

Report of the Acting Director of City and Environmental Services

## **Local Safety Schemes – Casualty Reduction Programme 2015/16**

### **Summary**

1. This report seeks approval of a detailed 15/16 Casualty Reduction programme, following initial consultation, and identifies three packages of work – Schemes, Minor Works and Studies.

### **Recommendation**

2. It is recommended that the Executive Member approves Option (i), which comprises:
  - Approval in principle the proposed programme of schemes: Hull Rd/Tang Hall Ln (**Annex B**), Cornlands Rd/Gale Lane (**Annex C**) and Tudor Rd/Kingsway West (**Annex D**) and authorise officers to undertake further local consultation and advertisement of traffic orders as necessary, and implement the schemes if no significant objections are received. Any insurmountable objections will be reported back to the Executive Member for a decision;
  - Approve the other elements of the 15/16 programme as set out in **Annex F** (Minor Works) and **Annex G** (Studies).

Reason: To improve the overall level of safety in the city and reduce the number of casualties.

## Background

3. Every year City of York Council review 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.

## Programme 2015/16

5. The 15/16 review used three years of injury collision data between 1 January 2012 and 31 December 2014. Following detailed analysis of the data, 14 sites were identified for inclusion in the 15/16 Local Safety Scheme – Casualty Reduction programme. After initial consultation these sites were split into three sub-groups described below, totalling 15\* work elements.

- *Schemes – Sites where engineering solutions should be feasible subject to detailed design and consultation with stakeholders.  
(4 sites)*
- *Minor Works – Sites where only minor measures are considered necessary and these would have minimal impact on stakeholders.  
(7 sites)*
- *Studies – Complex sites which require further detailed investigation to develop effective solutions.  
(4 sites)*

*\*Micklegate/Skeldergate/North St junction has both planned minor works and a study.*

These sub-groups are discussed in more detail below.

## Schemes

6. Proposals were developed for five sites and the schemes given a priority ranking based on the number of accidents being treated and cost.

Ranking	Site	No. of accidents treated	Estimated cost
1	Cornlands Rd / Gale Lane	4	£2k
2	Tudor Rd / Kingsway West	4	£5k
3	Thanet Road between Gale Lane and St James Place	4	£20k
4	A19 Clifton / The Avenue	3	£12.5k
5	Hull Road / Tang Hall Lane junction	2	£18k
	<b>TOTAL</b>		<b>£57.5k</b>

7. A detailed information sheet for each site along with a plan showing the outline design of the scheme is provided in **Annex A – E**. This also includes a summary of initial consultation and feedback from relevant CYC officers, ward members, group spokespersons and North Yorkshire Police.
8. Following consideration of all the comments received, the proposed schemes: Hull Rd/Tang Hall Ln (**Annex B**), Cornlands Rd/Gale Lane (**Annex C**) and Tudor Rd/Kingsway West (**Annex D**) are recommended for implementation, subject to further consultation with local residents. Any insurmountable objections to the schemes will be reported back to the Executive Member for a decision.
9. The proposal at Thanet Road (**Annex A**), to implement a nearside kerb build out generated several comments about the impact it might have on local traffic. To ensure a scheme more sensitive to local transport needs is developed, it is proposed to undertake a further study of the safety problem with a view to developing an alternative solution.

10. The proposal at Clifton / The Avenue (**Annex E**) received negative comments regarding enforcement of the proposed no entry restriction and concerns have been raised regarding the potential for introducing new safety problems. Given the level of concern it is not considered viable for this option be taken forward for public consultation, and instead it is proposed to undertake a further study of the safety problem with a view to developing an alternative solution.

### **Minor Works (Annex F)**

11. Seven sites have been identified for very minor works (i.e. signing or road markings) and are listed in **Annex F**. Residents and businesses adjacent to the works, along with the appropriate Members, will be notified before any work is carried out, The estimated cost of this work is £15k.

### **Studies (Annex G)**

12. Three of the sites reviewed are considered to require further in depth investigations to establish the solutions with the most benefit. These are complex sites with potentially expensive solutions; therefore they have been identified for studies in 15/16 with any affordable work potentially forming part of the 16/17 programme. The estimated cost of these studies is £7.5k.

In addition, further studies of the problems at Thanet Rd (referred to in paragraph 9) and Clifton / The Avenue junction (referred to in paragraph 10) have been added to this list, with an estimated cost of £2.5k each.

### **Options**

13. Option (i) –

- Approve in principle the proposed programme of schemes: Hull Rd/Tang Hall Ln (**Annex B**), Cornlands Rd/Gale Lane (**Annex C**) and Tudor Rd/Kingsway West (**Annex D**) and authorise officers to undertake further local consultation and advertisement of traffic orders as necessary, and implement the schemes if no significant objections are received. Any insurmountable objections will be reported back to the Executive Member for a decision;

- Approve the other elements of the 15/16 programme as set out in **Annex F** (Minor Works) and **Annex G** (Studies).

Option (ii) –

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

Option (iii) -

- Do nothing, and reallocate the funding to other programmes of work.

## **Analysis**

### 14. Option i)

Casualty reduction forms part of the local safety schemes programme. The proposed schemes are designed to reduce the number of casualty accidents in the city within the level of funding available in the 15/16 capital programme.

Initial consultation has presented general support for three schemes, which if approved would move forward to local public consultation, detailed design and implementation.

There is the potential as with all highway schemes that new risks could be introduced and lead to other types of accidents occurring at the same location. However, this is minimised through the Road Safety Audit process and the sites will continue to be monitored each year through the analysis of accident cluster data.

Negative comments were presented against two of the proposed schemes:

- Thanet Road about the schemes impact upon local traffic.
- Clifton / The Avenue regarding enforcement and potential new collision types.

These schemes are not considered viable to be progressed in their current form.

These locations now require a study to identify other viable alternatives that could achieve the same casualty reduction aims.

In addition to the schemes seeking further progress, there are five schemes which need further in-depth study to identify possible solutions. These would be carried out with further reporting to the executive member at the conclusion of the study process.

15. Option ii)

This option offers the Executive Member the opportunity to review and change the proposed works after considering the responses to the consultation and officers comments.

16. Option iii)

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

## 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 £77,825 (Reported Road Casualties Great Britain Annual Report 2014). The prevention of further accidents in the city will help reduce these costs and allow this money to be spent elsewhere.

## Implications

18. *Financial* –

The estimated total cost to deliver the programme is £52.5k. The current Casualty Reduction allocation for 15/16 is £80k, with £6k already spent during the initial investigations. Therefore all schemes are affordable within this year's budget.

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. For this reason, representative groups will be consulted at the next phase of consultation, as appropriate.
21. *Legal* – Traffic Regulation Orders may be required for any changes to parking restrictions to ensure they are enforceable. City of York Council has powers to advertise and make these orders under the Road Traffic Regulation Act, 1984. These are organised through the Transport team who ensure all legal requirements are met.
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 CYC 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**

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#### **Chief Officer responsible for the report:**

Neil Ferris, Acting Director, City and Environmental Services



**Report  
Approved**

**Date 18/01/16**

#### **Specialist Implication Officer(s)**

#### **Wards Affected:**

Clifton / Dringhouses & Woodthorpe / Hull Road / Westfield

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

#### **Annexes**

**Annex A, B, C, D & E**, Casualty Reduction Schemes 15/16

**Annex F**, Casualty Reduction Schemes – Minor Works

**Annex G**, Casualty Reduction Schemes - Studies