

Notes from the Meeting with Strensall Parish Council reps 12th June 2015.

2:30 – 4:00 at Cllr Paul Doughty's home. West End, Strensall.

Attended:-

Trish Hirst (TH); Cllr Paul Doughty; Lawrence Mattinson (LM); Cllr Helen Douglas; Keith Marquis; John Chapman; Sian Wiseman joined us for the last half hour.

The meeting was set up as Mr Mattinson had volunteered his services in terms of Road Safety campaigns for Strensall.

The group were informed that Mr Dermott Touie had retired from the Parish Council (PC) and that Mr Mattinson was to take his place with a particular interest in highways and road safety.

Issues raised by members of the PC

1. Continuing issues with the footpath on Sherriff Hutton Road and the new development. TH advised they needed to speak to Development Control, Simon Thompson but would pass on the information that the path was still unfinished and the rubber matting was in such a state that it was becoming a trip hazard. (I think something has now been done)
2. The issue was raised that the Post Office is due to move to "Barley Rise" and that this would cause further issues for residents in terms of Road Safety.
3. Other discussions focused on the issues raised in the document produced by LM attached. We went on a short walk, from the main York Road to the school.
4. There was some discussion about how narrow the footpath was – but it was agreed the PC needed to speak to their Clerk, Sue Nunn who would be able to contact the correct department at the Council who could request that residents cut back hedges which are growing large and encroaching onto the footpath making it narrower than it actually is. (I think some residents have since cut the hedge to a degree)
5. Location of the School Crossing Patrol (SCP) Site. The location has recently been checked and the results confirm that this site meets criteria for a School Crossing Patroller. The site was reviewed in consideration of the request by LM to move the location the patroller operated from. It has, however, been decided to leave the patroller at the current location because:-

- School were consulted and have stated they are happy with the current location.
 - The current site has a large number of people crossing in close proximity to the junction of Middlecroft Drive and West End, making the location more challenging to crossing (a requirement to look in 3 different directions).
 - Parked cars also obscure pedestrians (especially children) from the line of vision of drivers and this area does become congested with traffic.
 - At the review it was noted that this location has a higher number of children crossing without parental supervision.
-
- LM's preferred location also has a large number of people crossing, but a higher number of these had parental supervision to cross and the crossing requires a pedestrian to look in 2 directions (rather than 3).
 - It is also noted that the parked cars on West End before this location slow traffic making this the easier of the two locations to cross.
 - The site will be reviewed again, in consultation with the School, once the building work has been completed to ensure the Patroller is appropriately positioned in relation to the entrance and pupil flows into school.
6. All other discussion points are covered in the document provided by LM.
7. It was agreed that TH would give advice on where the PC could find the information in reference to LM's requests for example the correct documents as provided on the internet by the Department for Transport (DfT). The PC can then make an informed decision about which of the items/requests on LM's list they as a Parish Council feel they would like to progress.
8. TH left a number of resources for the group to look at which would be ideal for a volunteer to run –additional packs will be added to Elected Members pigeon holes at West Offices.
- The Parking Promise, which is a school/local initiative for communities to help themselves with the issues with inconsiderate school parking. This has already been taken up by the local school, but would benefit from a volunteer working in coordination with the school to help promote good parking practices by parents by providing a presence at in/out times, to actively encourage parents to park responsibly.

- The Journey Safe Pack and Ipledge which again is a set of resources provided for communities to help themselves. The resource relies on a volunteer, to pass the information on at local meetings and events and encourage the residents to sign up to the pledge to use the roads around York in a sensible, respectful and safe way.

Information on list provided by Mr Mattinson

Introduction of 20 limits

Information on setting the appropriate speed limits on a road is provided by the DfT in the Guidance documents (all available on line):-

DfT Circular 01/2006 Setting Local Speed Limits

DfT Circular 01/2013 Setting Local Speed Limits

ACPO (Association of Chief Police Officers) Policy Guidelines 2011 – 2015.

It is of note that after the Election the new Council leaders/ administration has stated that no further 20 limits will be implemented.

Mini Roundabout at the T junction of West End/York Road

Any change to the lay out of a road, would only be considered if there was an casualty issue (please see separate sheet for casualty records)

Zebra Crossings - general

See The Design of Pedestrian Crossings Local Transport Note 2/95 (available on line) for information on appropriate locations for Zebra Crossings.

Please note there are a high number of requests for formal crossings sent to CYC each year, with diminishing budgets.

The cycling & walking officer, Andy Vose, keeps a list of requests, it is possible that some of the sites suggested by LM would not be appropriate (as per the guidance) and there are likely to be many other sites across the city that would have a higher priority for funding.

Zebra Crossings - Sheriff Hutton Road

This location is to be reviewed by the CYC Engineering Projects team as per the Decision Session report date 19th Feb 2015 available on line.

Zebra Crossings - x 2 outside Robert Wilkinson School

It is of note that a Zebra crossing in front of the school may lead to the termination of the School Crossing Patrol (SCP).

For Parish Council information only - please see the table of casualty data for the City of York at Pelican and Zebra crossings for the last 5 years. In the same time period (and certainly as far back at 2007) there has never been a casualty on a SCP site, when there was a SCP working the site. This is because a SCP provides an experienced/trained set of eyes and ears, which ensure that pedestrians are only directed to cross when all traffic is stationary.

My advice as a Road Safety Officer would be that this site is best served by a School Crossing Patroller which is the correct and appropriate choice for this location and the flow of pedestrians and traffic.

	Fatal		Serious		Slight	
	Pelican	Zebra	Pelican	Zebra	Pelican	Zebra
2010					1	
2011					4	1
2012			1		1	1
2013					1	4
2014					7	3
Total	0		1		23	

Other factors to consider with a Zebra Crossing are:-

1. Extended zig zags, there is a minimum length by law, which would almost certainly see the removal of some of the existing resident on street parking
2. Unlike the existing zig zags which are only prohibited from parking at certain school times, zig zags associated with a Zebra have to be left clear, 24hrs x 365 days a year which will impact on resident parking & on school visitor parking on a permanent rather than time limited basis.

3. It is worth considering the residents who will have to live with the zebra outside their homes. Often these residents have to put up with the constant flashing from belisha beacons at all times of the day and night and may have very strong objections to the inputting of a zebra.

Parking Permit West End Residents

Resident Parking Schemes. Cost for 1st car for households is between £46.50 - £130 per annum depending on size and weight of vehicle. A further permit for second or additional cars is between £165 - £660 per annum.

There needs to be more than 50% of residents who would be directly affected by the scheme to be in support before it would be considered as an option by the Council.

The scheme would not restrict access, so there would be availability for anyone to park for up to 10 minutes for access – so a scheme like this would not necessarily reduce those who drove and parked to deliver children at school.

More information can be gained from contacting highway.regulation@york.gov.uk

Enforcement of Double Yellow Lines & Zig Zags

Double yellow lines no longer need a time plate to be enforced. As per the Highway Code, "*double yellow lines mean no waiting at any time; unless there are signs that specifically indicate seasonal restrictions*".

The PC need to contact CYC parking services, parking@york.gov.uk in relation to enforcement of zig zags outside schools and yellow lines. It is of note that Parking Services already visit all schools in York on a regular basis with the help of the "Parking Car".

White Road Edge delineation

It is unlikely that this request would be funded unless there was a casualty issue which indicated that drivers were having problems seeing the edge of the road.

Contact highway.regulation@york.gov.uk

Oversize Farm Vehicles

Please see DfT Road Vehicle Construction and Use Regulation 1986 and amendments including the last one in March 2015. Available on line. Agricultural vehicles in general are often exempt from many of the regulations.

The National Farmers Union may be able to help with more detail if needed.

One Way system

It is unlikely that a one way system would be considered unless a high number of residents, who were directly affected, were in favour of such a move, or alternatively unless there was a high casualty rate, with a consistent causation factor that suggested a one way system would reduce casualties. Contact highway.regulation@york.gov.uk

Use of Half Moon & Six Bells PH for Park & Stride

A Park and Stride or Walking Bus can be set up from either/both of the two pub car parks, but this requires volunteers from the community or school to organise and run on a daily basis. Once the school/PC/Community has identified volunteers, full training is offered by the Council along with high visibility tops for volunteers and children. More information from Christine Packer, School Travel Advisor.



Strensall with Towthorpe Parish Council

The Village Hall, Northfields, Strensall YORK, YO32 5XW

Tel: 01904 491569

Email: clerk-strensallpc@btconnect.com

11th August 2015

Mr N Ferris
City of York Council
West Offices
York

By e- mail

Dear Mr Ferris

**Re: Traffic Study and Road Safety Improvements Proposals Report
Strensall Village July 2015.**

Please find enclosed a report with appendix which has been prepared by the Parish Council and identifies the areas of concern brought about by the traffic passing through the Strensall village road network.

The high volume of traffic that we experience in our village every day poses a significant risk to all our residents both young and old. We have seen, for over a decade, a year upon year increase in this traffic volume. At the present time almost 2,000,000 vehicles a year use our village as a through route to other locations. This figure is over and above our own residents' vehicular movements.

During this same period no road improvements have been made, either to safeguard our village residents from the traffic hazard, or indeed to allow the through traffic to pass in a safe yet controlled manner. This situation cannot continue unchecked any longer as one or more serious incidents are inevitable. The City Council and Parish Council have a duty to safeguard our residents and it is on this basis that this report has been compiled. It not only identifies the areas of concern, but also suggests proposals to reduce the risks identified.

This letter and report are sent to you as the nominated representative of the responsible authority, to take whatever action is necessary to ensure that all of the Parish Council concerns are fully addressed within the shortest possible timescale. The Parish Council would also appreciate regular updates on your progress so that it may monitor the situation through to a satisfactory conclusion.

Should you require any further information in support of the report or clarification on any issue please do not hesitate to contact me.

Yours sincerely

Sue Nunn

PARISH CLERK

Cc: Cllr P Doughty & Cllr Helen Douglas

Trish Hirst, Road Safety Officer

Julian Sturdy MP

North Yorkshire Police Commissioner

Strensall with Towthorpe Parish Council

Traffic Study and Road Safety Improvements Proposals Report

Introduction

One of, if not the greatest impact upon Strensall village is that caused by traffic movement both through and around the village. It is the duty of Strensall with Towthorpe Parish Council to take whatever action within its power that it believes necessary to protect the common interests of the villagers, whilst at the same time ensuring that those drivers who use our village as a through route do so safely and without causing harm to the inhabitants and with an impact that is as low as reasonably practicable (ALARP) upon village life and infrastructure.

For the aforementioned reason this traffic study has been undertaken by the Parish Council to both identify areas of concern where a risk exists, and to put forward proposals to help mitigate or reduce this risk to ALARP under the present traffic movement situation. It is for others within the City of York Council to demonstrate that either the risk does not exist or indeed suggest other proposals that will have an equal or greater amelioration upon the risk.

Traffic Volumes

A vehicular movement traffic study was undertaken by a Parish Councillor during a typical week in June / July (see Appendix A for details of results). The purpose of this study was to quantify in real terms the volume of vehicles using the road infrastructure through Strensall village. No consideration has been given to the environmental impact upon the village in terms of exhaust emissions and noise, these impacts should be the subject of an associated study.

In general terms the study concluded that 75% of the vehicles entering Strensall village either from the North via Sheriff Hutton Road or from the South via Strensall Road and Ox Carr Lane / York Road with a substantial number who use the village as a through route to other destinations, this equates to almost 2,000,000 vehicles per annum, or an average 1 vehicle every 5 seconds at peak periods. Also as both of these routes have a 60mph speed limit up to the village boundary, drivers may be pre conditioned and under estimate the speed at which they drive through the village which could be perceived as an obstacle to overcome in reaching their final destination, especially during peak times when schedules have to be met.

Additionally Strensall is used as a shortcut to avoid the A1237 and A64 for those traveling to the east coast via Strensall Road to Lords Moor Lane and through Flaxton to miss the congestion at the 'Hopgrove roundabout'. At these times one vehicle every 6.5 seconds was recorded. (Please refer to 'Annex A' to this report for a more detailed breakdown of traffic movements)

General Observations

There are no pedestrian crossings of any kind at any point along the main village through route of York Road, The Village, Sheriff Hutton Road which makes crossing this road at any location at peak times perilous at best for the able bodied and impossible for anyone who is infirm in any way.

For pedestrians walking from The Village who need to cross Sheriff Hutton Road, traffic comes at them from 3 directions and the large radius kerb design (around the Ship Inn corner) allows through traffic from the South to turn left into Sheriff Hutton Road almost without reducing speed.

Village Bottlenecks

The village has two main traffic bottlenecks.

-The first is on The Village around the area of the Tesco Express Supermarket, Boots pharmacy and the Post Office, where vehicles park on both sides of the road to access these facilities despite extensions to existing parking restrictions. The situation is particularly worse when service vehicles are delivering goods.

-The second area is West End and past Robert Wilkinson Primary Academy, especially during the peak morning school drop off time as well as pick up times on school day afternoons. The majority of older houses along this road to the North side do not have driveways and therefore the occupants park their cars on the road. Many parents then park their cars in any remaining spaces leaving West End as a single carriageway road during this period. This results in daily traffic congestion at this time, with some cars speeding past parked vehicles before their exit is blocked by oncoming vehicles, whilst others mount the pavement and may park on corners obstructing the dropped kerb pedestrian access point and ignoring the double yellow no parking lines. The fact that this road is also used by many as a route between Strensall and the A1237 ring-road at Clifton Moor, to partly avoid the ring-road traffic only makes the situation worse. Residents requiring access to the retail facilities at Haxby also use this route.

The hamlet of Towthorpe has been expanded and is likely to further expand (there are approved planning applications outstanding) and despite previous requests to impose a speed restriction the national speed limit applies through the built up area apart from the junction with Strensall Road where a 40 mph applies on the latter highway.

Illegal Parking

Within the City of York Parking restrictions **are not** enforced by North Yorkshire Police, but by the City of York Council's own Parking Enforcement Officers, who may issue a 'penalty charge notice' (PCN) under the Traffic Management Act 2004, as illegal parking is considered as a civil offence. This small group of Officers appear to spend the majority of their time in and around the City car parks checking tickets and internal roadways, with very little opportunity to visit and enforce parking restrictions in any of the outer villages. A telephone number (0800 1381119) is given on the Council website for anyone witnessing

*Traffic Study and Road Safety Improvements Proposals
Report*

illegal parking to call, but with a response time within 45 minutes the offender is unlikely to still be present when the Council employee arrives.

Historical Studies and Concerns

Within the Parish Council archives are several files which relate to traffic issues being continually raised in the past. Also a petition exists signed by almost 300 villagers in regard to the Sheriff Hutton road crossing following a young girl being knocked down at this point in November 2014. One very interesting drawing in the archives, No HS/9235/100/01, entitled 'Strensall - Proposed Schemes, Village Traffic Studies', prepared by City of York Council themselves in August 2004 (see Appendix A), indicates 5 locations for road layout improvements. None of these very important improvements have been implemented nor alternative risk reduction measures put in place to date for whatever reason. The volume of traffic from the current study is most probably more than double that which was estimated over 10 years ago. So any decision taken then or since regarding the justification not to take action by the responsible authority must be reconsidered now, together with other risk reduction proposals in this report, using an overlay of today's traffic volumes.

Some of the historical suggestions may have been flawed for whatever reason however those in the respective authority who may have rejected or not acted upon these suggestions appear not to have come forward with alternative suggestions in line with standard criteria that was in use.

Areas of Concern and Risk Reduction Proposals

1) West End / Robert Wilkinson Primary Academy

Areas of Concern

- Traffic Congestion at peak school drop-off and pick up times.
- Illegal parking at peak school drop-off and pick times, on double yellow lines, school zig-zag restriction markings, bends, dropped pedestrian kerbs, school entrance gates.
- Lack of adequate road crossing points outside of RWPA.
- 20 mph speed restriction only commences at RWPA boundary lines.
- Parents may be discouraged from walking to school because of through traffic volumes and the risk of crossing roads with young children.

Risk Reduction Proposals

- a) Consider provision of school bus from Brecks Lane bus terminus or a circular pick up from the development to RWPA to reduce number of parents driving from this estate.

- b) Consider provision of a school bus from the Strensall Barracks Service Personnel Housing and the Barley Rise area to RWPA to reduce number of parents driving from this location.
- c) Consider a one way system past RWPA during peak morning school time (08.00 to 09.00hrs) and afternoons (14.30 to 15.30).
- d) Enforce no parking offences with the presence of a Traffic Enforcement Officer, one morning each week (alternate days) at peak time of 08.00 to 09.00hrs and afternoons 14.30 to 15.30.
- e) Provide 'Zebra Crossings' at two main crossing points in front of RWPA. These crossings could easily replace the present single 'school crossing patrol' person and

would act as passive rather than active risk reduction measures with a reduced chance of failure and 24/7 availability.

- f) Extend the 20mph zone, to commence at the Northerly approach to Strensall New Bridge, throughout the whole length of West End up to its junction with York Road.

2) Junction of West End with York Road

Areas of Concern

- This junction forms an 'S' bend with blind tight corners restricting the vision that drivers have who wish to turn right into West End from York Road. Indeed the author of this report witnessed two separate rear end collisions at this junction within a 5 day period at morning peak school time.
- Drivers traveling in a Northerly direction have difficulty negotiating the 'S' bend at the speed limit of 30 mph and those that do come very close to pedestrians walking on the pavement around the corner to West End.

Risk Reduction Proposals

- a) Install mini roundabout as per 'Location 3' design on City of York Council drawing HS/9235/100/01, dated August 2004.
- b) Extend 20mph zone from this point on York Road through to the end of The Village (Lords Moor Lane level crossing) and Sheriff Hutton Road up to New Lane.

3) Junction of York Road with Southfields Road and Princess Road

Areas of Concern

- Drivers turning right into Southfields Road or Princess Road have difficulty seeing oncoming traffic due to the bend.
- Drivers from Princess Road have difficulty seeing traffic from Southfields Road.
- Drivers from Southfields Road have difficulty seeing traffic from Princess Road and York Road.

Risk Reduction Proposals

- a) Install mini roundabout as per 'Location 2' design on City of York Council drawing HS/9235/100/01, dated August 2004.
- b) Extend 20mph zone to include this point on York Road from West End through to the end of The Village (Lords Moor Lane level crossing) and Sheriff Hutton Road up to New Lane.

*Traffic Study and Road Safety Improvements Proposals
Report*

4) Junction of The Village with Sheriff Hutton Road

Areas of Concern

- Drivers using Strensall as a through route from the South turn left from The Village onto Sheriff Hutton Road, the sweeping bend around the corner of The Ship Inn allows drivers to negotiate this junction at speed and poses a hazard to pedestrians crossing at this point. Indeed in November 2014 a young girl was knocked down at this location giving rise to a petition for action to be taken.
- There is no 'Give Way' sign on the approach to this junction from Strensall Bridge.
- Because of the volume of through traffic passing over this section of highway at peak times many parents prefer to drive their children to school thus creating further congestion in The Village and West End.
- This junction is adjacent to a village 'bottle neck' between Boots Pharmacy and Tesco Express Supermarket, caused by vehicles parked near these facilities.

Risk Reduction Proposals

- a) Modify the kerb at The Ship Inn corner to a right angle (from a curve), thereby causing drivers turning left to slow down at this point to negotiate the junction.
- b) Make the roadway in front of the Methodist Church / Strensall Bridge a 'Box Junction' to help reduce congestion at the bottleneck and prevent delays along The Village stopping southbound through traffic.
- c) Install a 'STOP - Give Way' sign on Sheriff Hutton Road before the junction with The Village.
- d) Install a Zebra crossing across Sheriff Hutton Road 2 x car lengths from the junction. Also as part of this install 'pedestrian railings' at both the Boots and Ship Inn corners up to the Zebra Crossing.
- e) Create a 20mph zone from The Village along Sheriff Hutton Road up to the New Road Junction. This 20mph zone would then continue with the 20mph zone in The Village previously mentioned.
- f) Extend the double yellow lines around the Boots Pharmacy corner to include Boots frontage and up to the start of Strensall Bridge.

5) Junction of Barley Rise North with York Road

Areas of Concern

- There are no pedestrian crossing points of any kind along the whole length of York Road from The 6 Bells roundabout to The Village.
- The high volume of traffic at peak times (1 vehicle every 5 seconds) makes the 10 metre wide road at this location extremely hazardous to cross for the old, infirm or young, who may have difficulty judging speed and distance.

Risk Reduction Proposals

- a) Install a Zebra Crossing point across York Road just south of Barley Rise north. The location of this Zebra will coincide with the crossing point 'location 5' identified on City of York Council Drawing No HS/9235/100/01, dated August 2004.
- b) As an alternative to (a) above a central reservation with bollards would provide a safe haven for pedestrians and allow the road to be crossed in two stages.

6) Junction of Middlecroft Drive with York Road

Areas of Concern

- There are no pedestrian crossing points of any kind along the whole length of York Road / The Village.
- The high volume of traffic at peak times (1 vehicle every 5 seconds) makes the 10 metre wide road at this point extremely hazardous to cross for the old, infirm or young, who may have difficulty judging speed and distance.

Risk Reduction Proposals

- a) Install a Zebra Crossing point across York Road just south of Middlecroft Drive. The location of this Zebra will coincide with the crossing point 'location 5' identified on City of York Council Drawing No HS/9235/100/01, dated August 2004.
- b) As an alternative to (a) above a central reservation with bollards would provide a safe haven for pedestrians and allow the road to be crossed in two stages.

7) Junction of Southfields Road with The Village

Areas of Concern

- The end of Southfields Road traveling in a NE direction has a 90 degree left hand blind bend into a very narrow section of roadway before the junction with The Village.
- Many vehicles turn into Southfields Road from this end of the road after visiting local shops. Two vehicles have insufficient space to safely pass each other on this section of roadway without pulling into private driveways.
- There is no continuous footpath for pedestrians who are at risk should vehicles come from both ends of this roadway. Plans have previously been put forward to convert this section of roadway to a one way system and mark double yellow lines on both sides.

Risk Reduction Proposals

- a) Place 'No Entry' signs at the entrance to Southfields Road from The Village end and 'One Way' signs just before the 90 deg blind left hand bend on Southfields Road, making this stretch a one way system.
- b) Mark double yellow lines on both sides of this one way stretch of road, together with a green pedestrian safe zone up to the point where the footpath begins.
- c) Implement the proposal shown as 'Location 1', on York City Council Drawing No HS/9235/100/01, dated August 2004.

8) Section of Roadway from The Six Bells Roundabout through to Lords Moor Lane, via Ox Carr Lane and Flaxton Road

Areas of Concern

*Traffic Study and Road Safety Improvements Proposals
Report*

- This section of roadway passes very sensitive establishments such as a Children's Nursery and a Care Home and has varying speed limits between 30, 40 and 60mph. The road is used as a shortcut by many vehicles traveling between the A1237 and A64 to avoid the congestion at the Hopgrove roundabout. This section of road has seen several road traffic incidents due to excessive speed.
- Once vehicles have passed the Queen Elizabeth Barracks entrance the speed limit is 30mph up to the Pasture Close junction with Ox Carr Lane, where the speed limit increases to 40mph up to the Moor Lane junction with Flaxton Road from where speed restrictions are removed (60mph legal maximum). This unrestricted speed limit continues along Lords Moor Lane (Eastbound) to Flaxton village, and also continues part way along Lords Moor Lane towards The Village where it reverts to 30mph.

Risk Reduction Proposals

- a) Extend the 30mph speed limit from Queen Elizabeth Barracks entrance up to the junction of Ox Carr Lane with Moor Lane.
- b) From the above junction reduce the speed limit up to the Lords Moor Lane Junction at the Golf Club House to 40 mph, after which the unrestricted speed limit to Flaxton village will apply.

Report Conclusions

Strensall village has expanded over the years as have other village communities and industries to the north of York, however these expansions have resulted in very few road safety improvements throughout Strensall village, especially for resident pedestrians, the aging population and the younger families in more recent housing developments.

Strensall is used as a through route for almost 2 million vehicles every year over and above our own resident's vehicles. This staggering figure will only rise into the future. Now is the time for action to be taken by the responsible authority, who must become proactive and provide funds to undertake the full scope of the risk reduction proposals within this report, before one or more of our residents are killed or seriously injured, as a result of the totally inadequate traffic control and management measures that currently exist.

(Appendix A)

Strensall with Towthorpe

Parish Council

Results of Road Traffic Survey
Conducted Over W/C 29th June 2015

UK Department for Transport Statistical Data Analysis

- 36% (24,033) of killed or seriously injured RTA casualties in 2013 were pedestrians. (RAS 30026/DfT 2014)
- Pedestrian casualties reported during 07.00hrs and 20.00hrs with casualty peaks at 08.00hrs and 16.00hrs. (RAS 30022)
- 19% of killed or seriously injured RTA casualties in 2013 were pedal cyclists (DfT 2014)
- The chance of being killed or seriously injured is 5 times greater when crossing a road not in the vicinity of a pedestrian crossing. (RAS 30026)

Strensall Data Collection

- The following data was collected over a one week period by random sampling of traffic movements throughout Strensall village.
- The samples were taken on weekdays between 07.30 hours and 19.30 hours using reference periods of 1 hour and 2 hours duration.
- Data was collected manually by a Parish Councillor using standard 'tally clicker counters' (motorised vehicles only)
- The locations chosen were:-
 - The Ship Inn Junction (to identify traffic using Strensall as a through route via the Sheriff Hutton Road bridge)
 - The 6 Bells Inn Roundabout (to identify traffic from and to the A1237 ring-road to Strensall Road passing through Strensall and a shortcut to the A64 via Ox Carr Lane / Flaxton Road / Lords Moor Lane to Flaxton village.)
 - York Road between Princess Road and West End (to identify the total traffic volume through Strensall village.)
 - West End (to identify at peak school time the number of vehicles taking children to RWPA and those passing through from / to Haxby Moor Road)

Summary of Results (1)

- 75% of vehicles driving along York Road / The Village in both North and South directions drive over Sheriff Hutton bridge and therefore are using Strensall as a through route.
- 95% of HGV's and Farm Vehicles use Strensall as a through route.
- 36% of vehicles use Strensall / Flaxton road as a short cut between A1237 and A64
- 64% of vehicles from /to Strensall Road enter Strensall via the 6 Bells Inn roundabout from / to York Road / The Village.
- 98% of vehicles from York Road turn right at 6 Bells Inn to the A1237.
- Road vehicle noise and emissions pollution and the impact upon local residents have not been considered within this scope of this study.
- *York City Council have recently conducted their own data collection of Parents / Children crossing West end at two points to access Robert Wilkinson Primary Academy (results unknown)*

Summary of Results (2)

- The peak weekday periods for traffic along York Road are between 07.30 - 09.30hrs and 16.30 -18.30 hrs.
- Average vehicles per hour during peak periods = 770 = 1 every 5 seconds (939 max recorded)
- Average vehicles per hour between peak periods = 490 = 1 every 7.5 seconds.
- Average vehicles per hour after and before peak periods = 60 = 1 every 60 seconds.
- Average vehicles per hour at weekends 08.00 - 18.00hrs = 590 = 1 every 6 seconds
- Total vehicles / day = 7,290 Mon - Fri / 6,740 Sat -Sun
- Total vehicles / week = 49,930
- Total vehicles / annum = 2,595,360, of which 1,946,520 use Strensall Road /York Road / The Village / Sheriff Hutton Road bridge as a through route.

Summary of Results (3)

- At West End /Robert Wilkinson Primary Academy the school day commences at 08.00hrs (breakfast club) up to 09.00hrs
- During this period an average of 100 vehicles use West End as a through route including some Tractors and HGV's
- Between 08.00hrs and 08.30hrs an average of 30 vehicles drop off children at RWPA, between 08.30hrs and 09.00hrs, a further 120 vehicles average drop off children.
- As there is no car park or drop off point for RWPA parents, cars are left parked wherever a space is available including bends, dropped kerbs and double yellow lines.
- Congestion commences when parents vehicles and through traffic negotiate in both directions the single carriageway created by parked vehicles.

Summary of Results (4)

Individual Risk

- The term 'Individual Risk' in this study relates to the odds of a pedestrian becoming a casualty as a result of a Road Traffic Accident.
- The 2015 DfT statistics showed there to be a significant increase in the number of persons over the age of 60 years becoming casualties, also children under the age of 15 years are particularly vulnerable. The report suggests that these groups may have difficulty judging speed and distance which places them at greater risk than the remainder of the general public.
- Considering the total number of Pedestrian Casualties in 2014 = 24,748 within a UK population of 66,000,000, then the odds are 1 in 2,666.
- Therefore with a village population of 6,500 (VDS 2015) we have the potential for 2 + pedestrian casualties / annum.
- It has not been logistically possible within the limits of this study, to monitor the number of pedestrians crossing the road throughout the length of the 'traffic through route' especially during peak times. However the potential for an elderly / infirm person or child making it across a 10 metre wide road without becoming a casualty at peak time with 1 vehicle every 5 seconds is very low indeed.



Directorate of City &
Environmental Services

West Offices
Station Rise
York
YO1 6GA

Ext. 1331 Trish Hirst
E-mail : trish.hirst@york.gov.uk
Our Ref;

07 November 2018

The Village Hall
Northfields
Strensall
YO32 5XW
clerk-strensallpc@btconnect.com

Dear Sue,

Letters from Strensall & Towthorpe Parish Council to Neil Ferris, 11th Aug & 12th Nov 2015

Sincere Apologies that you have not had a response to your correspondence to Neil, in relation to the letters sent on the above dates, this has been an oversight that Neil has asked me to rectify by responding to the letters on his behalf.

Thank you for the detail in both letters and the attached reports and information.

As you will be aware this year I myself, have site visited on a number of occasions within Strensall. Meeting members of the Parish Council (PC) on at least 2 of those visits, to discuss areas of concern.

As was explained at those discussions, any engineering measures must be implemented on a priority basis, where casualty reduction is the top priority.

The Police casualty record for the whole of Strensall has been analysed, paying particular attention to the areas of concern you have raised in your letters, reports and at site meetings. This analysis of the casualty record for Strensall does not raise any identifiable patterns or anything to suggest that there is a greater risk to being a road user in Strensall.

As you will also be aware there are 2 locations in Strensall in the context of "road safety" that are currently under review:-

1. As a result of a petition the junction of Sherriff Hutton Road with The Village. A Decision Session Report was considered by the Elected Member on 19.02.15 resulting from that meeting officers were instructed to carry out a feasibility study of that Junction and Sherriff Hutton Road. (Including access from the footpath). This

study is expected to conclude its findings this financial year (before 31st March 2016).

Ben Potter the Engineer is currently in talks with the Utility Companies, to investigate the costs and complexities involved in possible movement of utilities in the vicinity of Sherriff Hutton Road Junction.

2. The location of York Road, which was highlighted as a result of resident concerns about speed of traffic. Your PC member Lawrence Mattinson gave representation at the Decision Session on 12.11.15. The Elected Member decision on that item, specific to Strensall, was that resident consultation on plans for cycle lanes was to be continued. That consultation document is due to go out to residents, by 8th January 2016.

For your information, I have reproduced (overleaf) the "decisions" relating to Strensall taken at both these Decision Sessions.

Unfortunately, at this current time, we are unable to take further, any of the other ideas and suggestions you put forward but would like to assure you that we will continue to monitor and analyse casualty statistics across the whole of the City, including Strensall, with a view to ensuring maximum benefit in terms of casualty reduction from a limited budget.

Yours sincerely

Trish Hirst

Trish Hirst

Road Safety Officer, Training Team & School Crossing Patrol Manager.

Cc Neil Ferris; Julian Sturdy MP; Cllr P Doughty; Cllr H Douglas.

Decision Session 19th Feb 2015

Junction of Sherriff Hutton Road with The Village, Annex C

Decision

(i) *Instruct Officers to undertake an update of the feasibility study carried out in 2011.
Reason: To enable the impact of recent changes in the area to be established and considered in the development of options and to determine more accurate costs for possible solutions.*

(ii) *Instruct Officers to hold a site meeting with representatives of the local community.
Reason: To ensure that the concerns of the residents in the area are fully understood during the development of the options.*

Visits undertaken on:-

- 14th April 2015*
- 12th June 2015*

Decision Session 12th Nov 2015,

York Road, Strensall, Annex G.

Decision

York Road Strensall to remain in the programme with a view to bringing back the matter to an Executive Member Decision Session, if the consultation proves the scheme to be controversial among residents.

YORK GOLF CLUB LTD

Secretary: - 01904 491840

Professional: - 01904 490304

Email: secretary@yorkgolfclub.co.uk

www.yorkgolfclub.co.uk



Established 1890

ANNEX D

The Clubhouse
Lords Moor Lane
Strensall
York
YO32 5XF

VAT No: 169 461 043

"JH Taylor laid out the course (1903) and it remains a gorgeous test today" - National Club Golfer Magazine

Wednesday, 07 November 2018

The Chairman
Strensall with Towthorpe Parish Council
Strensall Village Hall
Northfields
Strensall
YO32 5XW

Dear Sir,

Road Safety Issue.

The recent accident that critically injured two individuals on the outskirts of the village served to heighten member concerns regarding the traffic now using the road past the golf club and bypassing the main village itself.

There have always been concerns regarding the speed of traffic using the Flaxton Road and the danger that the "unrestricted" nature of speeds leads to for:-

- golfers crossing the road from clubhouse to course;
- walkers and dogs crossing to the footpaths adjacent to the course; and
- motorists exiting Lords Moor Lane.

At present the 40 mph limitation does not come into effect until around the Moor Lane area which means traffic is then slowing suddenly after a long uninterrupted period of high speeds just prior to two corners in succession and where traffic is exiting two other roads (Moor Lane and Scott Moncrief Road).

(Also, on Lords Moor Lane itself, the 30 mph limitation does not come into effect until well down the road and not at the junction with Flaxton Road – meaning motorists often corner at relatively high speed and are speeding as they go down the lane towards the level crossing).

The current situation has the effect that drivers are travelling at 50 to 60 mph along Flaxton Road when reaching the Lords Moor Lane turning – which is clearly dangerous to all those mentioned above. We have witnessed many an accident on the junction over the years – often due to speeding cars – thankfully none as yet involving any pedestrians or golfers.

In addition to the speed of traffic, it has also become apparent that the expansion of the use of Satellite Navigation tools has greatly expanded the volume of traffic using the road since it is a "rat run" that allows people to get off the usually crammed A64 heading to the Hopgrove Roundabout and jump via the Flaxton Road to the A1237 Ring Road.

We therefore believe that these two matters combined in leading to a high level of risk in the area and would ask the Council to consider urgently implementing traffic calming measures to avoid what might be a very serious accident in the future.

Ideally we would suggest the implementation of a mini-roundabout on the junction of Lords Moor Lane and Flaxton Road.

Primarily, this would force traffic to slow as they approach the roundabout and also perhaps lessen speeds between here and Moor Lane since traffic would not normally accelerate as much between these points as they would stay at speed if not slowed.



Company Registered No. 10280338
Registered Office : The Clubhouse, Lords Moor Lane, York, YO32 5XF



Secondly, it would slow traffic approaching the roundabout from Flaxton and thus provide a less risky crossing to golfers travelling from the clubhouse to the course. On average between 200 and 400 crossings a day take place with golfers.

Further, it would also provide safer crossing access to dog walkers crossing just "south" of the junction to and from the council provided dog walks.

Finally, it would slow traffic accessing Lords Moor Lane and so ensure they are travelling slower when reaching the speed restricted area.

We recognise however that such a scheme would be the most expensive option and might not fit within existing budgets.

As one alternative, might the council consider installing flashing "pedestrian crossing" lights on the two routes between clubhouse and course (for golfers) and the footpath from Lords Moor Lane to the Common (for walkers)?

Such lights should cause traffic to slow coming from both directions and so enhance public safety.

Perhaps the simplest solution however might be to move the 40 mph restriction zone from the Moor Lane area to say the Strensall "boundary" stone opposite Dennington Barton and so have the 40 mph limit in place from that point all the way past the village?

Whilst there will be some motorists who will undoubtedly speed up between the golf club and Moor Lane, even within a restricted limit zone, the simple effect of a limit should reduce speeds on the whole and so improve matters.

Our thanks in anticipation, for taking the time to consider this item.

Yours faithfully

Mike Wells
Secretary



Company Registered No. 10280338
Registered Office : The Clubhouse, Lords Moor Lane, York, YO32 5XF





Directorate of Economy &
Place

Eco Depot
Hazel Court
York
YO10 3DS

Ext. 1331 Trish Hirst
E-mail : trish.hirst@york.gov.uk
Our Ref:

07 November 2018

Secretary
The Club House
Lords Moor Lane
Strensall
York
YO32 5XF

Dear Mr Wells,

Road Safety Issues Flaxton Road / Lords Moor Lane, Strensall

Thank you for your letter dated 13th September 2017 which has been forwarded to me for a response.

Sorry that it has taken me a little while to come back to you, but I have been discussing the issues you raised with my colleagues, in both the Engineering Team and North Yorkshire Police Traffic Management.

I have also looked back at the casualty record in the vicinity of the Golf Club, and note that on the Police records in the last 5 years (to the end of 2016) there were 2 slight casualty accidents in the area. One in 2013 when a single vehicle skidded on ice at 2am and the second in January 2014 at 10am when there was a collision between 2 vehicles at the junction of Flaxton Road/Lords Moor Lane. Following a request to the Police, in relation to the accident mentioned in your letter, they have informed me that the incident is likely to be the one that happened on 25th July at 02:10am on Ox Carr Lane, in the 40 mph limit area.

The Police have stated that although awaiting the outcome of the ongoing investigation, they are not, at this stage, considering either the road lay out, or the speed limit (which is a 40mph limit where the collision occurred) as causation factors, in this road traffic collision that occurred on 25.07.17.

Unfortunately, as you allude to in your letter, the current budgets for any improvement work on roads generally is very limited, and at the present time would not stretch to CYC funding any of the additional features you suggest in your letter. To add to this, neither a reduction in speed limit or traffic calming would currently fit with the Department for Transport advice on this type of rural road.

However, if the Golf Club wished to fund some measures then there is new technology, in relation to vehicle activated signs (VAS), which could potentially be feasible for this location?

Until now, in York the only type of VAS that has been used are those that flash the speed limit and are activated by vehicles. However, the technology is now available to have a sign that is triggered, for example by pedestrians/golfers, on a footpath approaching a road, this will give a warning message to motorists on the road that pedestrians are about to cross the road, in real time. (The approximate cost of a single sign like this would be around £5k depending on available power supply)

If this is something you, as a Golf Club would be interested in funding, I can put you in touch with the right team to liaise/advise on this option.

I am sorry that at this time of restricted budgets I am unable to offer any further alternatives for this location,

I hope this information helps,

Yours sincerely

Trish

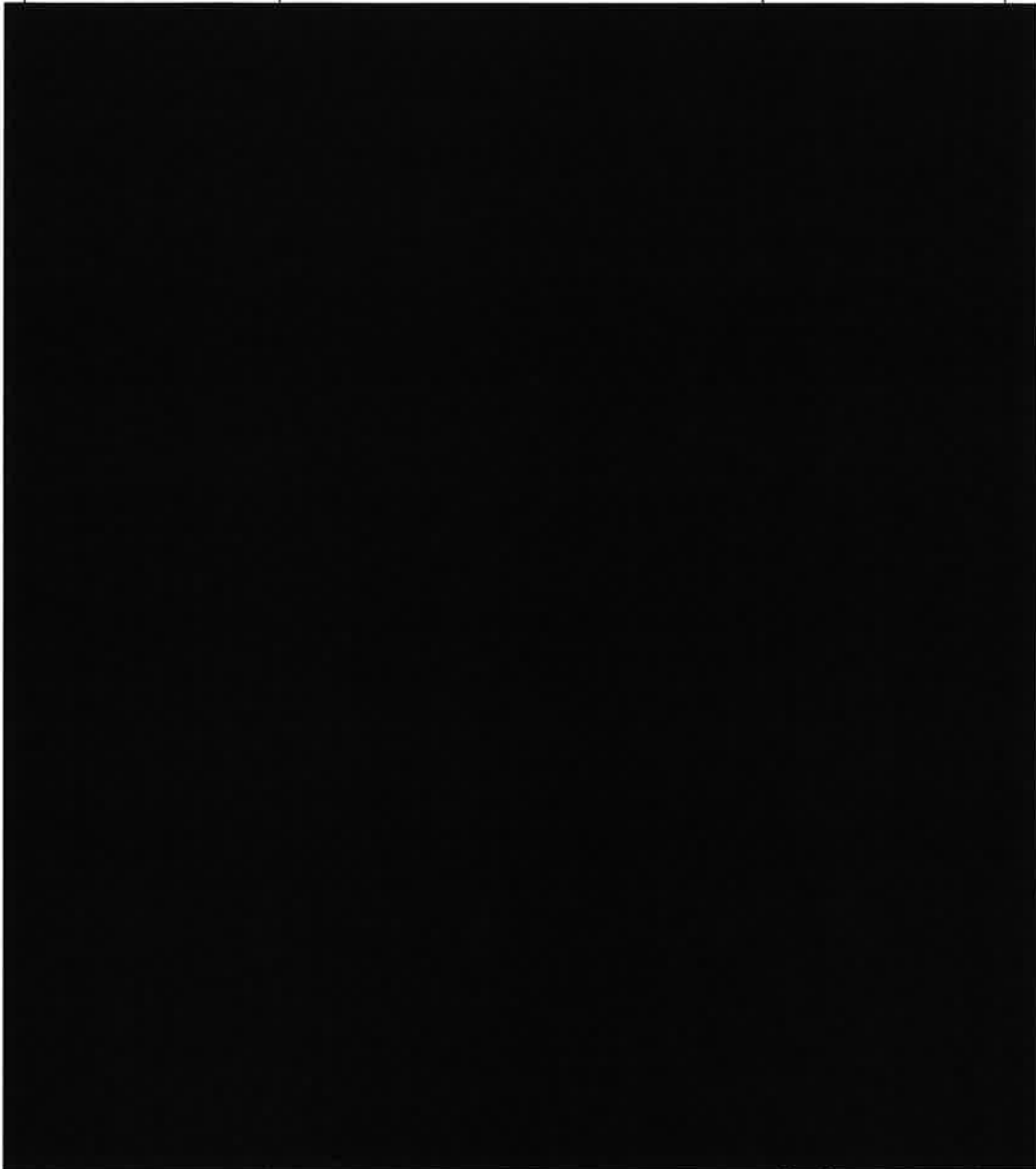
Trish Hirst
Road Safety Officer; Training Team &
School Crossing Patrol Manager.

Cc: Strensall Parish Council
Cllr P Doughty

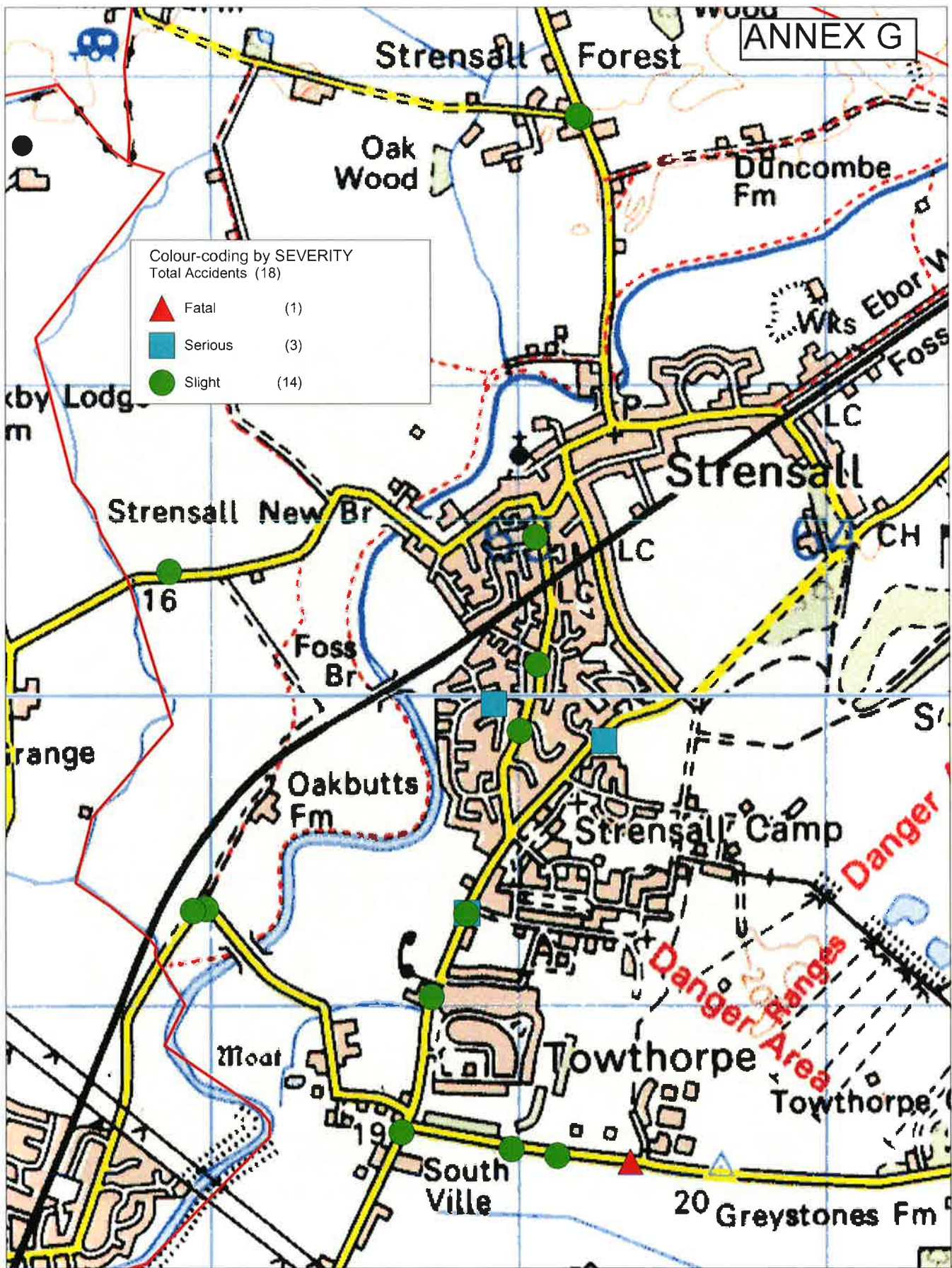
Petition to City of York Council in respect of road safety improvements needed in Strensall.

We the undersigned residents of Strensall with Towthorpe Parish have signed this petition in support of the 'Traffic Study and Road Safety Improvements Proposals Report', prepared by the Parish Council and originally submitted to you in August 2015.

NAME	ADDRESS	SIGNATURE
------	---------	-----------



ANNEX G



Strensall with Towthorpe Parish Council Area
Her Majesty's Office (c) Crown Copyright
 City of York Council
 Licence No. 1000 20818 April 2005
Selected Range of Accidents between dates 01/01/2015 and 31/12/2017
 Selected using Manual Selection

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

SCALE	1 : 16330
DATE	06/11/2018
DRAWING No.	
DRAWN BY	Edwina Fong



How to report a speeding concern

The '95 Alive' Partnership Speed Management Protocol York and North Yorkshire



Contents

p. 3 Introduction – How we want to help you

Who is 95 Alive?

Objectives

p. 4 The process – what happens to your complaint?

Complaint Flowchart

Flowchart in more detail

What information do we look at?

What do we do with information?

What next for my community?

p. 10 Options for action

Education and Publicity

Alternatives to prosecution

Mobile Speed Matrix signs

Highways engineering

Police enforcement

p. 13 Responsibilities of each agency

Introduction - How we want to help you

The purpose of this document is to provide you with all the information you need before you make a complaint about speeding in your community, or whether your complaint is better addressed somewhere else. It will also help if you have already made a complaint because we detail what updates you should expect when.

Who is 95 Alive?

The 95 Alive partnership is made up of the organisations below, all of whom have some responsibility for road safety. The lead members of the group

- North Yorkshire County Council
- City of York Council
- North Yorkshire Police
- North Yorkshire Fire and Rescue Service
- Highways England
- District Councils and their local Road Safety Task Groups

Objectives

By working together, our aims are to reduce casualties on our roads and improve the safety and quality of life both for people who live in the area and for those who travel through it. We investigate every single complaint of speed made by residents of and road users in North Yorkshire and the City of York, and we use an evidence led process to deliver an honest and realistic response. Transparency is also key to us, so we do our best to make each decision as straight forward as possible, as well as providing you with updates throughout the complaint process.

We always use evidence to make decisions, which is why sometimes this process can take several weeks to complete. This normally includes monitoring the speed of vehicles over a week long period (24 hours a day for seven days), as well as looking into the factors contributing to collisions within the last three years. This, with all other available information, is then analysed and a decision is made on how to proceed.

The process – what happens to your complaint?

To make this process as simple as possible there is one point of contact for the public – the North Yorkshire Police Traffic Bureau. Whilst many others are part of the process which helps resolve your speeding complaint, the Traffic Bureau is the team who can update you at any time. The assessment and subsequent decision about how best to resolve your speeding problem will be made by the local Road Safety Group. The role of each organisation is explained at the end of this document if you would like to know more.

Before a complaint can be taken forward, a 95 Alive 'Speed complaint form' needs to be sent to us.

A copy of that form is at the end of this document if you need one, or you can find it online at:-

www.roadwise.co.uk/using-the-road/speed-concerns

Once completed, please send it to us by email at

speedconcerns@northyorkshire.pnn.police.uk,

or by post to

**North Yorkshire Police Traffic Bureau
PO Box 809
York
YO31 6DG**

The Traffic Bureau is an integral part of the North Yorkshire Police Criminal Justice Department.

It manages the deployment of safety cameras, supports the processing of offences and provides an administrative function in relation to the recording of road collisions

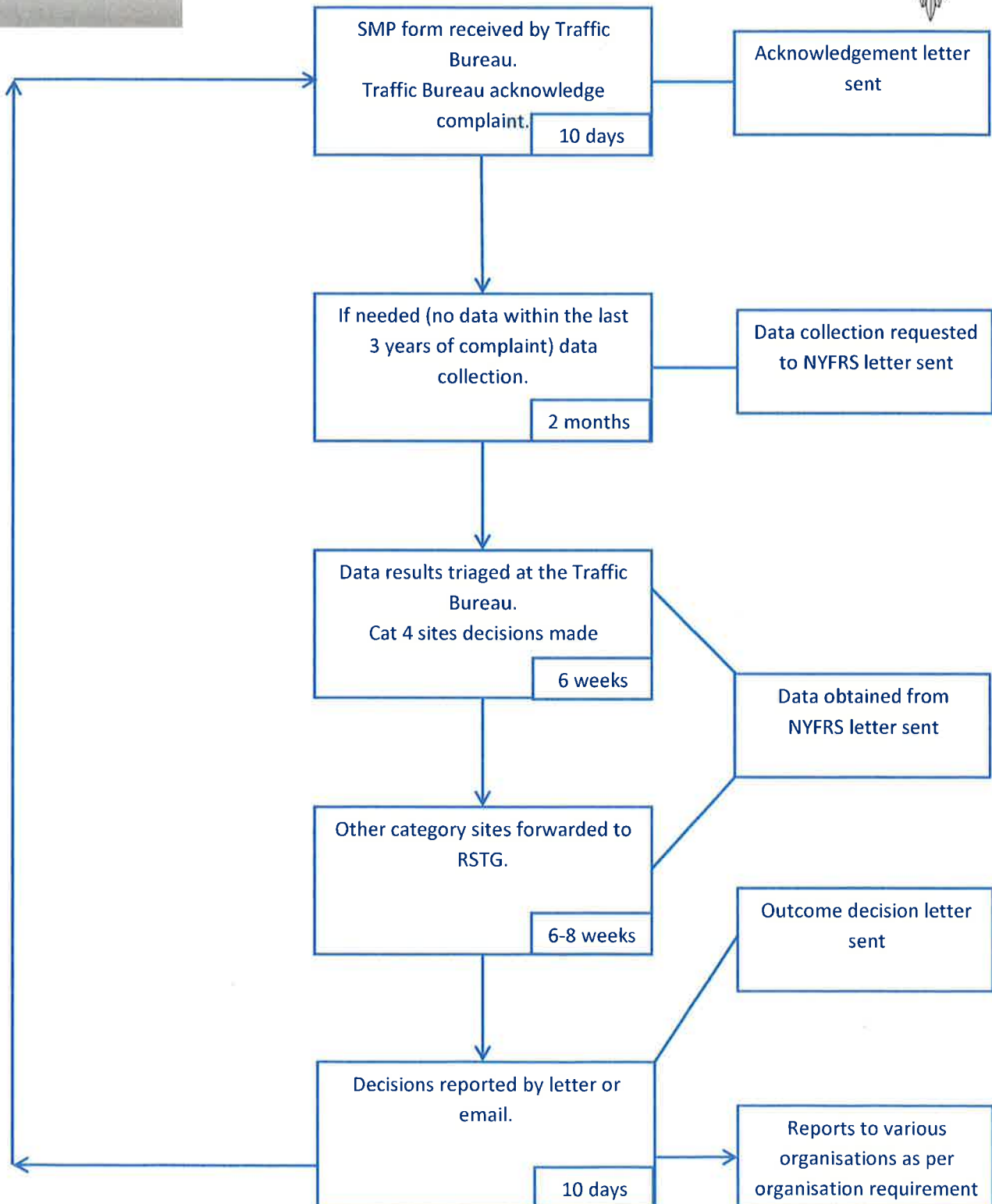
It also has trained traffic management staff who provide intelligence and legal support to operational activity

The flowchart below explains what happens after that form is received, and when you should expect to see updates throughout the process. Please bear in mind that to gather the evidence we need, this process generally takes between two and six months. As explained though, we will try to keep you informed at every step.

Complaint flowchart



Speed Management Protocol
Complaint Flowchart



The flowchart in more detail

Whilst the flowchart explains what happens to your individual complaint, the information below shows you in more detail the process we use to ensure we reach the right resolution:

1. A location of concern can be identified in one of two ways
 - Either by a Speed Concern report form being submitted to the Traffic Bureau, or
 - From data identified by the 95 Alive partnership looking at, for instance, recent collisions.

Each complaint is subject to the same equitable process and no priority is given to multiple submissions or petitions. Speed Concern report forms are available from the City of York Council, North Yorkshire County Council and local Parish Councils, 95 Alive road safety partnership websites and local Police Stations. Alternatively, the form is available in Appendix C of this document and can be sent to speedconcerns@northyorkshire.pnn.police.uk

2. Not all problems brought to our attention are speed related. With that in mind, we look at all the information at our disposal to find out whether speed is the main issue or not. For instance, the problem may be the type of vehicles using the road e.g. heavy goods vehicles, or it might be the layout of the road e.g. a very narrow pavement.

When the concern is not specifically speed related then we will let you know and pass your concerns onto the right organisation.

3. Once we have checked the above and found your complaint needs further investigation, we check to see when speeds were last monitored in your community. If speed has been monitored within the last three years then we will let you know the outcome of that investigation. This is because unless something significant has changed at that location, government guidance states that driver behaviour changes very little over three years. However, if something substantial has happened at the locations that we will look at the possibility of monitoring the speed again.

Other information will also be taken into account at this stage, such as changes to the road layout e.g. installation of traffic lights.

4. Once your complaint has been assessed and it has been agreed there is a need to monitor the speed of vehicles, equipment will be installed which monitors speed over a seven day period (for 24 hours a day). After the data has been collected, it will be sent back to the Traffic Bureau team for review.

5. The results of the above review are triaged by Traffic Bureau. Where the results confirm that the speeds are within acceptable tolerances for the limit and there are low or no casualties, the site will be directed to Community Speed Watch.

6. Where results require further analysis, these sites will be referred to the local Road Safety Task Group (RSTG). The RSTG meets regularly to assess different road safety issues brought to their

ANNEX H

attention. All the information gathered relating to your complaint will be discussed by the RSTG who will decide the appropriate course of action.

The Road Safety Task Group is usually made up of:

- North Yorkshire County Council or City of York Council or Highways England
- North Yorkshire Police
- North Yorkshire Fire and Rescue Service
- District Councils (where applicable)

7. If there is a speeding issue, an appropriate course of action will be agreed i.e. education, engineering or enforcement, a combination of these or community based action, or no further action, according to the findings.

More information on education, engineering and enforcement are included on p10.

What information do we look at?

So we can provide a proportionate response, we have developed an objective means of assessment for locations of concern and complaints. That means we gather evidence and information so we can get as full a picture of the location as possible. More information on how and why we look at these particular issues is explained below.

1. **Recent collisions** – This information is based upon data for the preceding three years, where speeding may be a contributory factor, and prioritised on severity by classifying collisions as fatal, serious, or slight. A point scoring system is then used to categorise each location. This is based on a slight casualty receiving 1 point, with a fatal or serious casualty being weighted at 4 points. A total point's score of 6 or more is needed for the location to be given a "high" category.
2. **Speed data** – Equipment is installed on the roadside which collects speed data over a period of at least 7 days (24 hours a day). This is then analysed. We look at all the data to see what speeds vehicles are driven at and the times of day and days of the week when they do so. It tells us when the road is busiest and when it is quiet. Our analysis looks further into the data, which is explained below.
 - a. **The mean speed** – The mean speed is calculated: 'mean' speed is what most people refer to as the 'average' speed although it is slightly different. More specifically, it is the **total sum** of the numbers **divided** by how many numbers there are. This provides a good overall indication of the speed in any given location.
 - b. **The 85th percentile speed** - To get a more complete picture, we don't just work from the mean speed, which can miss out patterns of driving and specific issues. As well as looking at the mean speed, we also look at what is known as the 85th percentile speed. This shows us that 85% of all vehicles are travelling at less than this speed so it shows us the speed that the majority of drivers feel comfortable to drive at for this location. If 85% of drivers are driving at or very close to the posted speed limit, this shows that the limit is

working well with most drivers. If this is not the case, we will look at what we may be able to do about it.

- c. We also look at the highest speeds reached by the other 15% of drivers and when this happens (time and day of the week). If there is a regular pattern, this can help to target police enforcement.

3. How fast is too fast?

When assessing the speeding data, 95 Alive adopts the same guidelines that North Yorkshire Police use for enforcement purposes. These are the National Police Chiefs Council (NPCC, Formally ACPO) guidelines, and are outlined in the national publication ‘ACPO Speed Enforcement – Policy Guidelines 2011-2015 Joining Forces for Safer Roads. Therefore, speeds that reach 10% plus 2 mph over the posted speed limit will be eligible for action.

An example in a 30 mph limit would be:

Speed limit 30 mph
 10% 33 mph
 +2 mph 35 mph - **meaning a prosecution level starting at 35 mph**

The calculation for all speeds is below:

Speed Limit	Action considered at:
20mph	24mph
30mph	35mph
40mph	46mph
50mph	57mph
60mph	68mph

What do we do with that information?

Based on the available speed data and the collision record, each location is then categorised using a scale of 1 to 4, with 1 being the highest priority.

The table below details each category:

ANNEX H

Category	Speeds	Casualties	Priority
1	High (meets or exceeds the threshold for action)	High	Very high
2	Low	High	High
3	High	Low	Medium
4	Low	Low/None	Low

What happens next?

Police enforcement isn't always appropriate, depending on the review of all the information gathered. However, if the location is considered suitable for enforcement then it is passed to the police who will decide independently what the appropriate type of enforcement should be.

If the analysis suggests it is appropriate, locations will be forwarded to the relevant Highways Authority to review the speed limit.

Once a course of action is agreed (by the local Road Safety Task Group) and implemented, or if no further action is to be taken, a letter will be sent to the complainant, Parish Council and City/County Councillor will be informed.

As part of any action taken to address a location of concern, a review will be carried out between 12 months and 3 years (depending on the category of site and the recommended action). This review will consider:

- Whether the action has been effective or if not, why not?
- Whether it needs to be repeated
- If so, when/how frequently
- Are there any other possible measures that could be implemented?

Options for action**Education and Publicity**

Education programmes consist of information, training or publicity, or a combination. They may be used on their own or in conjunction with engineering and/or enforcement work depending on the issues to be addressed. They may use temporary posters, use of local media and information through local organisations and venues.

**Alternatives to prosecution**

If a driver/rider is identified as having exceeded the speed limit, but at a speed that falls within certain threshold, (see page 8 for details of thresholds), he/she may be offered the opportunity to attend an educational training course at their own expense as an alternative to a fixed penalty fine and points on their driving licence. This offer can be made only once in a three year period – any subsequent repeat offence may be dealt with either by fixed penalty or through the courts as appropriate. The most common of these is a Speed Awareness Course.

Community Speed Watch

In the case of Category 4 sites, Community Speed Watch may be deemed as the most appropriate outcome. CSW is designed to support local communities to improve road safety by allowing residents to address speed concerns in their community with the support of North Yorkshire Police. Following site risk assessments and training conducted by our Police Support Volunteers, local residents are given speed monitoring equipment and will record the details of vehicles exceeding the signed speed limit. 1st and 2nd time offenders will receive advisory letters



asking them to address their driving behaviour and remain within the speed limit at all times. On the 3rd offence, details are passed to our Road Policing Group who will attend the offender's address.

Mobile Speed Matrix Signs



In some situations, the use of a vehicle speed activated matrix sign will be considered appropriate. This involves the use of an electronic sign that illuminates only when a vehicle approaches at above the speed limit at the entry to a village. Research has shown these signs to be very effective in making drivers slow down. They are most effective when used for a short period of time as their effectiveness reduces with familiarity. However, they can be brought back for another short period if driver compliance with the speed limit starts to reduce again. These signs may be mounted on a suitable existing post e.g. telegraph pole (with permission) or may be a trailer mounted unit. They are usually made available to a community for a period of one or two weeks and may be brought back once or twice over a period of months. They are operated and installed by the Fire & Rescue Service as part of the local RSTG and are intended to be a means of addressing an intermittent issue.

Temporary Vehicle Activated Signs

In North Yorkshire there is a programme for the use of temporary Vehicle Activated Signs (VAS) at some suitable locations. The VAS only activates when a vehicle approaches at a speed above the posted limit. On sites where few vehicles exceed the speed limit, the sign would rarely be seen to activate and is unlikely to be an appropriate measure. However, on busier Category 4 sites, that do not meet the ACPO enforcement levels, a VAS may be more appropriate and effective. The programme provides for a VAS to be installed on a temporary basis for a number of 6 week periods in a year. **This option is co-funded by NYCC and the local Parish or Town Council.**





Highways engineering

If the data obtained indicates an issue with the road lay-out or low compliance with the posted limit and this has been identified as a sustained rather than a temporary problem, then this will be referred to the relevant Highways Authority to consider through their own protocols.

Police enforcement

Should the local RSTG identify an evidenced community concern location which they consider suitable for enforcement action, this will be passed to NYP with a request for enforcement. The police will then decide on the most appropriate measure of enforcement to take forward.



Individual responsibilities of each agency

North Yorkshire Fire and Rescue Service (NYF&RS) - Data collection and education

- Deployment and operation of Speed Data collection equipment
- Deployment and operation of Mobile Speed Matrix signs
- Collection and distribution of speed and traffic data
- Involvement in educational programmes through partnerships

City of York Council - Education, Training, Publicity and Engineering

- Local management of the Speed Management Process and all complaints within the city of York administrative area.
- Highways engineering
- Road safety education, training and publicity programmes

North Yorkshire County Council (NYCC) - Education, Training, Publicity and Engineering

- Local management of the Speed Management Process and all complaints within the North Yorkshire administrative area.
- Highways engineering
- Road safety education, training and publicity programmes

North Yorkshire Police (NYP) - Traffic Bureau Administration and Enforcement

- Administration and management of the SMP process.
- Coordination of enforcement, Educational alternatives to prosecution for lower level offenders e.g. Speed Awareness Course
- Organisation, training and administrative support for the Community Speed Watch programme, including back office and subsequent actions e.g. letters to identified drivers, organisation of volunteers

Highways England - Education, Training, Publicity and Engineering

- Local management of the Speed Management Process and all complaints for roads under their jurisdiction.
- Highways engineering
- Road safety education, training and publicity programmes

Local Road Safety Task Groups (RSTG)

- Collection and assessment of speed data
- Determination of appropriate action
- Review of actions taken



ANNEX H

Office Use Only

Speed Concern Form

Please Complete **All** Fields – Only **ONE** form is required to launch a review of a location

Name: (Dr / Mr / Mrs / Ms / Miss / Other)

Address: Postcode:

Tel: Email:

Location of concern (road name):

At/ near to (house number / junction with):

Are there any days or times you feel are worse:
MON | TUE | WED | THUR | FRI | SAT | SUN | ALL DAYS
Times of day (please specify):

Types of vehicle: **Car | Motorcycle | Van | Lorry | Bus | All Vehicles**

Driven by: Local Residents / General Traffic / Commuters from / Employees of (delete as appropriate)
1. 2. 3.

Additional Information:

I would be willing to participate in any Community Action initiatives regarding the issue I have raised: YES / NO	Signature:
---	-------------------

This form should be returned to –
North Yorkshire Police Traffic Bureau, PO Box 809, York, YO31 6DG
Email: speedconcerns@northyorkshire.pnn.police.uk Tel: 01904 618968
Facebook: www.facebook.com/NYPTrafficBureau

Please see reverse for general information
that may help us help you with your concern.

Information

The purpose of this form is to allow you to submit a concern about speed in your local community to the **95 Alive Partnership** for review through the **Speed Management Protocol**. Only one form is required to start a review into a location of concern. We treat all concerns equally, in order of receipt, and no priority will be given based on the amount of forms submitted.

The aim of the 95 Alive Partnership is to reduce casualties on our roads and improve the safety and quality of life, both for people who live in the area and for those who travel through it. We review every concern we receive. On occasion, your concern will need to be handled by other partners within 95 Alive Partnership. Please take the time to read the following examples and who addresses them:

- **Speed limit reductions and road signage:** For the reduction of a speed limit or the installation of new/ more road signs, you will need to contact your local authority, as they manage and monitor these. City of York Council can be contacted via ycc@york.gov.uk or tel: 01904 551550. North Yorkshire County Council can be contacted via road.safety@northyorks.gov.uk

- **Narrow pavements or lack of footpaths:** If you feel unsafe from traffic whilst walking on a pavement because you feel it is too narrow, or live in an area where you regularly have to walk in the road due to the lack of a footpath, then you need to contact the Highways Agency at your local authority. They monitor and review locations and make the final decision on any form of engineering work.

- **Concerns with a specific vehicle/ company vehicles:** If you have concerns over a small number of vehicles, and have the details of them, whether it is one vehicle's registration plate or you have concerns with a particular company's vehicle, then this concern is not suitable to go through this process. Please contact '101' who will be able to assist you. You also need to do this if you have concerns over how **cyclists** use the roads.

- **Have you witnessed anti-social use of vehicles/ captured it on camera:**



If you have witnessed or captured instances of anti-social use of vehicles or poor/ dangerous driving on a dashboard camera or other form of camera, then North Yorkshire Police have launched 'Operation Spartan' which aims to improve the attitudes of all who use our roads and increase the level of safety for all. Information on how to register and send these instances can be found here: [https://northyorkshire.police.uk/what-we-do/road-](https://northyorkshire.police.uk/what-we-do/road-policing/operation-spartan/)

[policing/operation-spartan/](https://northyorkshire.police.uk/what-we-do/road-policing/operation-spartan/) or by emailing: OpSpartan@northyorkshire.pnn.police.uk

This form should be returned to –
North Yorkshire Police Traffic Bureau, PO Box 809, York, YO31 6DG
Email: speedconcerns@northyorkshire.pnn.police.uk Tel: 01904 618968
Facebook: www.facebook.com/NYPTrafficBureau

Change of speed limit request policy and procedure

Speed limits in York are set utilising the Department for Transport guidance document 01/2013 Setting Local Speed Limits. If a resident or local interest group wish to apply to change or introduce a speed limit the following procedure should be followed:

Complete the change to speed limits application form to request an assessment if you would like a speed limit to be, lowered, raised, or extended. There is no cost for requesting an assessment.

How CYC process your request.

We ask the police if they would support a change before consulting with other bodies or the local community.

We will consider all relevant factors before changing an existing speed limit, including:

- reducing accidents and casualties
- improvement to the environment
- conditions for vulnerable road users
- journey times for motorised traffic
- costs of implementation
- costs of engineering measures and their maintenance
- negative environmental impact of engineering measures
- costs of enforcement

Even if we support your request, there is no guarantee that the speed limit will be implemented.

We will consider objections raised by other parties such as:

- the police
- parish council
- residents

If a change is agreed, a new Speed Limit Order has to be made and funding secured. The statutory legal process to implement or change an Order takes between 6 and 9 months.

All A and B class roads within the York area were assessed in 2011 against Department for Transport criteria and any required changes made.

Casualty Reduction / Danger Reduction and Safe Routes to School

Local safety schemes have formed part of the Transport Capital Programme for many years and are split into three work streams.

Casualty Reduction

Casualty reduction schemes form the majority of the programme. These are highway schemes at sites with a recent history of injury accidents and are designed to address any accident patterns and thus reduce the likelihood of further casualties. Typical local safety scheme measures include signing, marking and lighting improvements, junction realignments and traffic signal changes.

Danger Reduction

Problems raised through petitions or contact with local interest groups or residents at sites with little or no accident history or perceived risks are considered for this work as they are raised and if applicable considered for inclusion in the following years programme. A small amount of funding is also allocated for minor reactive danger reduction works as required throughout the year.


Safe Routes to School

Improvements to routes to school as identified through working with the schools and encouraging sustainable transport choices. This also covers works to the safety zones in place around most school sites in the city which can include traffic calming, parking restrictions and pedestrian and cycle facilities.

Pedestrian crossings

A form is available online to request a pedestrian or cyclist crossing.

https://www.york.gov.uk/downloads/file/15642/pedestrian_cyclist_crossing_application_form

PEDXING			
			
PEDESTRIAN / CYCLIST CROSSING APPLICATION FORM			
1. Customer details (please fill out all the fields)			
NAME			
ADDRESS			
CONTACT PHONE NUMBER			
E-MAIL ADDRESS			
2. I would like to request the following type of pedestrian crossing improvements: (tick relevant box)			
Dropped Kerbs	<input type="checkbox"/>	Zebra Crossing	<input type="checkbox"/>
Pavement build-out	<input type="checkbox"/>	Puffin Crossing (Pelican)	<input type="checkbox"/>
Central refuge	<input type="checkbox"/>	Toucan Crossing	<input type="checkbox"/>
3. Please provide the road name and location			
4. Reasons for crossing request			
Please continue over page if necessary			
Return completed form to: Pedestrian Crossing Requests, Transport, City of York Council, Eco Building, Hazel Court, James Street, York YO10 3DS or e-mail to walking.cycling@york.gov.uk			

Parking Enforcement policy, procedure for residents to request a patrol

We enforce parking restrictions in the York area and take action against people who park in or adjacent to:

- yellow lines (waiting restrictions)
- disabled bays
- bus stops
- taxi ranks
- zigzag lines outside of schools
- dropped kerbs
- doctors and other marked parking bays
- resident only parking areas without a valid permit
- on-street pay and display areas, without displaying a valid ticket or permit
- our car parks, without displaying a valid ticket or permit

We can issue a parking ticket (PCN) for each of these offences.

Reporting illegal parking

Please be aware that our patrols in areas where there are no restrictions are limited.

If you see a vehicle parking illegally, across a dropped kerb, or a vehicle is blocking access to your property, please report the problem as soon as possible.

To report a vehicle which is parked illegally call our Parking Hotline on telephone: 0800 1381119.

- the parking hotline is free of charge from landlines (and some mobiles - check with your provider)
- details are recorded by an operator and passed to our parking enforcement team
- we aim to respond to all calls within 45 minutes
- the parking hotline operates from 8.00am to 9.00pm, every day

To report an illegally parked vehicle which is causing an obstruction or hazard outside of the hours when our hotline operates, call the police on 101.

Dropped kerbs

We can enforce 'dropped kerbs' even where no restrictions are in place, if a vehicle parks where the pavement, cycle track or verge has been adjusted to assist:

- pedestrians crossing
- cyclists entering or leaving the road
- vehicles entering or leaving the road across a path, cycle track or verge

PCNs for dropped kerb offences

We may be able to issue a PCN in the following circumstances:

- driveways - if a vehicle is parked across a dropped kerb and causing an obstruction to a resident's driveway (we ask the resident before we issue a PCN)
- shared driveways - if a vehicle is causing an obstruction to a shared driveway (access to a public building) and we get a report via our parking hotline number (enforcement officers will use their discretion if approached by the property owner)
- pedestrian dropped kerbs - if a vehicle is causing an obstruction and there is no 'exemption' (such as: emergency services, those alighting and unloading, undertaking building works, road works vehicles and waste collection vehicles)

Serious parking offences

There are certain serious parking offences that we don't have legal powers to deal with. Contact the Police on 101 for help with:

- dangerous parking
- parking that is causing a serious obstruction
- parked vehicles blocking the footway, verge or preventing passage

Annex M: VAS Policy and review procedure

The policy states:

- That speed limit VAS will only be funded from Local Transport Plan (LTP) funding where the 85th percentile speed* equals or exceeds the signed limit by 10%+2mph (i.e. 35mph in a 30mph limit, and 46mph in a 40mph limit). This would be consistent with the speed enforcement thresholds employed by the police (ACPO guidelines).
- Where this funding criteria is not quite met, and a Ward Committee or Parish Council still wish to fund the VAS. A threshold of 85th percentile speeds being 10% above the speed limit (i.e. 33mph in a 30mph limit and 44mph in a 40mph limit) must be met.

This provides a consistent approach and targeted use of LTP resources. In the case of Ward Committee and Parish Council funding this allows the use of VAS where there are real concerns about the speed of traffic but where the stricter criteria for LTP funding is not met.

In the case of a faulty VAS, the sign is removed (to ensure the data is not affected by the signs presence) and speed surveys undertaken to decide if the site still meets the criteria, the policy is then applied.

