

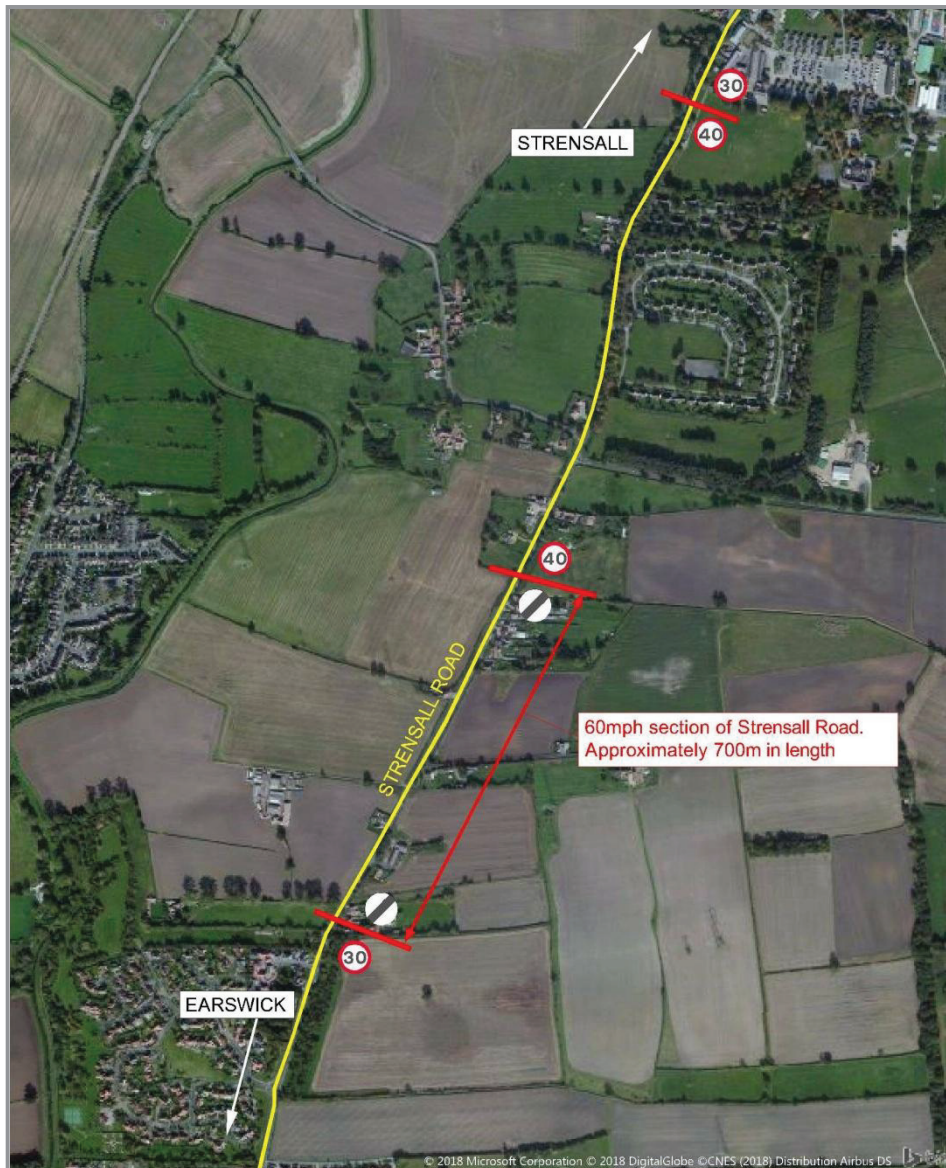
Briefing Note: Danger Reduction Scheme – Strensall Rd, Speed limit reduction

Background

A petition to reduce the speed limit to 40mph on Strensall Road between Earswick 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 13 April 2017. 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 section of Strensall Road in question is shown on the plan below indicating the speed limit changes in the area.



Strensall Road provides a link between the A1237 northern ring road and Strensall Village to the North of York. Along the southern most length of the road is the small

village of Earswick which has an appropriate speed limit of 30mph. Continuing North the environment opens up with the road flanked by open fields and a small number of properties, this section (approximately 700m long) is derestricted and therefore subject to a speed limit of 60mph. As the road reaches the junction with Towthorpe Moor Lane the speed limit reduces to 40mph to ensure slower vehicle speeds past the crossroads which had been an accident cluster site until work was carried out in the last 10 years. The speed limit reduces to 30mph again as drivers enter Strensall village.

Data

Accident Data

Casualty accident data for the three year period between 01/01/2014 and 31/12/2016 in the vicinity of the 60mph speed limit was examined.

Two slight accidents were recorded. One at Towthorpe Moor Lane Cross Roads (in the 40mph limit). One close to the junction with Moor Lane which leads to Earswick Grange. The details of the accidents are attached as **Annex A**. Having reviewed the details of the collisions neither can be attributed to the highway layout or vehicle speeds.

Speed Survey

Speed data – Survey Location - LC23 within the existing 60mph limit. Data collected between 30 October and 10 November 2017.

Mean Speed	
Southbound	39mph
Northbound	42mph

85th percentile	
Southbound	45mph
Northbound	49mph

95th percentile	
Southbound	50mph
Northbound	54mph

A full summary of the speed data is available as **Annex B**.

The data illustrates that the existing limit is working well, with the vast majority of drivers not exceeding the limit. National guidance for setting local speed limits is included in circular 01/2013, which advises that the mean and 85th percentile speeds are used as the main basis for setting local speed limits. The mean speed within the

existing derestricted section of Strensall Road is in line with speeds expected in a 40mph limit, however the 85th percentile speeds are a little on the high side especially for northbound traffic. These higher 85th and 95th percentile speeds suggest that drivers may continue to drive at these speeds if a simple speed limit change were introduced. This means that residents and road users are unlikely to 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 other factor to consider when setting a speed limit is the environment for a rural 40mph this should include bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable roadusers. The section in question does have a significant amount of accesses, 17 over the 700m length and has a number of properties both residential and agricultural in nature. However, there is little evidence that the speed limit makes exiting these accesses difficult or dangerous.

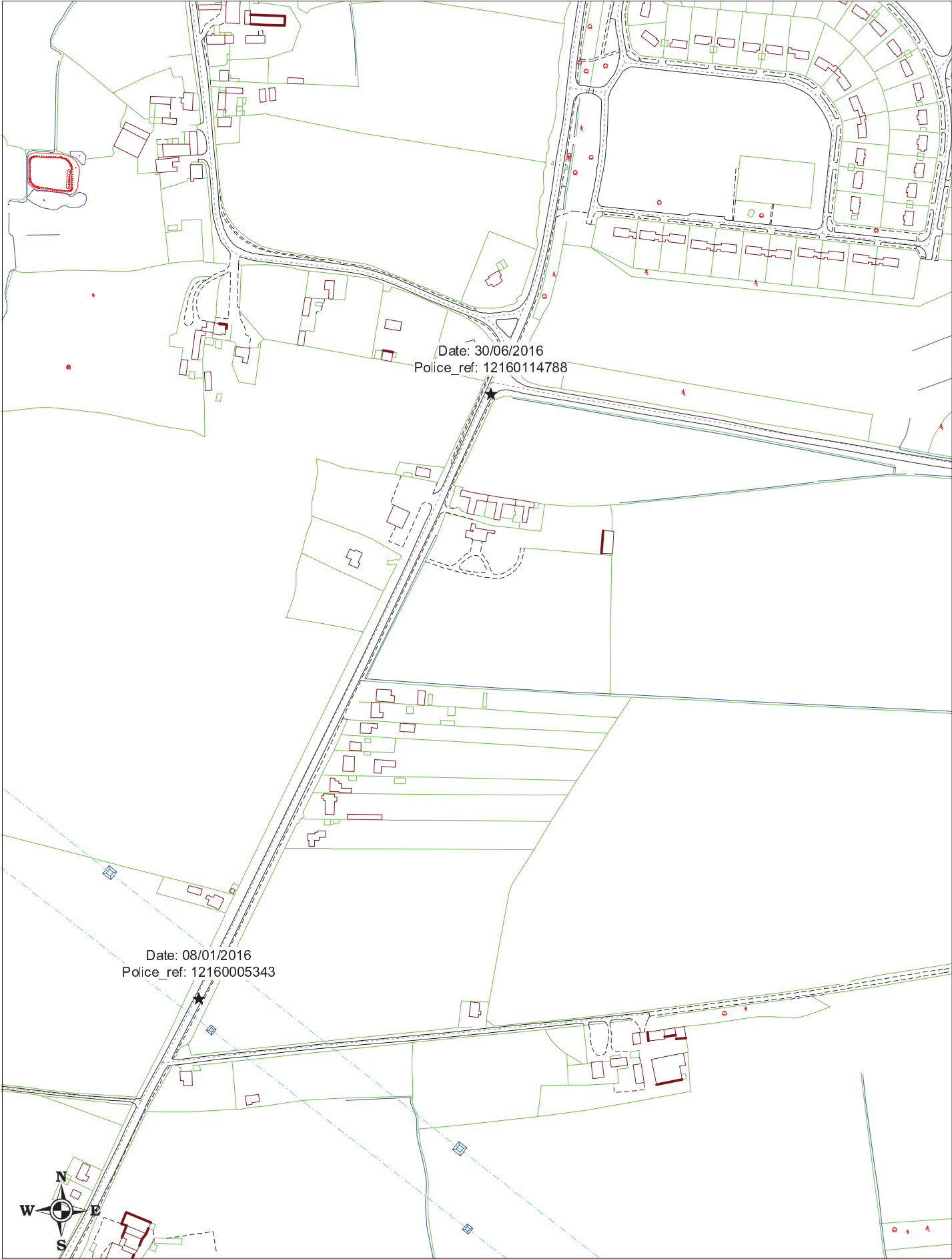
Costs

The cost of altering the limit is fairly low as it only requires fairly minimal changes to the existing signage approximately £900. However, advertisement costs for the advertisement of the required speed limit order and staff costs would add approximately £1.5k.

Total estimate - £2.5k.

Recommendation

The data led investigation shows that there is no casualty accident problem or issue with vehicle speeds in the existing derestricted section of Strensall Road. Whilst the speed limit could be reduced to produce a single 40mph speed limit between the two 30mph limits this could lead to other problems with enforcement. It is therefore recommended that the 60mph speed limit remains and the area is monitored through the annual accident cluster site review.



Strensall Rd - Earswick
 Selected Range of Accidents between dates **01/01/2014** and **31/12/2016**
 Selected using Manual Selection

Please note:- All accident data is subject to change due to validation

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SCALE	1 : 4220
DATE	11/01/2018
DRAWING No.	
DRAWN BY	Edwina Fong

Accidents between dates 01/01/2014 and 31/12/2016 (36) months

Selection:

Notes:

Selected using Manual Selection

12160005343 08/01/2016 Time 0740 Vehicles 2 Casualties 1 Slight

E:462375 N: 458087 First Road: C 90 Road Type Single carriageway

Speed limit: 60 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Wet/Damp

Darkness: no street lighting Fine without high winds

Special Conditions at Site None Carriageway Hazards: None

Place accident reported: Elsewhere DfT Special Projects:

V1 AND V2 TRAVELLING DOWN STRENSALL ROAD, V2 CYCLIST, V1 COLLIDES WITH V1

Occurred on STRENSALL ROAD YORK

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 60 Female
 Not hit and run

Vehicle Reference 2 Pedal Cycle Going ahead other
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Male
 Not hit and run

Casualty Reference: 1 Vehicle: 2 Driver/rider Severity: Slight
 Not a pupil Seatbelt

Accidents between dates 01/01/2014 and 31/12/2016 (36) months

Selection: Notes:
Selected using Manual Selection

12160114788 30/06/2016 Time 0920 Vehicles 2 Casualties 1 Slight
 E:462620 N: 458594 First Road: C 90 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled C 92
 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: At scene DfT Special Projects:



V2 TRAVELLING NORTHBOUND ON STRENSALL ROAD INDICATES TO TURN RIGHT INTO TOWTHORPE MOOR LANE AND COLLIDES WITH NEARSIDE OF V1 OVERTAKING V2
 Occurred on STRENSALL ROAD 20M SOUTH OF TOWTHORPE MOOR LANE YORK

Vehicle Reference 1 Car Overtaking moving vehicle O/S
 Vehicle movement from S to N No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Female
 Not hit and run

Vehicle Reference 2 Pedal Cycle Turning right
 Vehicle movement from S to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 54 Male
 Not hit and run

Casualty Reference: 1 Vehicle: 2 Driver/rider Severity: Slight
 Not a pupil Seatbelt

Accidents between dates 01/01/2014 and 31/12/2016 (36) months

Selection:

Notes:

Selected using Manual Selection

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	0	0
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	2	2
Horses & other	0	0	0	0
Total	0	0	2	2

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	0	2	2
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	0	2	2

City of York Council Speed Survey Summary



LC23 Strensall Road

30 October - 10 November 2017

ACPO enforcement speed **68** **12 days of data**
 Speed Limit: 60

Key speed statistics

Direction	South	North	Mean Speed	South	North
Mean	39.28	41.90	Midnight - 7am	46.93	47.71
85th Percentile	45	49	7am-9am	36.31	42.06
95th Percentile	50	54	10am-3pm	39.84	41.94
Top Speed	81	93	4pm-6pm	37.73	38.78
Percentage above ACPO enforcement speed	0.0%	0.2%	8pm-Midnight	43.23	46.40
Percentage above speed limit	0.4%	1.3%			

