

Annex E:

 CITY OF YORK COUNCIL	Stage 1/2 Road Safety Audit Report
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Safety Audit Ref	25/016	Version no.	01
Scheme Title:	Outgang Lane to G&T site – Road Safety Improvements		
Site Location details:	Outgang Lane, Osbaldwick		
Recharge code:	CJ045		
Date:	26/08/2026		
Prepared by:	CYC – Transport Projects		
On Behalf of:	CYC - Transport Projects and Housing		

1.0 Terms of Reference / RSA Brief

1.1 Scheme Description and Background:

Residents of the traveller site on Outgang Lane have raised concerns about their road safety including lack of lighting, lack of footways and inconsiderate parking making the existing footway inaccessible. The proposed scheme therefore includes a system of street lighting, a new length of footway on the northern section of Outgang Lane and widespread waiting restrictions.

The lane is very narrow in places with multiple accesses used by HGVs, therefore, the proposed footway follows a line that carries the least risk of conflict with these heavy vehicles. It has also been necessary to take into account the likely construction costs when planning the route of the footway. It may therefore not completely follow the ideal desire line.

At present, many drivers park completely on the footway which can only be tackled by Police enforcement. However, the proposed waiting restrictions could be enforced by the Council's parking enforcement team, and therefore more within local control.

The scheme also includes some drainage repairs and a short length of resurfacing where the road surface is the most badly damaged. Funding is being sought for a longer length but this may not be achievable at the current time.

This scheme is being funded by CYC Housing as part of a Programme of Improvements for the Council's Gypsy & Traveller sites.

1.2 Relevant information provided:

List any drawings and supply an electronic copy of each.

Include any relevant information which will support the audit (e.g. injury collision records) where appropriate.

- TP/OUT/DES/100/01-03A GA
- TP/OUT/DES/500/01 Drainage
- TP/OUT/DES/600/01 Earthworks & Site clearance
- TP/OUT/DES/700/01 Pavements
- TP/OUT/DES/1100/01 Kerbs, footways & verges
- TP/OUT/DES/1200/01-03 Road markings
- TP/OUT/DES/1200/04 Sign details
- TP/OUT/DES/1300/01-03 Street lighting and ducting
- TP/OUT/DES/100/06-09 Standard details

1.3 Design standards used:

- BS5489 Design of Road Lighting
- DMRB
- DfT Tactile paving guidance
- TSRGD / Traffic Signs Manuals

1.4 Departures from standards:

Proposed footway is only 1.5m wide due to low footfall and site constraints.

1.5 Special Considerations:

None listed.

2.0 Contact details

Design Organisation Representative	
Organisation Name: City of York Council – Transport Projects	
Name: Louise Robinson	
Contact tel: 07903 868821	Email: louise.robinson@york.gov.uk
Overseeing Organisation Representative	
Organisation Name: City of York – Housing	
Name: Jen Halliwell	
Contact tel: 07511 160292	Email: jen.halliwell@york.gov.uk

3.0 Audit Team membership

3.1 Audit team statement

We certify that we have examined the drawings and documents supplied with the sole purpose of identifying any features of the design which could be modified, included or removed in order to improve the safety of the highway. We have not examined or verified the compliance of the designs to any other criteria. Problems identified have been noted in this report together with suggested safety improvements. Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation.

We certify that we have not been involved with the design of the scheme:

ROAD SAFETY AUDIT TEAM LEADER
Name: Ben Potter
Signed: 
Position: Senior Engineer – Transport Projects
Organisation: City of York Council
Date: 27/08/2026

ROAD SAFETY AUDIT TEAM MEMBER
Name: Francesa Wale
Signed: 
Position: Engineering Technician – Transport Projects
Organisation: City of York Council
Date: 27/08/2026

ROAD SAFETY AUDIT TEAM MEMBER
Name: Jon Hunter
Signed: 
Position: Traffic Management Officer
Organisation: North Yorkshire Police
Date: 09/09/2026

OBSERVERS
Name: Racheal Ngoka
Organisation: City of York Council
Position: Assistant Project Manager

4.0 Details of site visits

Audit / Site visit(s) undertaken:	
Date: Wednesday 26/08/2026	Time: 10:30 – 11:25
Weather: Sunny, Dry	Road Surface: Dry

5.0 Road Safety Audit

In raising road safety issues relevant to the scheme, the Road Safety Audit Team is not assigning responsibility for resolving actions to any particular party. The client for the scheme, their designer, the highway authority and any other relevant stakeholders are required to agree where action is required to implement the recommendations of the report. Where a recommendation is not implemented this should be agreed as an 'exception' and the justification for the decision recorded.

5.1 Items raised at this audit.

PROBLEM – Ref: 5.1.1	
Location:	Bend
Summary:	Risk of vehicles mounting footway at crossing point
The pinch point created by the new footway could lead to longer vehicles mounting the southern footway at the new crossing point. This could introduce a pedestrian strike risk.	
Recommendation	
The kerb line should be reviewed and if required changed to mitigate the risk at the crossing. Vehicle swept path analysis of the route indicating how vehicles will negotiate the new alignment should be carried out and provided as part of the audit response.	
Designer's Response	
Overseeing Organisation Response	
Agreed Action	

PROBLEM – Ref: 5.1.2	
Location:	Bend
Summary:	Head on collision risk
The tighter bend created by the new footway forces left turning vehicles across to the offside to negotiate the bend. This introduces a risk of head on collisions.	
This issue is exacerbated by the hoarding on the fence at Brew York which removes visibility between vehicles at the critical point (see photos).	



Recommendation

A bend warning sign to Diag no. 512 with supplementary plate "Oncoming vehicles in middle of road" should be provided on the approach to the bend.

Discussions should be held with Brew York to explore removal of the hoarding to assist with visibility.

Designer's Response

Overseeing Organisation Response

Agreed Action

PROBLEM – Ref: 5.1.3	
Location:	Access to Blacker Steel Fabrications
Summary:	Speed of entry in conflict with vehicles from the right
The current access to Blacker Steel Fabrications doesn't slow traffic as they enter or promote vehicles to slow as they approach the bend. This is in an area of direct conflict with vehicles negotiating the left-hand bend as they approach from the east. This could result in serious collisions or loss of control if fast approaching vehicles try to brake heavily and steer on the dusty access road.	
	
Recommendation	
The alignment of the entrance should be amended to slow traffic into the site. Additionally the signs recommended in problem 5.1.2 should help to reduce traffic speeds into the bend.	
Designer's Response	
Overseeing Organisation Response	
Agreed Action	

PROBLEM – Ref: 5.1.4	
Location:	Verge near the bend
Summary:	Risk of vehicles striking rocks.
The rocks appear to have been placed in the verge to reduce overrun. Retaining these in the existing verge and maintaining the minimum 450mm offset from the kerb or edge of carriageway may be difficult due to their size. This could create a risk of turning vehicles striking the rocks and potentially losing control. The rocks are not a properly designed vehicle restraint system and so bring with them inherent risks.	
Recommendation	
The rocks should be removed off site and replaced with a suitable vehicle restraint system similar to what is in place alongside the water feature on the northern boundary.	

Designer's Response
Overseeing Organisation Response
Agreed Action

PROBLEM – Ref: 5.1.5	
Location:	Carriageway at Waggy Dog
Summary:	Risk of vehicles mounting the footway
The existing layout provides verges on both sides of the carriageway which provides a suitable overrun if two vehicles meet on the narrow single lane carriageway. Introduction of a footway will remove one of the verges and could result in vehicles mounting the footway introducing a risk to pedestrians.	
Recommendation	
The introduction of a passing place in the northern verge should be considered to accommodate this movement and reduce the risk of vehicles mounting the footway.	
Designer's Response	
Overseeing Organisation Response	
Agreed Action	

PROBLEM – Ref: 5.1.6	
Location:	Verge opposite Waggy Dog
Summary:	Risk of vehicles striking a rock
There is a rock in the verge opposite Waggy Dog (pictured below) which could pose a risk to vehicles mounting the verge if it is overgrown with vegetation.	



Recommendation

The rock should be removed from site.

Designer's Response

Overseeing Organisation Response

Agreed Action

PROBLEM – Ref: 5.1.7

Location: End of new footway

Summary: Incorrect tactile use – confusing

The footway ends with an area of blister tactile paving which is usually used to indicate a crossing. Could result in blind or partially sighted pedestrians entering the carriageway / car park area expecting to find a corresponding area of tactile for the crossing point.

Recommendation

The footway / travellers site interface should be redesigned to remove the blister paving and provide a suitable solution for transferring pedestrians in to the shared use area of the traveller's site.

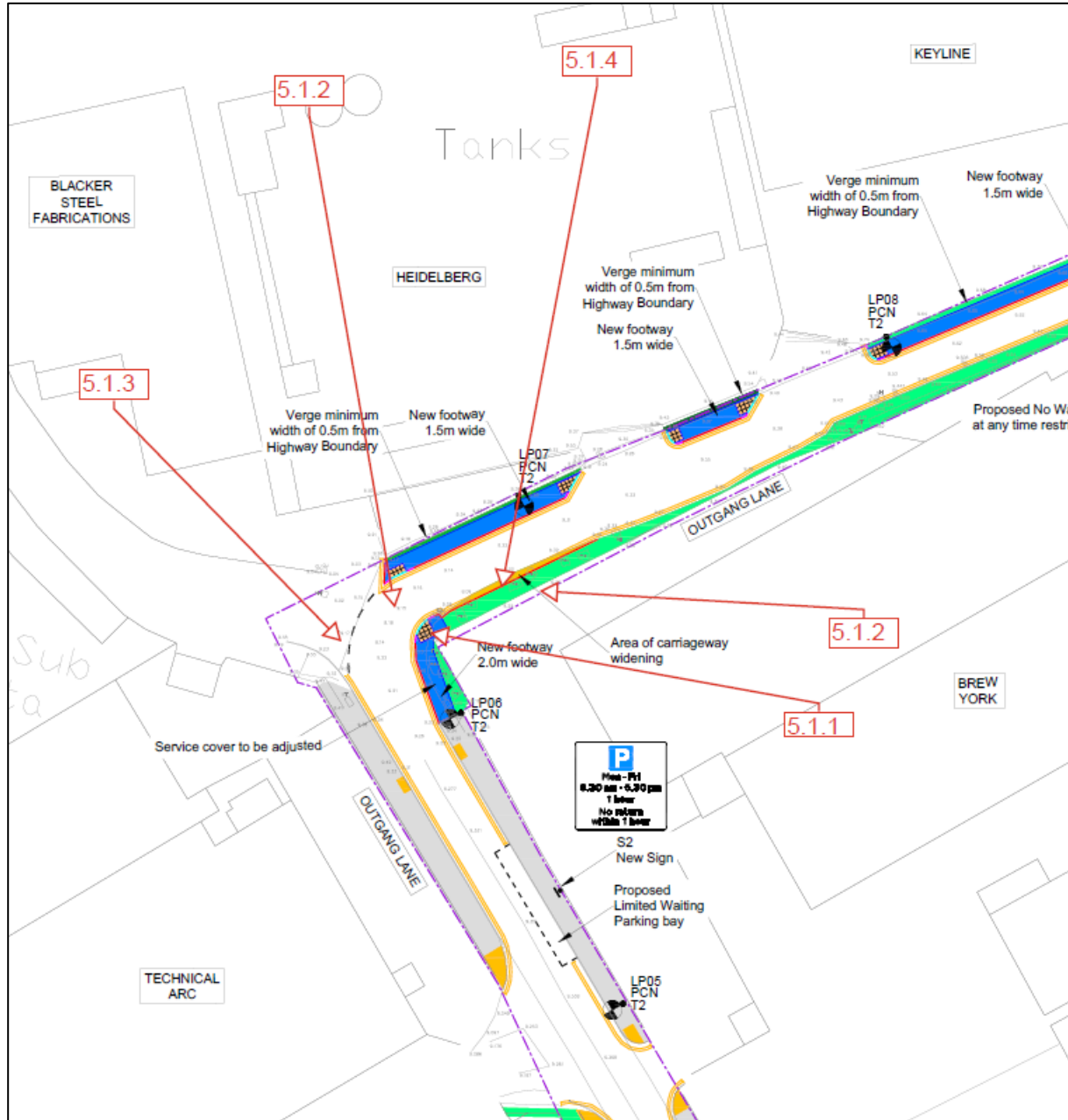
Designer's Response

Overseeing Organisation Response

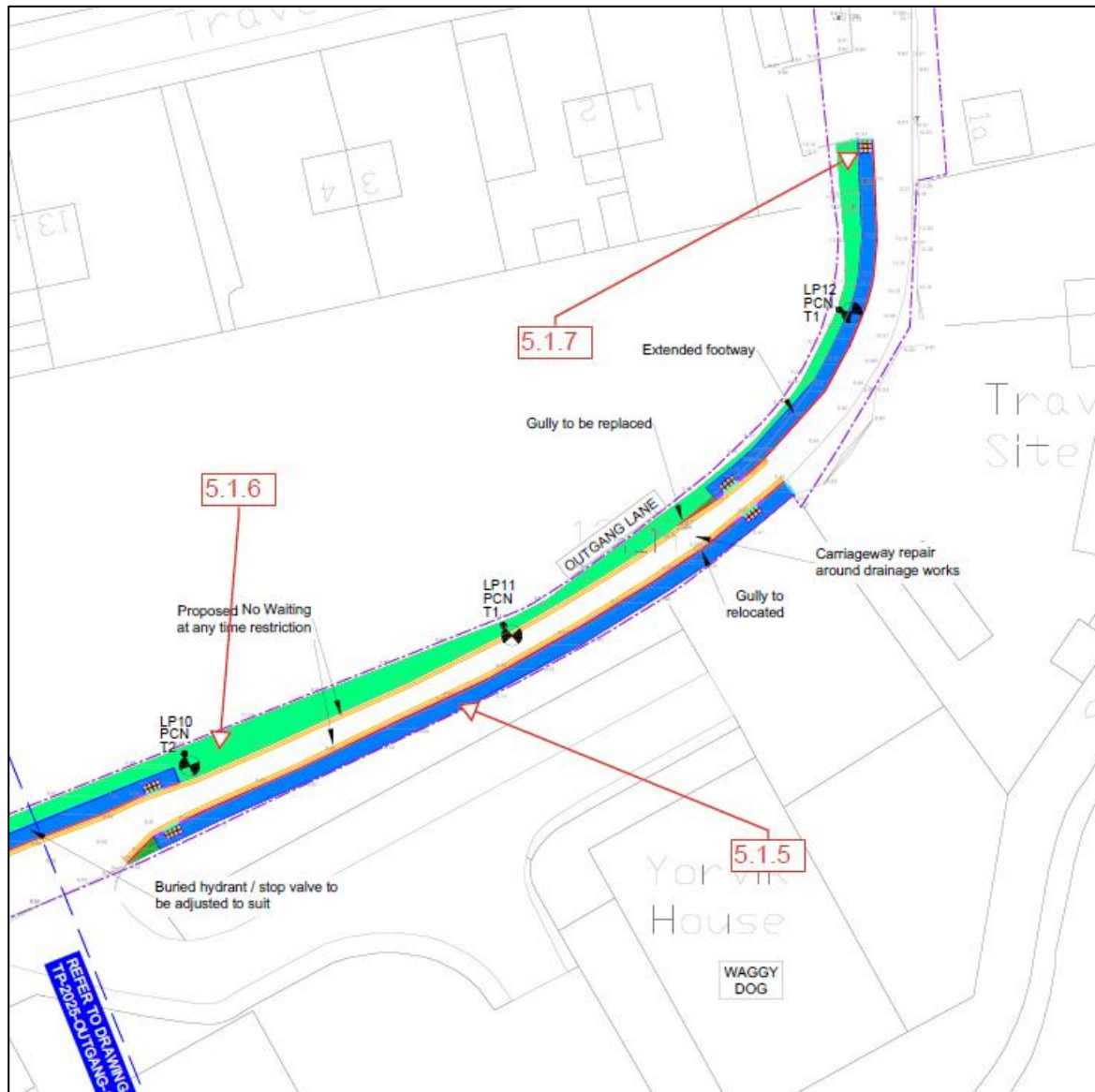
Agreed Action

6.0 Problem Location Plan

Plan 1



Plan 2



7.0 Items identified outside the Terms of Reference

The following items are outside the terms of reference for this road safety audit and are excluded from the main report, but the audit team wishes to draw them to the attention of the Overseeing Organisation;

7.1 – There is evidence of a void below the carriageway at an existing carriageway failure in the Heidelberg access. Additionally, a water leak from Keyline was flowing west along the carriageway to this point (see photo below). This may need further investigation before any construction works take place.



8.0 Design Organisation and Overseeing Organisation Declarations

<u>Design Organisation Statement</u>			
On behalf of the Design Organisation, I certify that: 1) the RSA actions identified in response to the problems raised in this road safety audit have been discussed and agreed with the Overseeing Organisation; and 2) the agreed RSA actions will be progressed.			
Name:			
Position:			
Organisation:			
Signed:		Date:	DD/MM/YYYY

<u>Overseeing Organisation Statement</u>			
On behalf of the Overseeing Organisation, I certify that: 1) the RSA actions identified in response to the problems raised in this road safety audit have been discussed and agreed with the Design Organisation; and 2) the agreed RSA actions will be progressed.			
Name:			
Position:			
Organisation:			
Signed:		Date:	DD/MM/YYYY

<u>Safety Audit Team Leader Statement</u>			
On behalf of the Safety Audit Team I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit are satisfactory; and 2) this stage of RSA is now complete.			
Name:			
Position:			
Organisation:			
Signed:		Date:	DD/MM/YYYY