location 1 Moor Lane**

Direction	South	North
Mean Speed	37.94	33.87
85th %ile	44	38

#### **Location 2 Cross Moor Lane**

Direction	West	East
Mean Speed	43.33	44.88
85th %ile	52	54

#### **Location 3 Haxby Moor Road West**

Direction	West	East
Mean Speed	34.68	35.53
85th %ile	40	41

#### **Location 4 Haxby Moor Road East**

Direction	West	East
Mean Speed	36.47	39.21
85th %ile	42	45

The data illustrates that the existing limit is working well, with mean and 85<sup>th</sup> percentile speeds along the route below the 60mph limit at all four locations.

National guidance for setting local speed limits is included in DfT circular 01/2013 (Setting Local Speed Limits), which advises that most rural roads of this nature should be set at 60mph. In addition to mean and 85<sup>th</sup> percentile speeds environmental factors are also considered when setting a speed limit for a rural road. This includes features like bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users. The section in question does include some of these factors however, the speeds are already much lower than the posted limit. If the speed limit were to be lowered to 40mph it is unlikely that residents and road users would see any visible difference in speeds, which in turn would likely lead to calls for enforcement on a road which currently has no speeding or accident problems.

The guidance also provides advice for inappropriate speed, at levels below the legal limit but above those appropriate for the road at the time (for example, because of the weather conditions or because vulnerable road users are present), as this can be a particular problem for rural roads. Many of the comments in the petition allude to this being the issue rather than a consistent problem with speed. Speed limit changes are therefore unlikely to fully address the problems local residents have reported.

### **Traffic Calming**

The petition also requested traffic calming measures are considered for the route. Traffic calming is a more urban feature and so isn't usually considered for rural roads such as these. Rural traffic calming is usually used at the entrance to villages to help reduce speed through a built up area or in national parks. These usually take the form of pinch points or rumble strips and only serve to remind drivers of the need to slow down where the environment changes rather than provide a repeated traffic calming effect.

The route does have some indicators to drivers that they need to slow down in the form of warning signs and slow markings. However, these features have been in place for some time without any maintenance and are now faded, broken or dirty. This means drivers are likely to miss the important safety messages provided by the features. Many of the signs are also not accompanied by a supplementary plate which can help to provide additional messages and clarification as to the meaning of the sign. Additionally the edge of carriageway markings which helped to visually narrow the carriageway promoting lower speeds are almost non-existent in some places. These can be helpful on long straights to discourage inappropriate speed and are cheap to install and maintain.

### **Recommendation**

The data led investigation shows that there is no casualty accident problem or issue with vehicle speeds on the roads in question. The petition demonstrates that there is a perceived danger to using the road for vulnerable road users. It is therefore recommended that works are carried out to remind drivers of the need to reduce speed at the bends and highlight the presence of vulnerable road users. Additionally the existing lining needs refreshing. Therefore it is recommended that:

- The existing speed limit remains.
- Signing improvements and maintenance of other street furniture is carried out along the route - see attached drawings:  
TP/170017/RP – Route Plan, TP/170017/01 – 08 – Extract Drawings
- All existing lining is refreshed including edge of carriageway markings to visually narrow the road.

Estimated cost for these works - £11,000

The area will continue to be monitored through the annual casualty accident cluster site review.

# City of York Council Speed Survey Summary



ANNEX A  
pg 1 of 4

## Right hand bend sign

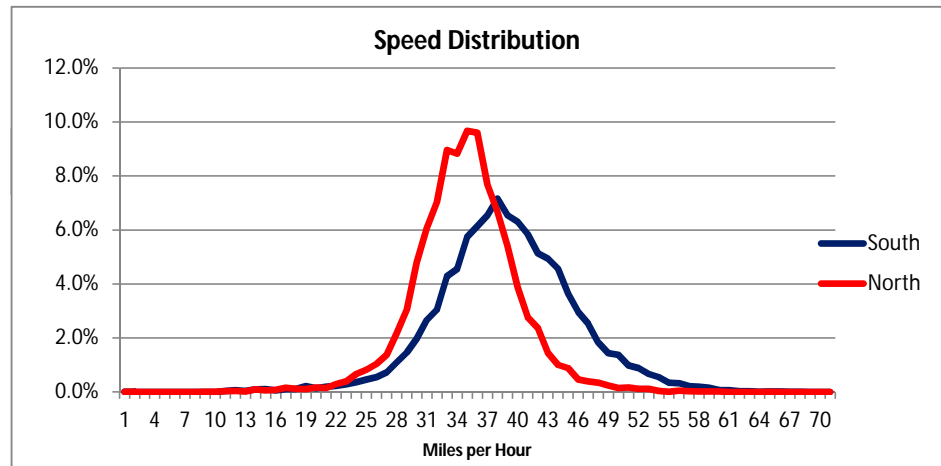
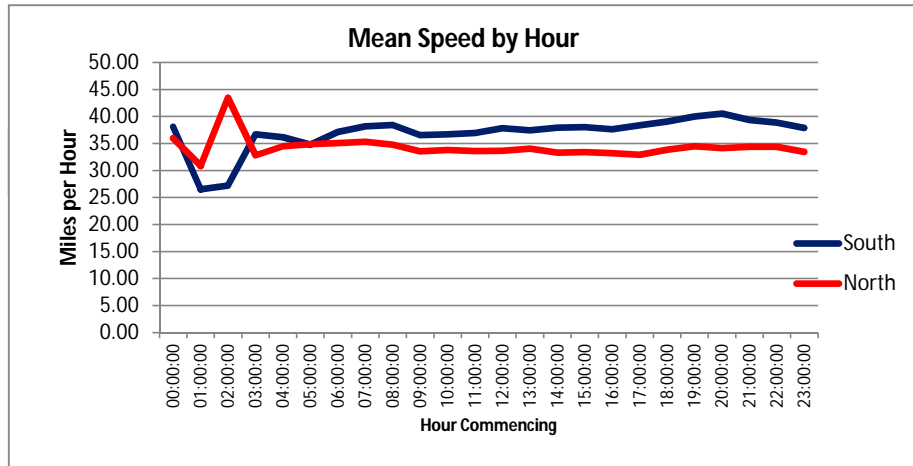
10 - 26 November 2017

**ACPO enforcement speed**                      **68**                      **16 days of data**

Speed Limit:    60

### Key speed statistics

Direction	South	North	Mean Speed	South	North
<b>Mean</b>	37.94	33.87	<b>Midnight - 7am</b>	34.58	34.53
<b>85th Percentile</b>	44	38	<b>7am-9am</b>	38.29	34.98
<b>95th Percentile</b>	49	42	<b>10am-3pm</b>	37.47	33.68
<b>Top Speed</b>	67	64	<b>4pm-6pm</b>	38.01	33.06
<b>Percentage above ACPO enforcement speed</b>	<b>0.0%</b>	<b>0.0%</b>	<b>8pm-Midnight</b>	39.64	34.20
<b>Percentage above speed limit</b>	0.1%	0.0%			



# City of York Council Speed Survey Summary

Telegraph Pole Crossmoor Lane

YK1610880

10 - 26 November 2017

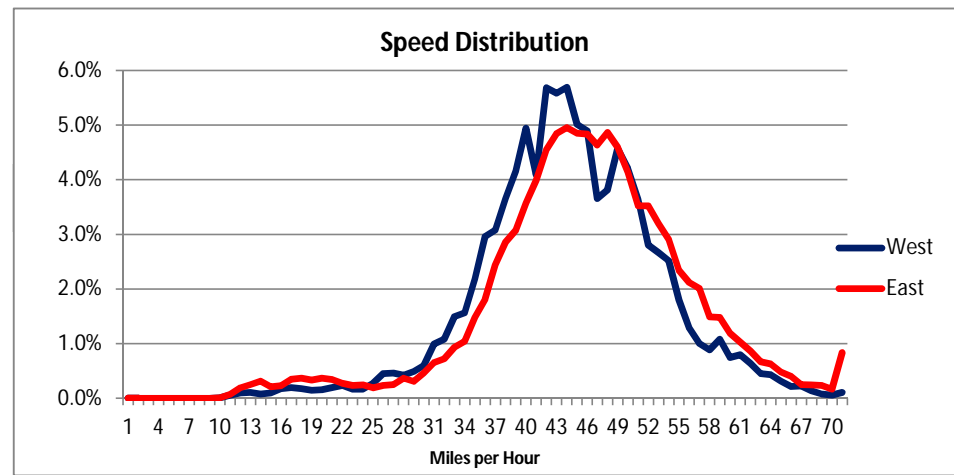
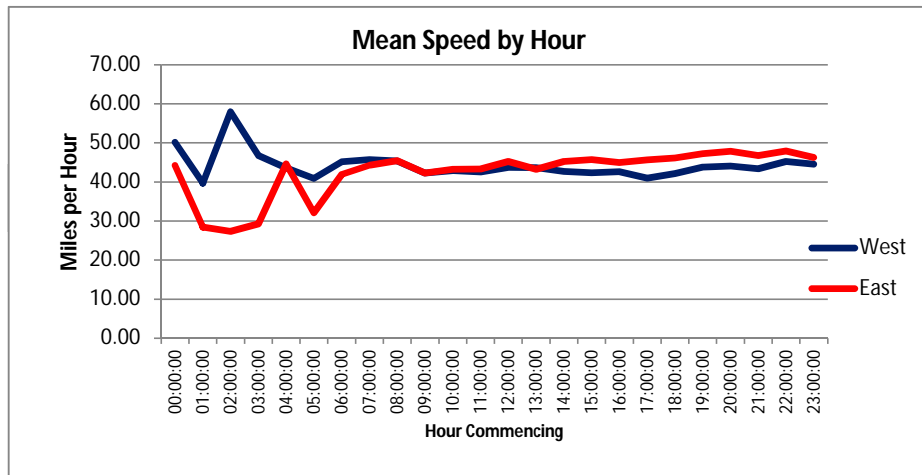


ANNEX A  
pg 2 of 4

**ACPO enforcement speed**                      **68**                      **17 days of data**  
 Speed Limit:    60

## Key speed statistics

Direction	West	East	Mean Speed	West	East
Mean	43.33	44.88	Midnight - 7am	44.98	35.86
85th Percentile	52	54	7am-9am	45.56	45.04
95th Percentile	58	60	10am-3pm	43.11	44.14
Top Speed	80	85	4pm-6pm	41.78	45.31
<b>Percentage above ACPO enforcement speed</b>	<b>0.2%</b>	<b>1.0%</b>	8pm-Midnight	44.19	47.43
Percentage above speed limit	2.7%	4.8%			



# City of York Council Speed Survey Summary



## Haxby Moor Road Bend Sign

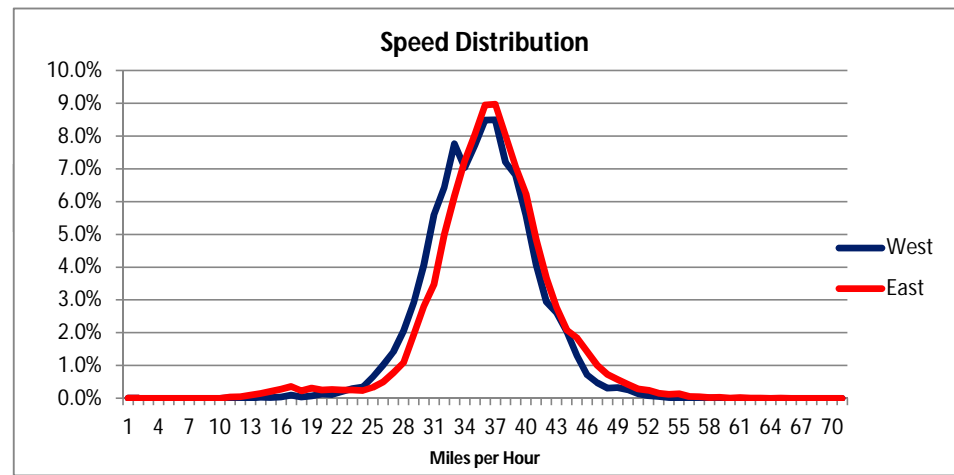
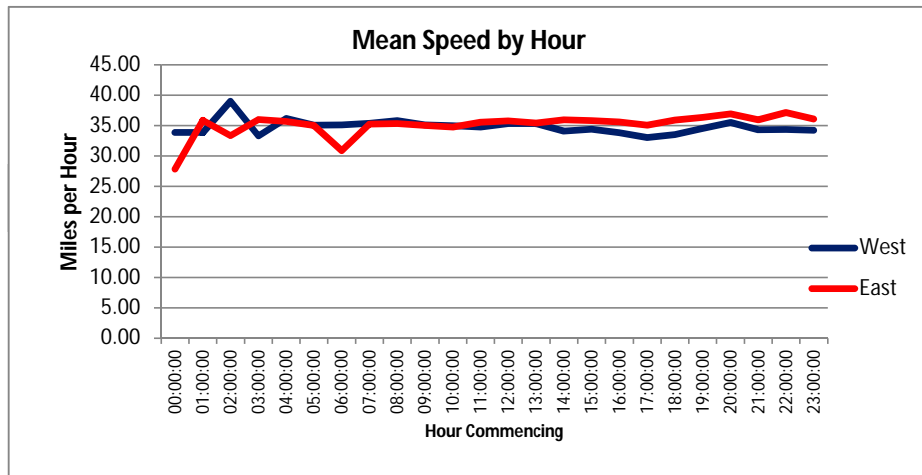
10 - 25 November 2017

**ACPO enforcement speed**                      **68**                      **15 days of data**

Speed Limit:    60

### Key speed statistics

Direction	West	East	Mean Speed	West	East
Mean	34.68	35.53	Midnight - 7am	34.74	29.76
85th Percentile	40	41	7am-9am	35.62	35.31
95th Percentile	43	45	10am-3pm	34.91	35.56
Top Speed	57	64	4pm-6pm	33.39	35.32
<b>Percentage above ACPO enforcement speed</b>	<b>0.0%</b>	<b>0.0%</b>	8pm-Midnight	34.83	36.62
Percentage above speed limit	0.0%	0.0%			



# City of York Council Speed Survey Summary



## Haxby Moor Road Bend Sign

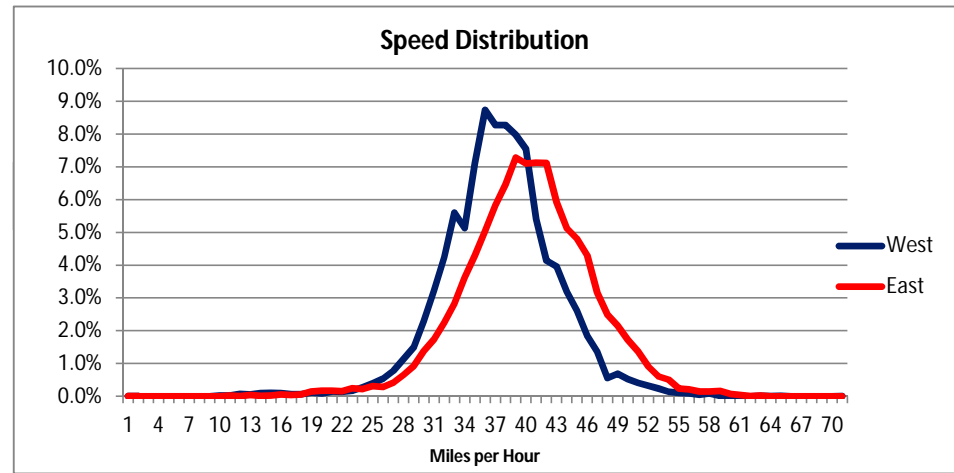
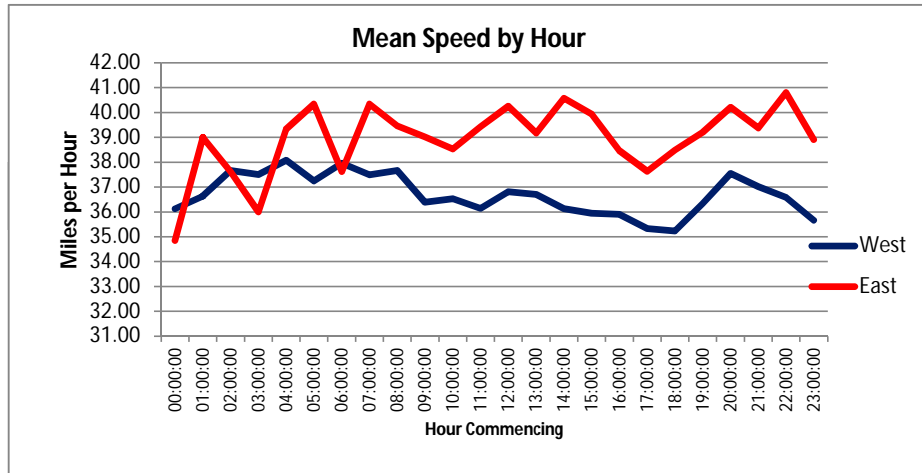
10 - 29 November 2017

**ACPO enforcement speed**                      **68**                      **19 days of data**

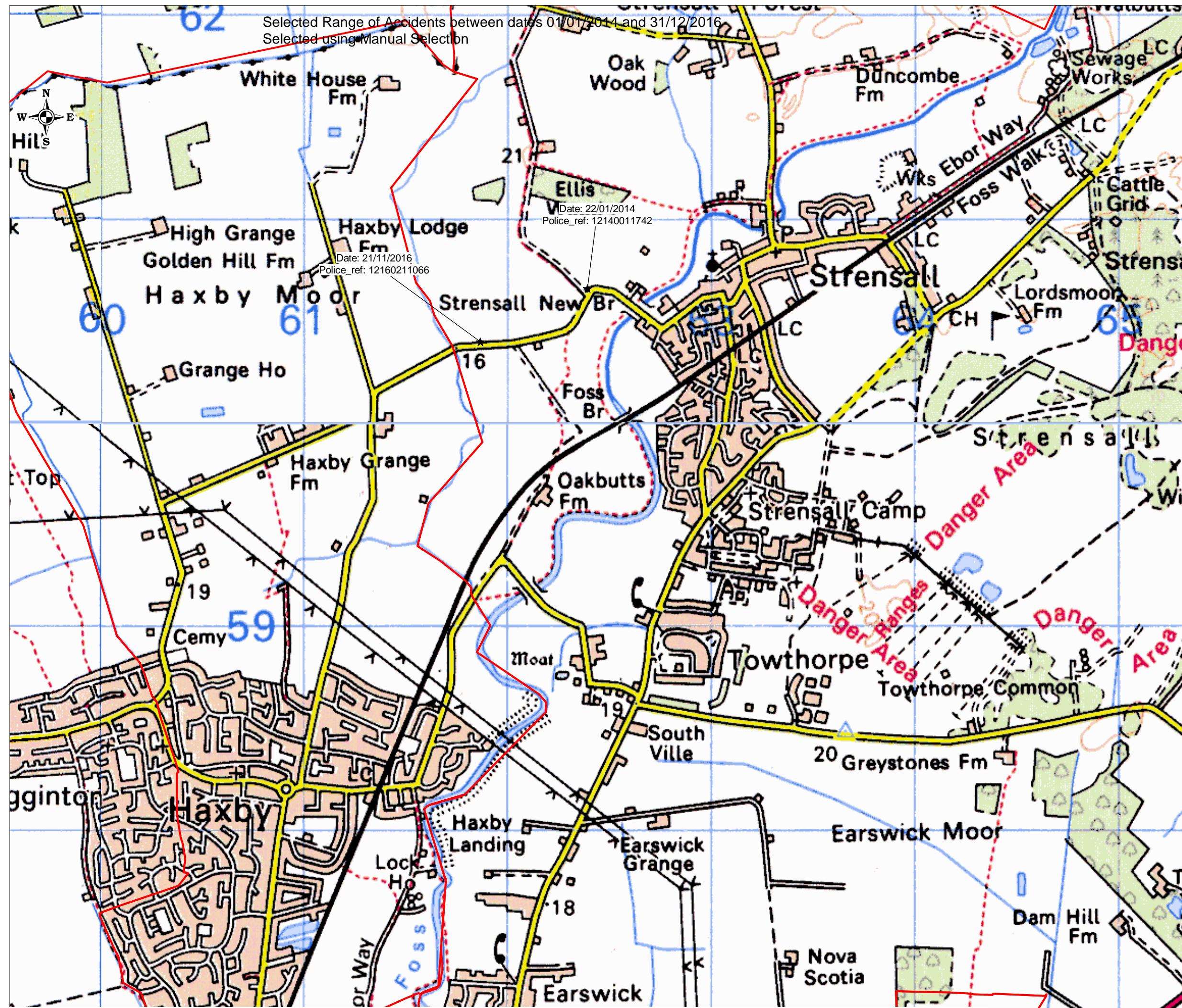
Speed Limit:    60

### Key speed statistics

Direction	West	East	Mean Speed	West	East
Mean	36.47	39.21	Midnight - 7am	37.02	36.16
85th Percentile	42	45	7am-9am	37.59	39.82
95th Percentile	45	49	10am-3pm	36.48	39.71
Top Speed	74	62	4pm-6pm	35.62	38.05
Percentage above ACPO enforcement speed	0.0%	0.0%	8pm-Midnight	36.92	40.02
Percentage above speed limit	0.0%	0.0%			







Selected Range of Accidents between dates 01/01/2014 and 31/12/2016  
 Selected using Manual Selection

**ACCIDENTS BETWEEN DATES**

ENTER START DATE  
 AND  
 ENTER END DATE

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**DRAWING TITLE**



Haxby to Strensall DR scheme

1 : 17780

30/01/2018

SCALE