

2014/15 SAFE ROUTES TO SCHOOL PROGRAMME
BISHOPTHORPE INFANT AND JUNIOR SCHOOLS –
FEASIBILITY STUDY / SAFETY ZONE REVIEW

INTRODUCTION

- 1 A study has been included within the 2014/15 Safe Routes to School programme to investigate safety concerns relating to crossing facilities on Sim Balk Lane at its junction with Main Street. The aim of this study is to consider and develop feasible options to improve safety for pedestrians crossing Sim Balk Lane and to offer recommendations on how to address the issues.
- 2 The study also includes a review of the existing School Safety Zone for Bishopthorpe Infant School and Archbishop of York's C.E. Junior School to assist with the development of options.
- 3 This report will form the basis of the recommendations to be reported to Cabinet Member Decision Session to seek approval to consult on the preferred option / recommendations.

BACKGROUND

- 4 Bishopthorpe Schools' Travel Action Group (TAG) has been campaigning for an improvement to the existing uncontrolled crossing point on Sim Balk Lane near the junction with Main Street, (photograph 01), and/or provision of a School Crossing Patrol (SCP) at this location, to assist pedestrians because of concerns about safety and crossing difficulty.
- 5 Many parents and children from the village of Bishopthorpe walk between the Infants School and Junior School, choosing to cross Sim Balk Lane near the junction with Main Street.
- 6 A School Safety Zone (SSZ) has been in place since April 2002 which includes a 20mph speed limit on part of Sim Balk Lane (between Church Lane and Main Street), Main Street, Appleton Road, Copmanthorpe Lane, Church Lane, Croft Court and School Lane. The extents of the SSZ are shown on the plan in **Annex A**. Within the zone, various traffic calming measures are in place to enforce the 20mph speed limit and reduce risks to road users. These measures include speed tables, some with uncontrolled pedestrian crossing points indicated by tactile paving in the footways. On Main Street, the speed tables have been installed in front of premises where there is a need for pedestrians to cross, and the footways have been built out to allow pedestrians improved visibility when there are parked cars, (photograph 02).
- 7 In January 2013 the Safety Zone 20mph gateway signs were amended to include children's road safety designs to visually enhance the Zone, and in August 2013 additional parking

restrictions were installed on Main Street and Appleton Road to discourage dangerous parking around the junctions of Sim Balk Lane and Copmanthorpe Lane at school times.

- 8 At the same time, the crossing point on Sim Balk Lane near the junction with Main Street was assessed for the provision of a SCP and the assessment concluded that the numbers of passenger car units (PCUs) and child pedestrians did not meet the national guidelines for setting up a Patrol.
- 9 In June 2013 the TAG reviewed the assessment for a patrol taking into consideration other factors to demonstrate the site does meet national guidelines for a patrol. This was accepted by the Council's (CYC) Road Safety team, but the TAG were advised that assessing the figures was just the first stage, and that the site would have to be assessed as a safe working environment for a patrol and that provision of a patrol would be subject to successful recruitment.
- 10 Following a site meeting in July 2013 between a CYC Road Safety Officer, a representative from North Yorkshire Police (NYP), and representatives from the TAG, it was concluded that the site was not a safe working environment for a SCP. This is due to the alignment of Sim Balk Lane and on-street parking in front of the shops reducing visibility such that minimum sight line requirements on both sides of the road are not achievable without changes to the layout or reduction/removal of the parking. In addition, vehicles drive over the footway adjacent to the crossing point to access or exit the shop frontages parking area, often using the speed table as a ramp, and this would be hazardous to a patrol at this location. Bishopthorpe TAG was advised of the decision not to provide a SCP at this location.
- 11 In January 2014 the Action Group approached CYC with a request for a footway build-out as an alternative to a patrol to improve visibility for pedestrians waiting to cross. In their correspondence, the TAG pointed out that no other proposals to improve safety had been presented but acknowledged that removing parking in front of the shops would be contentious and likely to generate objections due to the potential detrimental impact on local businesses.
- 12 In March 2014, the TAG was advised that following their request, a study would be commissioned from the 2014/15 Safe Routes to School budget to investigate and develop feasible options to improve safety for pedestrians using the crossing point on Sim Balk Lane by the junction with Main Street.



Photograph 01:

From the south side of Main Street looking in a north-westerly direction towards the junction of Sim Balk Lane, the speed table crossing point can be seen in red material.



Photograph 02: From the south side of Main Street looking in a westerly direction towards the speed table crossing point in front of the store at no. 47.

SCHOOL SAFETY ZONE REVIEW

Sim Balk Lane

- 13 The 20mph zone commences on Sim Balk Lane at the junction with Church Lane - the extents can be seen on the plan in **Annex A**. The gateway entrance feature comprises 20mph signs on each side of the road and a patch of red surfacing with the 20 roundel road marking. Between this entry point and the Main Street junction, there are two full width speed tables (coloured red) with uncontrolled crossing points and a pair of speed cushions each 1.6m wide.
- 14 There is a 'School children' warning sign in advance of the Infant School on the school side which is clearly visible to approaching drivers. The sign on the opposite side outside house number 5 is partially obscured by a hedge at the back of footway, (photograph 03). A second sign with flashing amber lights is located in front of the shop on the approach to the junction with Main Street and is clearly visible to approaching drivers.
- 15 A bus stop is located on the east side outside house No 42, between the speed cushions and first speed table and immediately in advance of the access entrance to the Infant School. The bus stop has a clearway marking which should prevent parking at this location.
- 16 A School Keep Clear (SKC) road marking extends across the entrance to the Infant School, further discouraging parking at this location.
- 17 On-street parking, in marked bays, exists along the east side of the road fronting the shops extending to a position up to the speed table closest to the Main Street junction. There are gaps between the bays to allow access to the shops. Parking restrictions (double yellow lines) are present on the western kerb line.
- 18 The road is generally level and straight.

Appleton Road

- 19 There is an existing SCP operating at the speed table location near the junction with Copmanthorpe Lane to assist pedestrians across Appleton Road at school pick up and drop off times.
- 20 The 20mph zone commences by the junction with Maple Avenue. The gateway entrance feature comprises 20mph signs on each side of the road and a patch of red surfacing with the 20 roundel road marking. Between this entry point and the Sim Balk Lane junction, there is a pair of speed cushions, each 1.6m wide, and a full width speed table with an informal crossing point where the SCP operates.
- 21 A bus stop is present, within a layby, located just prior to the speed table location.

- 22 There is a 'School children' warning sign with flashing amber lights located on the approach to the 20mph Zone signs, and this is clearly visible to approaching drivers.
- 23 Appleton Road bends sharply to the right at the junction with Copmanthorpe Lane. Visibility is poor around the bend and there is a double white centre line system at the bend to prevent overtaking. The double white centre line continues into Main Street.
- 24 Between Copmanthorpe Lane and Sim Balk Lane the footway has been built-out and is free of visual obstruction. This allows drivers approaching on Appleton Road increased visibility into Sim Balk Lane, which may encourage motorists to enter Sim Balk Lane from this direction at speeds above the recommended limit.

Main Street

- 25 The 20mph zone commences by the junction with The Courtyard. The gateway entrance feature comprises 20mph signs on each side of the road and a patch of red surfacing with the 20 roundel road marking between a build-out on each side to narrow the carriageway and achieve optimum visibility of the signs. Between this entry point and the Sim Balk Lane junction, there are two full width speed tables with uncontrolled crossing points (located in front of the post office and store). The footways have been built out at these locations to reduce the width of road pedestrians have to cross and allow better visibility when there are parked cars, (photograph 2). Bollards have been provided to highlight the build-outs, to prevent parking on the build-outs, and to improve visibility for pedestrians when crossing at these locations. There is an additional full width speed table adjacent to the library but this does not have tactile paving to indicate a crossing point.
- 26 There is a 'School children' warning sign with flashing amber lights located in the verge immediately prior to Croft Court which is clearly visible to approaching drivers.
- 27 Main Street has no restriction on parking on both sides and is generally level and straight with good forward visibility in both directions.

Copmanthorpe Lane

- 28 The 20mph zone commences between house numbers 18 and 20. The gateway entrance feature, located on a bend, comprises 20mph signs on each side of the road and a patch of red surfacing with the 20 roundel road marking. Bollards are provided on the footway on the inside of the bend to offer protection to pedestrians.
- 29 Between this entry point and the junction with Kirkwell there is a round top road hump on the approach to the Junior School.
- 30 There is a 'School children' warning sign on the lamp post adjacent to the 20mph sign which, due to the bend on Copmanthorpe Lane, is in the approaching driver's line of sight and is clearly visible.

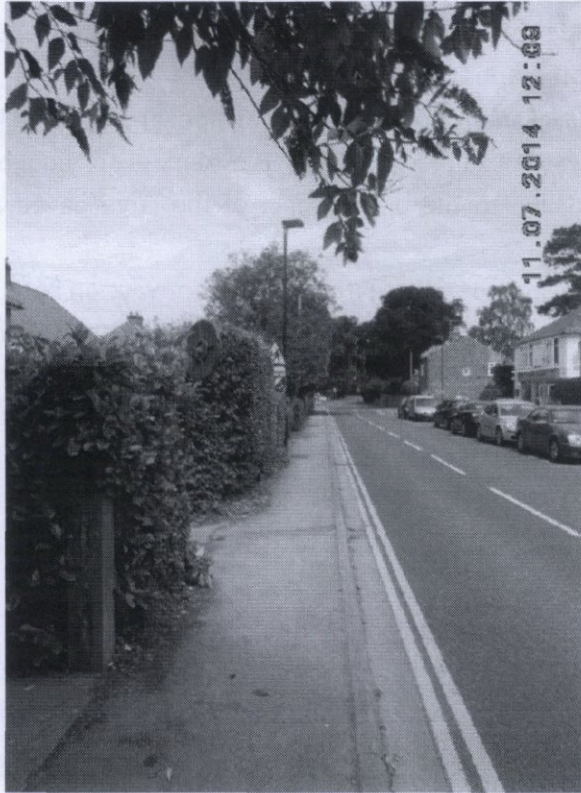
- 31 A School Keep Clear (SKC) road marking extends across the entrance to the school, preventing parking at this location. Copmanthorpe Road is narrow and parking is not restricted on the length near the school entrance.
- 32 There is a 'School children' warning sign on the left side of Copmanthorpe Lane which is visible to drivers entering the road from Appleton Road or Main Street.

Church Lane

- 33 The 20mph zone commences by house number 26. The gateway entrance feature comprises 20mph signs on each side of the road and a patch of red surfacing with the 20 roundel road marking.
- 34 Between the entry point and the junction of Sim Balk Lane there are two full width speed tables (coloured red), one with an uncontrolled crossing point nearest the junction, and a pair of speed cushions each 1.6m wide to physically slow traffic. The speed table adjacent to No. 4 does not have tactile paving provided in the footways to encourage crossing, despite a bus stop being located at this location. This bus stop is directly accessible via a footpath from the Infant School.
- 35 The 20mph zone extends into Croft Court and School Lane but there are no physical measures on these roads.

Collision History

- 36 Within the School Safety Zone, there has been 2 injury collisions reported within the last 3 years data is available (01/05/11 to 30/04/14). The locations and details are shown in **Annex B**.
- 37 The first incident (May 2011) involved a car pulling out of Sim Balk Lane into the path of a cyclist coming from Appleton Road. The second (June 2012) involved a car pulling out of a driveway onto Sim Balk Lane into the path of a car travelling south. Both collisions were 'slight' in severity and had 'failed to look properly' as contributory factors. Neither collision involved a pedestrian or had excessive speed or road layout as a factor.



Photograph 03: Standing on Sim Balk Lane on the west footway looking in a northerly direction at the overhanging hedges and obscured 'School children' warning sign.

Feasibility Study

- 38 A site visit was carried out on 30th June 2014 between 14:30 and 15:30 by CYC Transport Projects engineers and a Road Safety officer to observe pedestrian and traffic movements along Sim Balk Lane and at its junction with Appleton Road/Main Street, and in particular those pedestrians crossing Sim Balk Lane.
- 39 Observations are summarised below:-
- The majority of pupils and parents from Bishopthorpe Infant School chose to walk down Sim Balk Lane towards Main Street on the eastern footway past the shop frontages, to cross at the speed table closest to the junction, as opposed to using the speed table nearest the school entrance.
 - One explanation given by a parent was that the western footway is too narrow, especially with a pushchair, and that traffic was too close to children.
 - Parents consider that it is safer to walk on the eastern footway as parked vehicles offer a buffer between them and live traffic.
 - Some parents and children were observed using the western footway without any problem, and some crossed between parked cars on Sim Balk Lane to use this footway rather than cross on the speed table near Main Street.
 - The footway on the eastern side is generally 1.8m wide.
 - There are a number of properties on the western side where hedges have grown out over the footway reducing the space available for pedestrians. Generally the footway on

the western side is 1.6m wide, but the overgrown hedges reduce the effective width available to about 1.3m, (photograph 03).

- Traffic turning left into Sim Balk Lane from Appleton Road appeared to have little time to appreciate and react to pedestrians already crossing the road, even though visibility of the crossing should be good due to the open aspect of the large paved area on the junction.
- Groups of pedestrians were observed congregating on the footways on both sides of Sim Balk Lane waiting for gaps in the traffic from both directions. None were observed crossing to the middle to wait.
- Large vehicles including buses and delivery vehicles were seen to enter and leave Sim Balk Lane at the junction with Main Street. It is understood that farm traffic including tractors with trailers also use the junction.
- Street lighting provision appears good.

40 Following review of the existing School Safety Zone, and taking into account the background information and problems experienced by pedestrians, there are a number of options available that can be considered. These are assessed and summarised in the table below and feasible options shown on plans in **Annex C and D**.

Option	Advantages	Disadvantages	Approx. Cost	Feasible
1. Do Nothing	<ul style="list-style-type: none"> The existing situation is maintained, which statistically is operating safely. 	<ul style="list-style-type: none"> Does not address issues for pedestrians crossing Sim Balk Lane. The TAG and community would continue to campaign for improvement measures. 	£0	Y
2. Cut back hedges on Sim Balk Lane (west side)	<ul style="list-style-type: none"> Creates more footway space and might encourage pedestrians to cross by the school instead of by the junction with Main Street. 	<ul style="list-style-type: none"> Does not address issues for pedestrians crossing Sim Balk Lane. Requires regular maintenance / cutting. 	£0 Request sent to residents	Y
3. Widen the footway on western side of Sim Balk Lane	<ul style="list-style-type: none"> Creates more footway space and might encourage pedestrians to cross by the school instead of by the junction with Main Street. 	<ul style="list-style-type: none"> Does not address issues for pedestrians crossing Sim Balk Lane. This would narrow the road to less than 7.2m which would be too narrow for 2-way flow and parking on one side. Some lengths of parking would have to be removed to allow vehicles to safely pass each other. The work would be extensive and disruptive for negligible measured benefit. 	£10k	Y but with disadvantages
4. Enhance the SSZ – provide signs and TRO for SKC markings, install uncontrolled crossing point on Copmanthorpe Lane	<ul style="list-style-type: none"> This would allow enforcement of the SKC markings to prevent parking at school times. Assists large numbers of pedestrians crossing Copmanthorpe Lane at its junction with Appleton Road. 	<ul style="list-style-type: none"> Does not address issues for pedestrians crossing Sim Balk Lane. Additional street furniture. 	£3.5k	N (the dropped crossing has since been installed and parking on SKCs is not a problem)
5. Provide additional signage to warn drivers entering Sim Balk Lane from Main Street / Appleton Road	<ul style="list-style-type: none"> Raises awareness of and warns drivers of school children crossing Sim Balk Lane near the junction with Main Street to encourage more considerate driving and reduce risk of collisions. 	<ul style="list-style-type: none"> Proliferation of school warning signs could dilute the effectiveness of existing signs in the area. Additional street furniture. The position might reduce the visibility drivers approaching from Appleton Road have of pedestrians crossing or waiting to cross. There is no such prescribed combination of signs to warn drivers on a main road of school children crossing a side road permitted by DfT. 	£750	N
6. Remove parking in front of the shops	<ul style="list-style-type: none"> This would improve visibility drivers have of pedestrians waiting to cross, and improve the 	<ul style="list-style-type: none"> This would be contentious due to the potential detrimental impact on shop trade. 	£500	Y but with

	visibility pedestrians have of approaching traffic, making the crossing point 'feel' safer.	<ul style="list-style-type: none"> Reduces the available on-street parking for shop customers and could affect trade. There is no nearby alternative to accommodate the lost parking and this might encourage dangerous or illegal parking in other nearby areas. 		disadvantages
7. Remove tactile paving from footways at speed table crossing point so it's not an uncontrolled crossing point		<ul style="list-style-type: none"> Pedestrians would likely still use the speed table as a crossing point as it's on the desire line but it wouldn't address the issues they experience and removes a measure to assist partially sighted / blind pedestrians. 	£1k	N
8. Build out the footway on the shop side at the crossing point (as per the TAG's request)	<ul style="list-style-type: none"> This would improve visibility drivers have of pedestrians waiting to cross, and improve the visibility pedestrians have of approaching traffic. This treatment would be consistent with other crossing locations within the Safety Zone. This would reduce the road width and therefore the time pedestrians spend in the carriageway whilst crossing. 	<ul style="list-style-type: none"> Pushes passing traffic closer together – but no closer than the existing width available for 2-way flow on the rest of Sim Balk Lane. When vehicles queue back over the speed table whilst waiting to pull out of Sim Balk Lane, their new position would at times cause difficulties for large vehicles turning left into Sim Balk Lane, causing congestion and potential new safety issues – however this situation sometimes occurs now, and could be mitigated by widening the junction entry slightly. 	£11k	Y
9. Build out the footway on the opposite side	<ul style="list-style-type: none"> This would improve visibility drivers have of pedestrians waiting to cross, and improve the visibility pedestrians have of approaching traffic. This would reduce the road width and therefore the time pedestrians spend in the carriageway whilst crossing. This would reduce risks to pedestrians. 	<ul style="list-style-type: none"> Pushes passing traffic closer together – but no closer than the existing width available for 2-way flow on the rest of Sim Balk Lane. The build-out would be too close to the junction to allow vehicles turning into Sim Balk Lane time to deflect round it. To overcome this, the kerb line at the junction entry could be offset into the road but this would cause large vehicles to over-ride the footway or overhang the centre line when turning with consequent increase in risks. 	£4k	N
10. Build out the footway on both sides	<ul style="list-style-type: none"> This would partially improve visibility drivers have of pedestrians waiting to cross, and improve the visibility pedestrians have of approaching traffic. This would reduce the road width and therefore the time pedestrians spend in the carriageway whilst crossing. This would 	<ul style="list-style-type: none"> Pushes passing traffic closer together – but no closer than the existing width available for 2-way flow on the rest of Sim Balk Lane. The width of the build-outs would not be wide enough to allow pedestrians significantly improved visibility past the parked cars in front of the shops so wouldn't really address the problem. 	£6k	N

	reduce risks to pedestrians.	<ul style="list-style-type: none"> The build-out on the opposite side would be too close to the junction to allow vehicles turning into Sim Balk Lane time to deflect round it. To overcome this, the kerb line at the junction entry could be offset into the road but this would cause large vehicles to over-ride the footway or overhang the centre line when turning. 		
11. Provide a pedestrian refuge on the speed table at the crossing point	<ul style="list-style-type: none"> Pedestrians would be able to cross in two stages, which would be preferable than waiting for a gap in traffic from both directions, thus pedestrians would feel they don't have to wait as long to make progress. This would remove some of the perception that the road is difficult to cross. This would reduce the road width and therefore the time pedestrians spend in the carriageway whilst crossing. 	<ul style="list-style-type: none"> This would cause traffic to pass closer to the footways and any pedestrians stood waiting. Due to the proximity of the parking bay, buses would traverse the plateau at an angle and this is not recommended. Due to the proximity of the parking bay, the hatching approaching the refuge would have a sub-standard length of taper so approaching vehicles might not achieve the required deflection and this would increase risks of collisions with the refuge. 	£6k	Y But with disadvantages and the parking bay would need to be removed
12. Provide a pedestrian refuge in the mouth of the junction and relocate the existing crossing point	<ul style="list-style-type: none"> Pedestrians would be able to cross in two stages, which would be quicker than waiting for a gap in traffic from both directions, thus pedestrians would feel they don't have to wait as long to make progress. This would remove some of the perception that the road is difficult to cross. This would reduce the road width and therefore the time pedestrians spend in the carriageway whilst crossing. 	<ul style="list-style-type: none"> Pedestrians would have to cross closer to the main road and turning vehicles. This means vehicles entering the junction would have less time to react to a pedestrian in the road. This arrangement would be less safe for pedestrians than crossing set back into the side road. A single deck bus would have to overhang the footway when turning right into the junction and the back end would hit the refuge kerbing. 	£7k	N
13. Provide an alternative crossing point at a priority give-way build-out	<ul style="list-style-type: none"> This would reduce the road width and therefore the time pedestrians spend in the carriageway whilst crossing. This would reduce risks to pedestrians. 	<ul style="list-style-type: none"> The build-out would need to be sited far enough into Sim Balk Lane to operate safely and not to impact on the junction. This would be off the desire line and require some on-street parking to be removed. Some pedestrians would still use the speed table. 	£5k	N
14. Provide a formal pedestrian crossing (zebra or puffin)	<ul style="list-style-type: none"> Would give pedestrians priority over traffic. Would remove the conflict between pedestrians and traffic and therefore improve safety. 	<ul style="list-style-type: none"> DfT guidance does not advise siting formal crossings on side roads in close proximity to a main road. This would generate queues of traffic onto Main Street / Appleton Road with consequent safety issues. The crossing would be unused for most of the day. 	£30k - £40k	N

CONCLUSIONS

- 41 There have been 2 slight injury collisions within the School Safety Zone in the last 3 years. This is a relatively low level for the size of the zone and suggests that although pedestrians perceive the junction of Sim Balk Lane and Main Street as a dangerous place to cross, statistically it is operating safely and, as such, any changes could not be justified on a casualty reduction basis. In order to reduce casualties, CYC targets resources for highway safety measures to sites with the worst collision histories. Whilst there are many more locations across York with much worse collision histories, this location is not currently considered a priority.
- 42 The collision history suggests the existing traffic calming measures throughout the zone are effective at keeping speeds down and reducing the risk of collisions. There is evidence of repairs to the traffic calming features throughout the zone which has prevented them losing their effectiveness.
- 43 There is a speed table by the Infant School entrance on Sim Balk Lane for children and parents to use as a crossing point which has SKC and double yellow lines on each side to achieve acceptable visibility sight lines. If people consider the speed table by the junction with Main Street as too dangerous to cross when walking between schools, the speed table by the Infants school entrance provides an existing 'safer' alternative.
- 44 Of the 14 options investigated, 7 are considered feasible. However 3 of these would create new problems to different degrees.
- 45 Of all the options that reduce the existing road space by providing a build-out or refuge, Option 8 is the safest because the approaching traffic on Sim Balk Lane is already deflected towards the centre of the road by the parking bay. This solution would address the request of the TAG for a 'safer' facility.
- 46 Analysis of software used to track the swept paths of large vehicles, shows that Option 8 would only cause problems when there is queuing traffic at the give way lines stretching back over the table at the same time as a large vehicle turned left into Sim Balk Lane. However this could be mitigated by widening the junction entry slightly on the west side. The other build-outs, (options 9 and 10), would increase the risk of being hit by a vehicle turning into the junction, and the refuge options (11 and 12) would cause problems for large vehicles turning in and out of the junction.
- 47 Options that require removal of existing on-street parking (3, 6, 11 and 13) would be contentious and probably objected to during consultations.
- 48 In summary:-
 - The existing School Safety Zone is working to keep collision numbers low and reduce risks to road users.

- Statistically the junction of Sim Balk Lane and Main Street, and the speed table crossing point, are operating safely.
- There is an alternative speed table crossing point on Sim Balk Lane by the Infants school entrance for parents and children to use which is away from the junction with Main Street and the turning movement conflicts.
- Hedges can be cut back to make the footway on the west side of Sim Balk Lane more desirable to pedestrians.
- There are already 7 school children warning signs within the Safety Zone, any more would dilute the effectiveness of the existing ones and add to the proliferation of street furniture which CYC is trying to reduce.

49 For pedestrians who do choose to cross at the speed table nearest to the junction (e.g. visitors to the shops) to access Appleton Road and beyond, then the crossing is their desired route. Option 8 (build-out) would improve the crossing facility with the least impact on traffic movements and would be consistent with other similar measures within the Zone.

RECOMMENDATION

50 In response to the TAG's request, and the high level of local support for improvements, this feasibility study has considered a number of options to assist pedestrians crossing Sim Balk Lane by the junction with Main Street. The options have been assessed and it is recommended that Option 8 would address the TAG's and general community's concerns at relatively low cost with minimal impact on the existing road network.

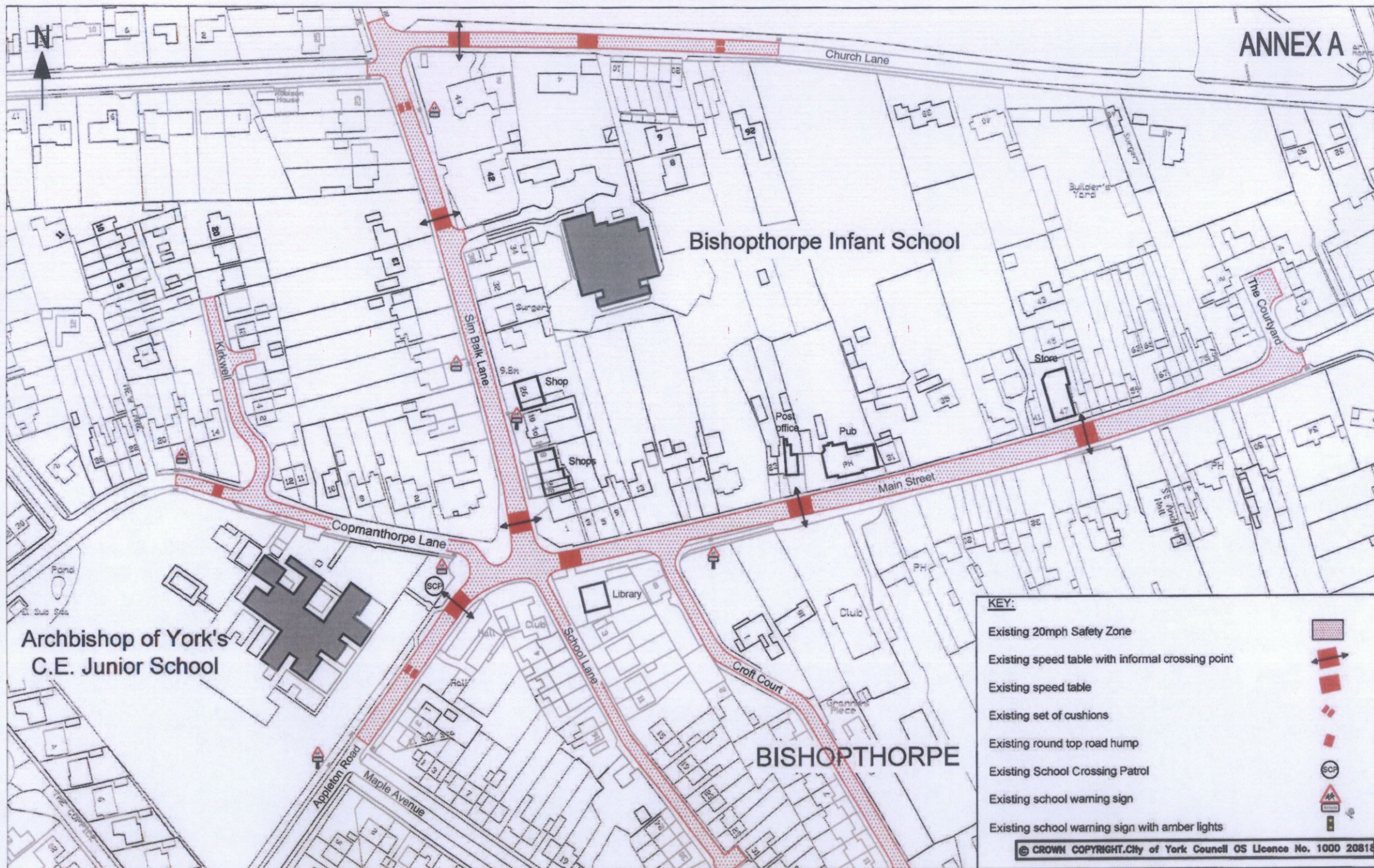
51 As part of the feasibility study, the existing School Safety Zone has been reviewed and it is recommended that Option 2 should be carried out in conjunction with Option 8, as an enhancement to the zone. The dropped crossing on Copmanthorpe Lane with Option 4 has since been installed, and the Junior school has advised that abuse of the SKC markings is not a problem and as such they would not like to see additional signs installed associated with a TRO.

Option 2 (cut back hedges) will make more footway space available on the western footway and therefore improve the situation for pedestrians. This will encourage walking and contribute to a healthier lifestyle, and potentially reduce the number of car journeys and therefore reduce CO2 emissions. These benefits link into the Council's key priorities 'Get York Moving' and 'Protect the Environment'. There will, however, be some reliance needed on residents to maintain the hedges.

Option 8 (build-out the footway) will improve visibility sight lines for pedestrians and approaching drivers and provide a safer means of crossing Sim Balk Lane at this location along a key desire route. This will encourage walking, reduce car journeys and improve access to services, and address local concerns.

Ben Vecsey – Engineer, Transport Projects

18/08/2014



KEY:

- Existing 20mph Safety Zone
- Existing speed table with informal crossing point
- Existing speed table
- Existing set of cushions
- Existing round top road hump
- Existing School Crossing Patrol
- Existing school warning sign
- Existing school warning sign with amber lights

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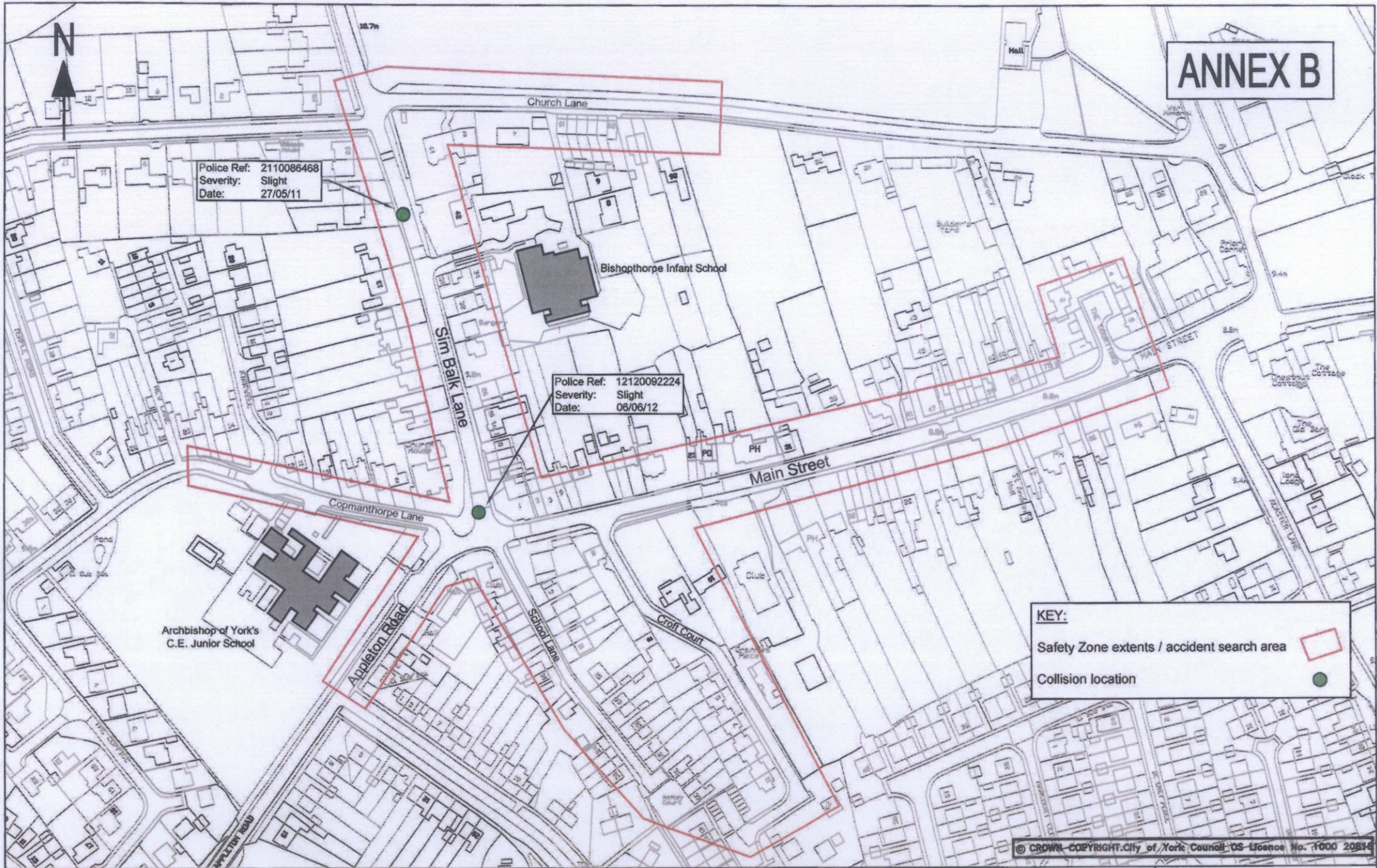
Archbishop of York's
C.E. Junior School

Bishopthorpe Infant School

BISHOPTHORPE

INITIAL	REV	AMENDMENT	DATE
DRAWN BY BV			
CHECKED BY BP			
SCALE 1:1500	A3		

ANNEX B



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	INITIAL	REV	AMENDMENT	DATE
DRAWN BY	BV			
CHECKED BY				
SCALE	1:2500	A4		

Accidents between dates 01/05/2011 and 30/04/2014 (36) months
Selection: Notes:

12120092224 06/06/2012 Time 1710 Vehicles 2 Casualties 2 Slight
E:459147 N:447759 First Road: C 296 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfI Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Stationary or parked vehicle	Vehicle 001	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

VI HAS PULLED OUT OF PRIVATE DRIVEWAY. VI HAS EMERGED ONTO SIM BALK LANE TO TRAVEL NORTH. DUE TO PARKED VEHICLES V1 DRIVER HAS NOT SEEN V2 BEING DRIVEN SOUTH ON SIM BALK LANE CAUSING COLLISION TO TAKE PLACE
Occurred on SIM BALK LANE, YORK

Vehicle Reference 1 Car Turning right
Vehicle movement from Park to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr
Not hit and run Age of Driver 23 Female
Breath test Driver not contacted
VRM:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr
Not hit and run Age of Driver 55 Male
Breath test Driver not contacted
VRM:

Casualty Reference: 1 Vehicle: 2 Age: 55 Male Driver/rider Severity: Slight
Not a pupil Postcode YO232RL Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 16 Male Passenger Severity: Slight
Not a pupil Postcode YO232RL Seatbelt
Front seat

Accidents between dates 01/05/2011 and 30/04/2014 (36) months
Selection: Notes:

2110086468 27/05/2011 Time 1750 Vehicles 2 Casualties 1 Slight
E:459187 N:447604 First Road: C 296 Road Type Single carriageway
Speed limit: 30 Junction Detail: Multi Jet Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Special Conditions at Site None Fine without high winds
Carriageway Hazards: None
Place accident reported: At scene DfI Special Projects:

Factor:	Causation	Participant:	Confidence:
1st: Stationary or parked vehicle		Vehicle 1	Very Likely
2nd: Failed to look properly		Vehicle 1	Very Likely
3rd: Failed to look properly		Vehicle 2	Possible
4th: Other		Vehicle 1	Possible
5th:			
6th:			

C/F 999 - COLLECTION OF CYCLISTS OBSTRUCTING VIEW

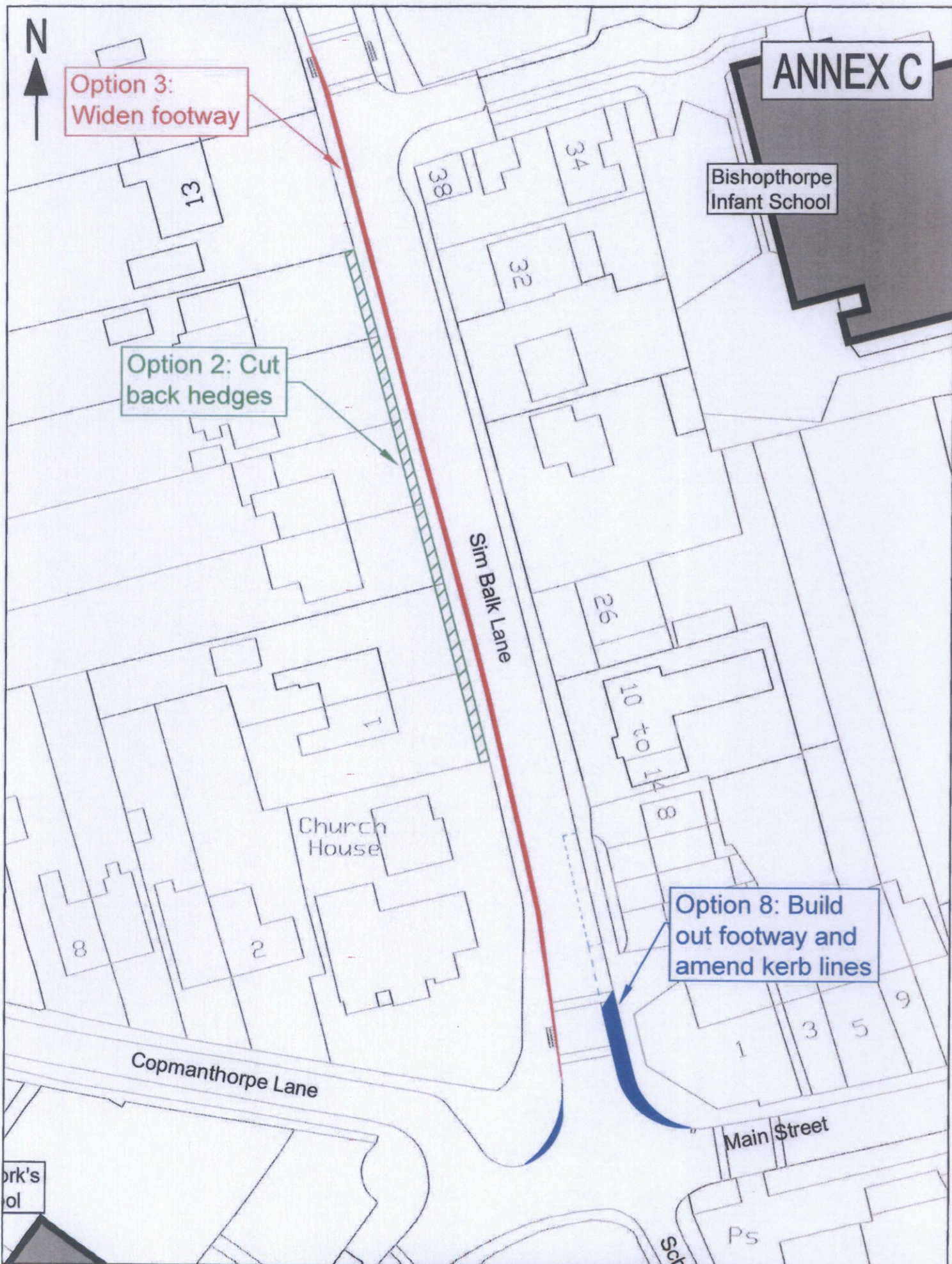
DRIVER HAS PULLED OUT OF JUNCTION, SLOW SPEED COLLISION AND CONNECTED WITH CYCLIST. JUNCTION WAS BUSY AT TIME.

Occurred on SIM BALK LANE, 5 METRES SOUTH OF MAIN STREET, BISHOPTHORPE

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle: 2
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Nearside Hit vehicle: 1
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Female
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 16 Female Driver/rider Severity: Slight
Not a pupil Postcode YO232SA Seatbelt

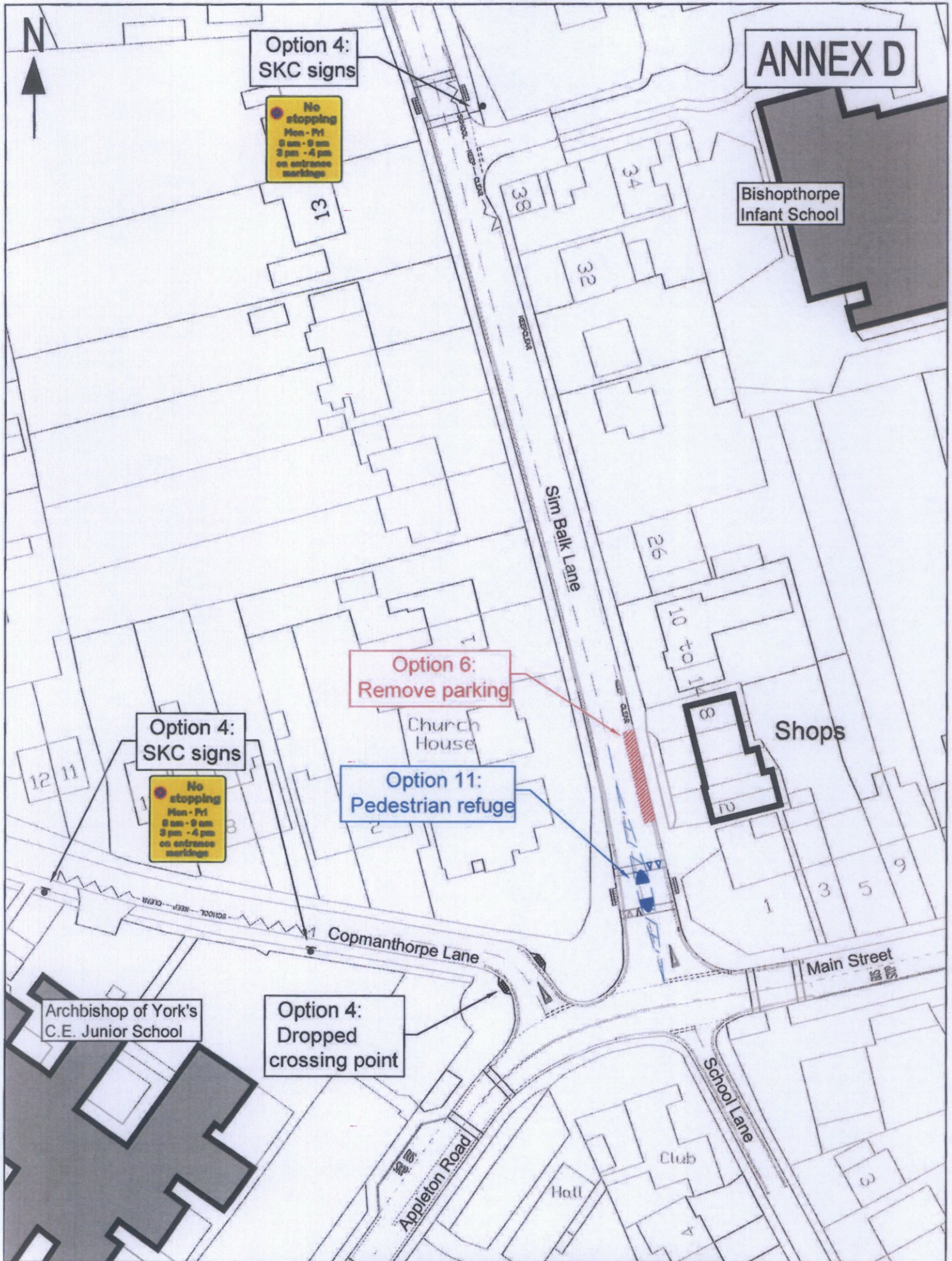


SAFE ROUTES TO SCHOOL PROGRAMME
 BISHOPTHORPE SCHOOLS FEASIBILITY STUDY
 Options 2, 3, 8



Highways - Transport Projects and Delivery Team
 Eco Depot, Hazel Court, James Street, York, YO10 3DS
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REV	AMENDMENTS	DATE	SCALE	NTS
		TP/DEC140016/03		
		BV	DATE	14/08/14



SAFE ROUTES TO SCHOOL PROGRAMME
 BISHOPTHORPE SCHOOLS FEASIBILITY STUDY
 Options 4, 6, 11



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REV	AMENDMENTS	DATE	TP/DEC140016/04	SCALE	NTS
			Drawn BV	DATE	14/08/14