

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

20 December 2018

Report of the Corporate Director of Economy and Place

**Strensall Petition - Response**

**Summary**

1. This report provides a response to the petition received from Members of York Golf Club in support of a Traffic Study and Road Safety Report drafted by Strensall with Towthorpe Parish Council (PC).

**Recommendations**

2. The Executive Member is asked to note the receipt of the petition and instruct officers to inform the Parish Council and York Golf Club of the procedures and policies currently in place to address the points raised.

Reason: To inform the Golf Club and Parish Council how road safety matters are assessed and prioritised across the city.

**Background**

3. A petition, signed by 80 members of the public, was received by CYC in July 2018 supporting the “Traffic Study and Road Safety Improvements Proposals Report” prepared by the Parish Council and originally submitted in 2015. An example page from the petition is provided as **Annex F**. The report is included in **Annex B**.
4. The City Council has been in correspondence with the Parish Council and York Golf Club over a number of years. The following paragraphs provide a summary of the contact.
5. In June 2015 Officers from the Transport team met with the Ward Councillors for Strensall and representatives from the Strensall with Towthorpe Parish Council. Following the meeting responses were provided to a list of issues raised by the PC spokesperson for Road

Safety. Notes from the meeting which include these responses is attached as **Annex A**.

6. Shortly after this meeting, in August 2015, a report titled "Traffic Study and Road Safety Improvements Proposals Report" was submitted to CYC by the Parish Council a copy of which, along with supporting letter, is provided as **Annex B**.
7. The principal elements of the report relate to:
  - Traffic volumes in the village.
  - Identification of bottlenecks
  - Illegal Parking
  - Areas of Concern and Risk Reduction Measures
    - West End/ Robert Wilkinson Academy
    - Junction of West End with York Rd
    - Junction of York Rd with Southfields Rd
    - Junction of The Village with Sheriff Hutton Rd
    - Junction of Barley Rise North with York Rd
    - Junction of Middlecroft Drive with York Rd
    - Junction of Southfields Rd with The Village
    - Section of Road from the Six Bells Roundabout to Flaxton Rd
8. An official response to the report (**Annex C**) was issued in the form of a letter on behalf of the Director for City & Environmental Services (now Economy and Place).
9. Council officers attended a Parish Council meeting on 12 April 2016 to respond to the points raised in the report and to raise awareness of how road safety matters are addressed by the City Council.
10. York Golf Club first made contact with CYC regarding road safety in September 2017 following a collision on Ox Carr Lane on the outskirts of the village. The letter and CYC response are provided as **Annex D** and **Annex E** respectively.

### **Road Safety Works Undertaken 2015 - Present**

11. Following the discussion with the Ward members and Parish Council CYC has undertaken a number of safety improvements in the Strensall area.
12. These were predominantly completed using capital funding from the various programmes of work which make up the Safety Schemes

element of the Local Transport Plan allocation within the Transport Capital Programme. Strensall with Towthorpe Parish Council were included in consultation on all aspects of the schemes and Officers have been in contact with the Parish Council throughout the process. The schemes included:

- Safe Routes to School – Alterations to the signing and lining on the Sheriff Hutton Road approach to The Village including a vehicle activated sign to warn of pedestrians crossing on the southern side of the bridge. Introduction of a new gate arrangement for the river side path at the same location.
- Following a review of options for changes to the Sheriff Hutton Rd junction with The Village adjustments were made to the road markings to encourage slower speeds.
- Speed Management / Pedestrian Crossing / Ward Funding – 6 new and 4 improved uncontrolled pedestrian crossing points on York Road.
- Speed Management - New southbound 30mph Vehicle Activated Sign, York Road.
- An experimental change to the speed limit on Strensall Rd reducing it to 40mph is currently in place and will be reviewed when it has been in operation for at least 6 months.

13. A number of parking restriction requests have also been considered in the village during the last three years.

14. There are currently two live speed management sites under review in the village on Ox Carr Lane and Lord Moors Lane.

### **Accident Data**

15. Accident data for the CYC local authority area for the three year period 2015 – 2017 is summarised below:

Total casualty accidents – 1352

Slight – 1187

Serious - 156

Fatal - 9

519 involved cyclists  
222 involved pedestrians

16. A summary of accident data for the Strensall with Towthorpe Parish Council area for the three year period 2015 – 2017 inclusive is provided below to set the scene with regard road safety in the village and surrounding area. The locations of the accidents are also plotted on the map attached as **Annex G**.

- 18 accidents in the period 01//01/2015 – 31/12/2017
- 14 Slight, 3 Serious, 1 Fatal
- 2 accidents involved cyclists and 1 involved a motorcycle. There have been no accidents involving pedestrians.
- 9 of the accidents involve a single vehicle only.
- 2 of the serious accidents involve drivers who were impaired by alcohol or drugs.
- There are no accident cluster sites\* in the area.

\*Accident cluster sites are currently defined by CYC as a location with 4 or more casualty accidents in a 50 metre radius in the last three years.

## **Response to the Petition**

### 17. Analysis

Casualty accidents in Strensall account for 1.3% of all accidents in the city and KSI (Killed or Seriously Injured) accidents account for a slightly higher 2.4% of all KSIs in the city. This low accident rate and lack of cluster sites is similar to a large number of other locations across the city which are not prioritised for safety scheme funding due to the lack of treatable accident patterns.

18. CYC has a number of policies and procedures which are used to address road safety matters across the city using an evidence based approach. These are in place to enable CYC along with its partners to review and respond to the concerns of local residents whilst ensuring that issues are prioritised and resources applied accordingly. Block allocations are currently provided in the Transport Capital Programme for the delivery of physical measures to address road safety concerns. These cover Safe Routes to School, Local Safety Schemes, Speed Management, Danger Reduction etc. and pedestrian/cycling matters

such as requests for pedestrian crossings. Details of the procedures are provided in the following Annexes:

- Annex H: 95 Alive Speed Management Protocol
- Annex I: Change of speed limit request
- Annex J: Local Safety Schemes
- Annex K: Pedestrian crossings
- Annex L: Parking Enforcement
- Annex M: Vehicle Activated Sign Policy – review procedure

19. The majority of the road safety funding in the Capital Programme is applied through the procedures identified above to ensure that resources are focussed on casualty reduction however there is a small Danger Reduction allocation in the Transport Capital Programme for the review of specific locations where the accident records do not support intervention but where there is a perceived significant road safety concern which potentially warrants further intervention.
20. Additionally the CYC website has a portal for registering issues with streets, roads and pavements which gathers a lot of this information and more, including the relevant forms where applicable. This can be accessed at [www.york.gov.uk/Roads](http://www.york.gov.uk/Roads).

## **Options**

21. Option 1 – Take no further action.
22. Option 2 – Allocate funding to investigate the issues raised in the 2015 “Traffic Study and Road Safety Improvements Proposals Report”.
23. Option 3 – (Recommended) Note the receipt of the petition and instruct officers to inform the Parish Council of the procedures currently in place to address the points raised.

## **Analysis of Options**

24. Option 1 doesn't satisfactorily respond to the petition so is not recommended.
25. Option 2 would prioritise funding work in the village without considering the ranking of the concerns against the evidence of higher risk areas from around the city. Under the Road Traffic Act the Council has a duty to investigate accidents and undertake measures appropriate to prevent

accidents occurring. This work is based on reviewing the accident records and targeting resources on addressing locations where engineering measures would reduce the likelihood of accidents occurring. Allocating resources to locations outside of this prioritising methodology is therefore not recommended.

26. Option 3 is recommended as it allows prioritisation of work across the whole of York's highway network, ensuring that the Council provides the highest value for money schemes within existing budget constraints. It also ensures the Parish Council and Golf Club requests are considered by the appropriate team and schemes can be considered independently of each other where required.

## **Council Plan**

27. The recommended option demonstrates that CYC is a council that listens to residents whilst ensuring that funding is allocated to the resolution of road safety issues in the most cost effective manner.

## **Implications**

28. The recommendation of the report has the following implications:
  - **Financial** - There are no financial implications.
  - **Human Resources (HR)** - There are no human resources implications.
  - **One Planet Council / Equalities** - There are no equalities implications.
  - **Legal** - There are no legal implications.
  - **Crime and Disorder** - There are no crime and disorder implications.
  - **Information Technology (IT)** - There are no IT implications.
  - **Property** - There are no property implications.

## **Risk Management**

29. 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:

Reputational - The recommendation creates a risk to the council's reputation as local residents may consider they are being ignored by CYC if funds are not allocated to directly address the concerns of the Parish Council.

This is considered a minor risk. CYC must be seen to be prioritising highway safety work across the city and so no mitigation measures are considered necessary.

## Contact Details

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**Chief Officer Responsible for the report:**  
Neil Ferris  
Corporate Director of Economy and Place

**Report**  **Date** 11.12.18  
**Approved**

## Specialist Implications Officer(s)

None

**Wards Affected:** Strensall

All

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

## Background Papers:

N/A

## Annexes

Annex A – Meeting Notes June 2015  
Annex B – August 2015 Letter and Road Safety Report submitted by Strensall and Towthorpe Parish Council  
Annex C –CYC Response to Parish Council  
Annex D – Letter from York Golf Club September 2017  
Annex E – CYC Response to Golf Club  
Annex F – Example 2018 Petition Page  
Annex G – Accident Data Plan  
Annex H – Speed Management Protocol

Annex I – Change of speed limit request  
Annex J – Local Safety Schemes  
Annex K – Pedestrian Crossings  
Annex L – Parking Enforcement  
Annex M – Vehicle Activated Sign Policy and procedure

**Abbreviations**

CYC – City of York Council  
PC – Parish Council