

**Decision Session – Executive Member for
Transport**

21 November 2019

**Strensall Road, Earswick
Experimental 40mph Speed Limit**

Summary

1. This report details the results of an experimental traffic regulation order to introduce a 40mph speed limit on Strensall Road, Earswick and asks the Executive Member to make a decision on whether to make the order permanent.

Recommendations

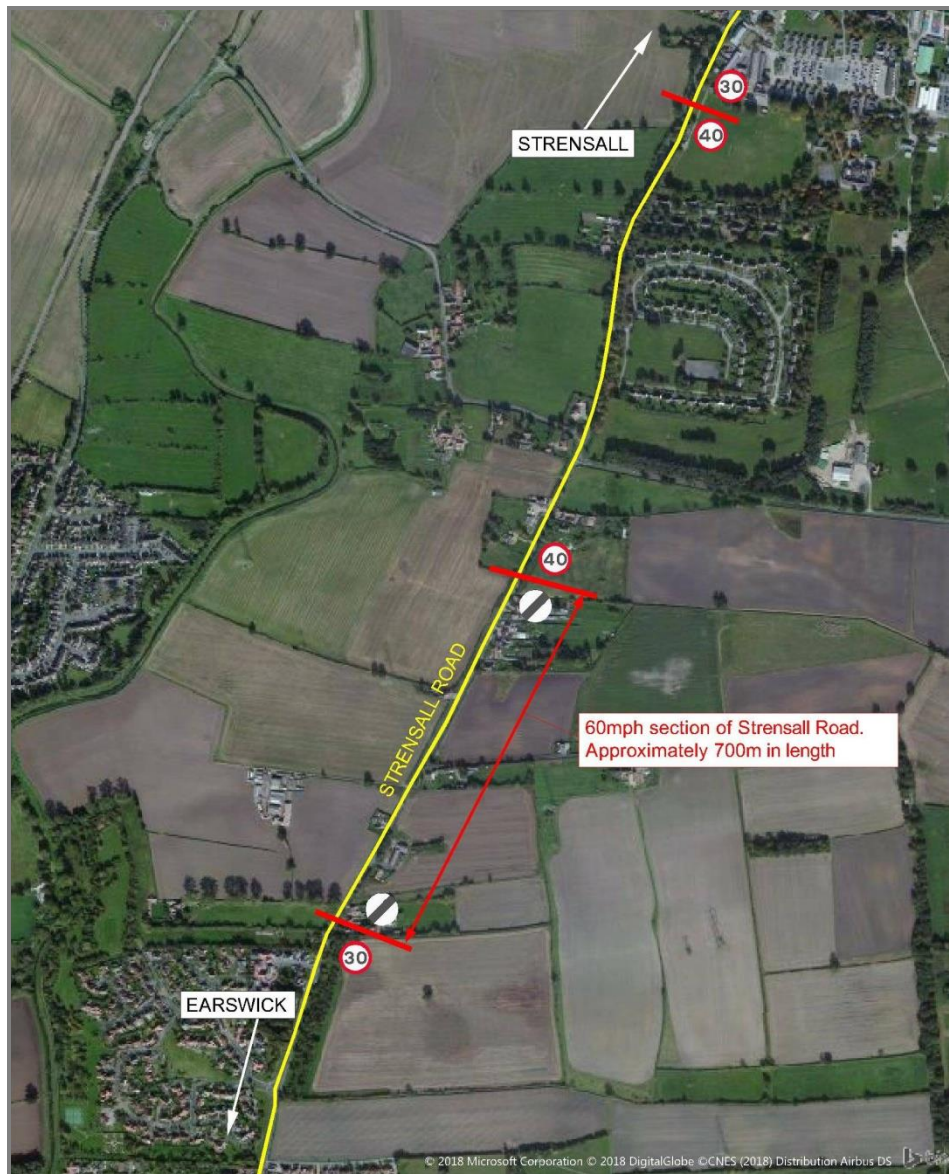
2. The Executive Member is asked to approve Option 1 – Make the 40mph speed limit order permanent and investigate minor improvements to the 30mph limit.

Reason: The speed data supports the retention of the new section of 40mph and the majority of comments from consultees have also been in support of the new limit.

Background

3. 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 programme.

4. The section of Strensall Road in question is shown on the plan below indicating the speed limit changes in the area.



5. 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.

6. Following a review of the speed limit request a decision was made in April 2018 by the then Executive Member for Transport and Planning to implement an experimental speed limit order to reduce the derestricted section of Strensall Road to 40mph.
7. The order was made on 12 July 2018 with a maximum timescale of 18 months. A plan showing the extents of the experimental order is attached as **ANNEX A**.

Speed Data

8. Speed Data was gathered twice during the experimental order period. The results are summarised in the below:

Survey location - New area of 40mph limit				
	Mean Speed		85 th Percentile Speed	
	Southbound	Northbound	Southbound	Northbound
Before	39	42	45	49
After 1	39	39	45	44
Reduction	0	-3	0	-5
After 2	40	40	45	45
Reduction	+1	-2	0	-4

9. Speeds have reduced northbound and generally stayed at the same level for southbound traffic. Mean and 85th percentile speeds are also below the enforcement threshold recommended in the Association of Chief Police Officers guidelines for speed enforcement.
10. Speed data was also gathered in the existing 40mph section of Strensall Road north of the experimental section and the 30mph section to the south. Speeds to the north have generally reduced between 1 to 3mph and are all in line with what we would expect to see for a 40mph limit.
11. However, vehicle speeds in the 30mph limit, which were already slightly higher than we would like to see, have increased slightly across the board by a maximum of 2mph.

Consultation

12. At the time of making the order letters were delivered to local residents giving them an opportunity to comment on the speed limit. Four responses were received.
13. Three residents supported the change but were sceptical that it would work without enforcement. One suggested that additional or larger speed limit signing was required. They also noted the higher speeds in the 30mph limit which the speed data has since confirmed. The fourth response was an objection on the grounds that the 40mph limit was unnecessary as it was inappropriate for the road environment.
14. Local Councillors were also approached for comments and both responded offering their full support of the retention of the reduced limit. Their full comments are attached as **ANNEX B**.
15. Earswick Parish Council also responded with details of a survey they organised to gather views on the 40mph trial. The results are detailed in the letter attached as **ANNEX C**. The conclusion being that Earswick Parish Council support making the 40mph speed limit permanent and are looking into Community Speed Watch for the 30mph limit.
16. The speed data and our recommendation to retain the 40mph limit was shared with North Yorkshire Police. Having reviewed the information they are happy to support the retention of the limit and agree that some work should be carried out within the 30mph limit.

Options

17. Option 1: Make the 40mph speed limit order permanent and investigate minor improvements to the 30mph limit.
18. Option 2: Make the 40mph speed limit order permanent.
19. Option 3: Revert this section of Strensall Road to a 60mph limit and replace the signing.

Analysis

20. The data and the majority of the responses from the local community support making the 40mph speed limit order permanent. The data also suggests that some minor work to the 30mph limit may be required, such as signage improvements and a review of the Vehicle Activated Sign, to bring vehicle speeds more in line with the existing limit. Option 1

provides a response to both of these outcomes from the introduction of the experimental order.

21. Option 2 does not address the minor problem in the 30mph limit which has been exacerbated by the introduction of the new section of 40mph limit and so cannot be recommended.
22. Option 3 doesn't support the community and would be met with a negative response from local residents.

Council Plan

23. This section explains how the proposals relate to the Council's new council plan and directly delivers the open and effective council outcome. The work to alter the speed limit was initiated through a petition from the local community and the recommendation to retain the new limit is based on feedback from local residents.

Implications

24. The following implications have been considered:
 - **Financial** – The scheme cost is minimal as the speed limit signs are already in place. A budget allocation for minor works in the 30mph limit will be required and will be reviewed through Transport Board.
 - **Human Resources (HR)** - There are no HR implications.
 - **One Planet Council / Equalities** - There are no One Planet Council / equalities implications.
 - **Legal** - The approval of the scheme will allow the experimental Speed Limit Order to be legally formalised.
 - **Crime and Disorder** - There are no crime and disorder implications.
 - **Information Technology (IT)** - There are no IT implications.
 - **Property** - There are no property implications.
State here any other known implications i.e. Highways (Contact – relevant Head)

Risk Management

25. In compliance with the Council's risk management strategy, the recommendations in this report have been assessed and no associated risks have been identified.

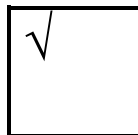
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Report
Approved



Wards Affected: Strensall

All

N/A

For further information please contact the author of the report

Background Papers:

13 April 2017 – Executive Member Decision Session – Strensall Road
Petition for Speed Limit Reduction

12 April 2018 – Executive Member Decision Session – Strensall Road Speed
Limit Update

Annexes

Annex A – TRO Plan

Annex B – Ward Councillor comments

Annex C – Earswick Parish Council Letter

List of Abbreviations Used in this Report

TRO – Traffic Regulation Order