

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

16 August 2018

Report of the Corporate Director of Economy and Place

Strensall to Haxby – Danger Reduction Scheme

Summary

1. Update report detailing the investigation into reducing the speed limit and introducing traffic calming on the rural roads between Haxby and Strensall, following receipt of a petition. It also includes the results of a consultation exercise with local ward and parish councillors with regard the proposed scheme.

Recommendations

2. The Executive Member is asked to approve:

Option 2: Introduce a reduced set of measures, as set out in **Annex C**, which takes into account the comments from consultees.

Reason: To highlight the presence of vulnerable road users and reduce the level of perceived danger for local residents and other road users.

Background

3. 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 danger reduction programme.

Investigation

4. The investigation was carried out and a briefing report (**Annex A**) prepared to detail the findings. The report concluded that there is no

casualty accident problem or issue with vehicle speeds on the roads in question. However, it considered that the petition demonstrated that there is a perceived danger to using the road for vulnerable road users.

5. The briefing note went on to recommend that works should be carried out to remind drivers of the need to reduce speed particularly at the bends, and highlight the presence of vulnerable road users, and that the existing signing and lining needs refreshing. The details of the proposals are attached as **Annex B**.
6. The briefing report was considered by the Assistant Director Transport, Highways and Environment and it was decided that the scheme should progress to consultation with local representatives.

Consultation

7. The recommended proposals were issued to local ward councillors and the parish and town councils of the nearby villages. Along with the emergency services. The following comments were received:

Strensall with Towthorpe Parish Council

8. Strensall Parish Council considered the Haxby to Strensall Danger Reduction Scheme at its meeting on June 12th.
9. The Parish Council generally agreed with the findings of the briefing report as far as the recorded observation of speed limits and the accident record is concerned, and consider there to be no more of an issue on this road than any comparable rural road.
10. The Parish Council do not consider the intense signage proposed to be a good use of resources and consider that it will adversely affect the rural appearance of the entrance to the village. They have requested that the signage be reduced to a bare minimum and any funds released be used to repair the road surface.

Cllr P. Doughty (Ward member for Strensall)

11. Cllr Doughty confirmed that he had attended the Strensall Parish Council meeting on 12th June and broadly agrees with the comments from the Parish Council.

12. He also noted that he approves of the refreshing of the white lining, cleaning of existing signage and the horses warning sign due to the stables which are well used.
13. He asked that consideration was given to improvements for sections of rural routes where patching near the verges in particular has left them at the point where greater intervention is needed. He noted he was grateful when a section of Haxby Moor Road (not the whole width of the road) was reconstructed and believes this same treatment is needed at several other stretches and bends. Appreciates this would need budgeting but believes future consideration is needed as sections are becoming beyond patching.

14. *Cllr H. Douglas (Ward member for Strensall) - No response*

Haxby Town Council

15. The Town council provided comments relating to the speed of vehicles entering and exiting the village on Moor Lane and requested the 30mph limit be relocated further north with coloured tarmac and rumble strips provided to reduce speeds

16. *Wigginton Parish Council - No response*

17. *Cllr I. Cuthbertson (Ward member for Haxby and Wigginton) - No response*

18. *Cllr J. Gates (Ward member for Haxby and Wigginton) - No response*

Cllr T. Richardson (Ward member for Haxby and Wigginton)

19. Cllr Richardson is generally happy with the scheme, but asked that the road markings at the farm in extract 8 are made very clear as this was the site of a collision some time ago.

Emergency Services

20. *North Yorkshire Police – Happy to support the proposals.*

Officer response

21. Extra signs

The extra supplementary plates for the warning signs were designed to give drivers additional information with regard the hazard. Officers recognise that this does increase the amount of sign clutter on a rural route and after considering all responses suggest that the “max speed” plates are removed from the scheme as shown in **Annex C**.

22. Reallocation of funding

The request to reallocate budget from the Danger Reduction scheme to the maintenance programme is not possible at this time. This scheme forms part of the safety scheme programme which is significantly over programmed at present and any budget savings from the reduction or removal of this scheme from the programme should be used to fund other safety schemes.

23. Carriageway condition

As well as visiting the site officers reviewed the annual condition for the highway under investigation. The majority of the carriageway for the routes shows signs of wear but is not functionally impaired. There are sections which are in poorer condition, but works need to be prioritised across the authority area through the maintenance programme which is developed by the Asset Management team.

24. Moor Lane entry and exit speeds

The investigation was based on a request via petition to reduce the speed limit on Moor Lane, Crossmoor Lane and Haxby Moor Rd. This did not involve looking at entry / exit speeds at the villages. Haxby Town Council were advised to contact our the CYC Road Safety team if they wished to have the village entry / exit speeds considered under the speed management partnership.

Options

25. Option 1: Introduce the measures as set out in **Annex B**.

26. Option 2: Introduce a reduced set of measures taking into account the comments from consultees, set out in **Annex C**.
27. Option 3: Do nothing.

Analysis

28. The original proposal Option 1 (**Annex B**) was designed to help remind drivers of the need to reduce speed at the bends, highlight the presence of vulnerable road users and reduce the level of perceived danger for local residents and other road users. This would introduce a significant number of extra supplementary sign plates to the route which the consultees who responded considered mostly unnecessary.
29. To address the concerns of sign clutter Option 2 provides a reduced scheme. This option still provides supplementary information for the warning signs which refer to vulnerable road users but removes the “max speed” plates. The speed of vehicles on these routes is not excessive and these extra signs would only have an impact at the bends so officers consider the loss to the scheme overall to be negligible. The responses to the consultation suggest that the remaining measures including the lining refresh are well supported.
30. Option 3 does nothing to address the concerns raised in the original petition and so is not recommended.

Council Plan

31. This section explains how the proposals relate to the Council's 3 key priorities, as set out in the Council's Plan 2015-19.

Key Priority - a council that listens to residents - to ensure it delivers the services they want and works in partnership with local communities.

The Council having received a petition has actively investigated the problems identified and working with local community representatives developed a reasonable solution to improve the route for vulnerable users and reduce speeds without altering the signed speed limit.

Implications

32. The following implications have been considered:

- **Financial** – The scheme costs have been estimated at £15,000 including staff costs. This is affordable from the safety schemes budget in the 18/19 capital programme.
- **Human Resources (HR)** - There are no HR implications.
- **One Planet Council / Equalities** - There are no One Planet Council / 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

33. In compliance with the Council’s risk management strategy, the following risks associated with the recommendation in this report have been identified and described in the following points, and set out in the table below:
34. Authority reputation – The recommendation does not seek to reduce the speed limit as requested in the original petition. This risk is in connection with the public perception of the Council for not complying with the request made in the petition and is assessed at 10.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Probable	10

35. As detailed in the briefing note (**Annex A**) a reduction of the speed limit would have a negligible effect on vehicle speeds which would potentially have a more substantial impact on the reputation of the organisation. Due to this reasoning the risk associated with maintaining the current limit and carrying out alternative measures is consider acceptable.

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Report **Date** 19 July 2018
Approved

Wards Affected: Haxby and Wigginton / Strensall

For further information please contact the author of the report

Background Papers:

[Decision Session 10 November 2016 – Haxby to Strensall Speed Limit Petition – Report](#)

Annexes

Annex A - Briefing Note

Annex B - Proposed Scheme – Location Plan and Extracts

Annex C - Amended Scheme – Location Plan and Extracts