

North Yorkshire County Council
Business and Environmental Services

Executive Members

23 September 2022

A6068 Cowling 40 mph speed limit – Traffic Engineering Measures

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of Report

- 1.1 The purpose of this report is to advise the Corporate Director Business and Environmental Services (BES) and the BES Executive Member for Highways and Transportation of the options appraisal work undertaken as requested at the meeting on the 27 May 2022 which approved the introduction of a 40 mph speed limit on the A6068 at Cowling.
- 1.2 A decision from the Corporate Director BES and the BES Executive Member for Highways and Transportation is sought regarding the proposed recommendation outlined in this report.

2.0 Background

- 2.1 Cowling is a residential village situated on the A6068 that runs from the east at Cross Hills in North Yorkshire to the west at Colne in Lancashire where it joins the M65.
- 2.2 Officers have been in discussion with local residents, the Divisional Councillor for Aire Valley, County Councillor Andy Brown, the Parish Council, North Yorkshire Police, the Police, Fire and Crime Commissioners office and NYCC colleagues regarding the road safety issues that have been raised.
- 2.3 Following the Corporate Director (BES) and BES Executive Members meeting on the 27 May 2022, the approved 40mph speed limits were implemented week commencing 25 July 2022.
- 2.4 Whilst the measures introduced to date have addressed some of the concerns, there are two issues that remain of concern. Firstly, the speed of vehicles and unsafe overtaking and, secondly, concerns around the signing of a short series of bends to the west of the village.
- 2.5 The collision records show that in the last 5 years, there is one recorded injury collision on the section of the A6068 at Lane Ends and one recorded injury collision to the west of the bends to the west of the village. In accordance with our established countywide approach, damage only incidents are not recorded due to the inconsistency of reporting of such incidents. The collision at Lane Ends involved 4 vehicles and was due to a rear end shunt caused by a motorist who failed to see stationary traffic at temporary traffic signals. The collision to the west of the bends occurred at the cross roads junction with Moss End Lane and was the result of a vehicle crossing into the opposing carriageway resulting in a head on collision. All recorded injuries are slight. Vehicle speed has not been identified as a causation factor in either collision.

3.0 Officer Comment and Conclusion

- 3.1 At a meeting with the police the issue of unsafe overtaking was discussed and a number of potential measures were explored. Installation of physical features along the centre line within the central hatching was considered. This would be by installation of bollards or divider posts. Whilst this would stop vehicles overtaking, it would introduce other risks such as damage to vehicles and injuries to pedestrians from bollards that have been struck by a passing vehicle, impeding the passage of emergency vehicles along with the maintenance liabilities that would also be required to replace damaged or missing bollards. On balance it was considered that the use of bollards would not be appropriate at this location.
- 3.2 The use of a high contrast surfacing material within the central hatching was discussed. This would involve the use of a coloured material laid on the carriageway surface and in between the white lines. Similar materials have been widely used across the county and experience shows that the material quickly loses its colour and therefore the contrast reduces, the material is also relatively expensive to lay and maintain and over a short period of time the impact it has on driver behaviour reduces. On balance, it was considered that the use of a coloured surfacing material would not be a cost effective solution.
- 3.3 The installation of additional traffic islands was also explored. There are two existing islands within the central hatching and it was considered that the installation of two or three additional islands would be the most appropriate measure. After discussion it was agreed that suitable locations would be identified and cones used to mark the locations and form temporary islands in order to assess the impact before any permanent installation. At the same time as the temporary islands were in place a traffic survey would also be undertaken to assess the impact on vehicle speeds.
- 3.4 The temporary islands were put in place on 23/08/2022 and the survey equipment was in place between 27/08/2022 and 02/09/2022. The AADT (Annualised Average Daily Traffic) was 9911 vehicles per day (vpd) for the survey period with an average speed of 31.3mph and an 85th percentile speed of 34.4mph. These results are considered commensurate with the speed limit. However, there are the vehicles that overtake and it is considered that the presence of the additional islands acts as a visual deterrent to drivers who are considered overtaking. It is the opinion of officers and the Police that the installation of additional permanent islands would therefore be beneficial. The cost of installing the islands is estimated to be approximately £20k. It is proposed to use moulded rubber pre-formed units for the islands. These can be installed securely and quickly as there is not a need for excavation works thus minimising the disruption to traffic. Should the islands ever need to be removed then this can be done with minimum disruption and without the need for excavation and reinstatement works. The locations are shown on the plan attached at Appendix A
- 3.5 Another option discussed was the installation of another Vehicle Activated Sign (VAS). Given that there are already two VAS signs in place it was felt that at this stage, further signs should be considered only after the permanent islands have been installed.
- 3.6 With regard to the signing of the series of bends to the west of the village, concern has been expressed by road users about the inconsistent signing. The westbound traffic on the uphill approach to the bends sees a sign warning of bends ahead with a supplementary plate advising them of a 40mph advisory speed limit whereas the east bound traffic sees a sign warning of bends ahead with a supplementary plate advising motorists to 'Reduce Speed Now'. Officers are of the opinion that the use of the Reduce Speed Now plate is more appropriate and will ensure consistency in the way

the bends are signed. It is therefore proposed that the 40mph supplementary plate on the west bound approach will be replaced with a 'Reduce Speed Now' supplementary plate.

- 3.7 A speed survey was undertaken with the equipment installed between 21/08/2022 and 27/08/2022 at the western end of the bends where the double white line system through the bends starts/finishes. The AADT was 8271 vpd for the survey period with an average speed of 41.9mph and an 85th%ile speed of 47.3mph. These results are commensurate with the speed limit and there is no justification for further measures at this time beyond the change to the supplementary plate discussed in 3.6 above.

4.0 Consultation

- 4.2 North Yorkshire Police have been consulted and, following a meeting on site on 7th September 2022, have confirmed that are in agreement with the proposed locations of the traffic islands and the proposal to amend the signing on the approach to the 'S' bends.
- 4.1 Councillor Andy Brown, Divisional Member for Aire Valley, has been consulted on the proposals and supports the installation of additional traffic islands. The Parish Council also support the installation of the traffic islands but have asked that the island near the Adventure Centre/Cricket ground makes provision for pedestrians to cross. All three islands will be pedestrian refuge islands which will assist pedestrians crossing. The proposed change to the signing for the 'S' bends has also been discussed with Councillor Brown and he accepts the recommendation to change the supplementary plate as set out above.

5.0 Financial Implications

- 5.1 The replacement of the supplementary plate to the bends sign for westbound drivers will be £100 and will be funded from the Area 5 Signs & Lines budget.
- 5.2 The cost of installing a total of three traffic islands will be approximately £20,000. Councillor Brown is prepared to contribute £2,500 from his locality budget and the Parish Council will contribute a further £2,500 which leaves a shortfall of £15,000. The collision history on this section of the A6068 would not normally meet the requirements for funding from the Traffic Engineering Road Safety budget however, in this case, funding from this budget is considered appropriate given that the measures are necessary to ensure the effective operation of a recently introduced highway scheme.

6.0 Equalities Implications

- 6.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equalities Impact Assessment decision form is attached as Appendix B

7.0 Legal Implications

- 7.1 Consideration has been given to the potential for any legal implications arising from the recommendation and no implications have been identified.

8.0 Climate Change Implications

- 8.1 Consideration has also been given to the potential for any adverse Climate Change impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on Climate Change and as such a Climate Change Impact Assessment has not been carried out. A copy of the Climate Change Impact Assessment decision form is attached as Appendix C

9.0 Recommendations

- 9.1 It is recommended that:
- i) The proposed changes to the signing on the west-bound approach to the 'S' bends on A6068 at Cowling be approved and funded using the local Area 5 signing and lining budget;
 - ii) The installation of the three traffic islands as proposed on the plan attached as Appendix A is approved, to be funded from the Traffic Engineering Road Safety budget.

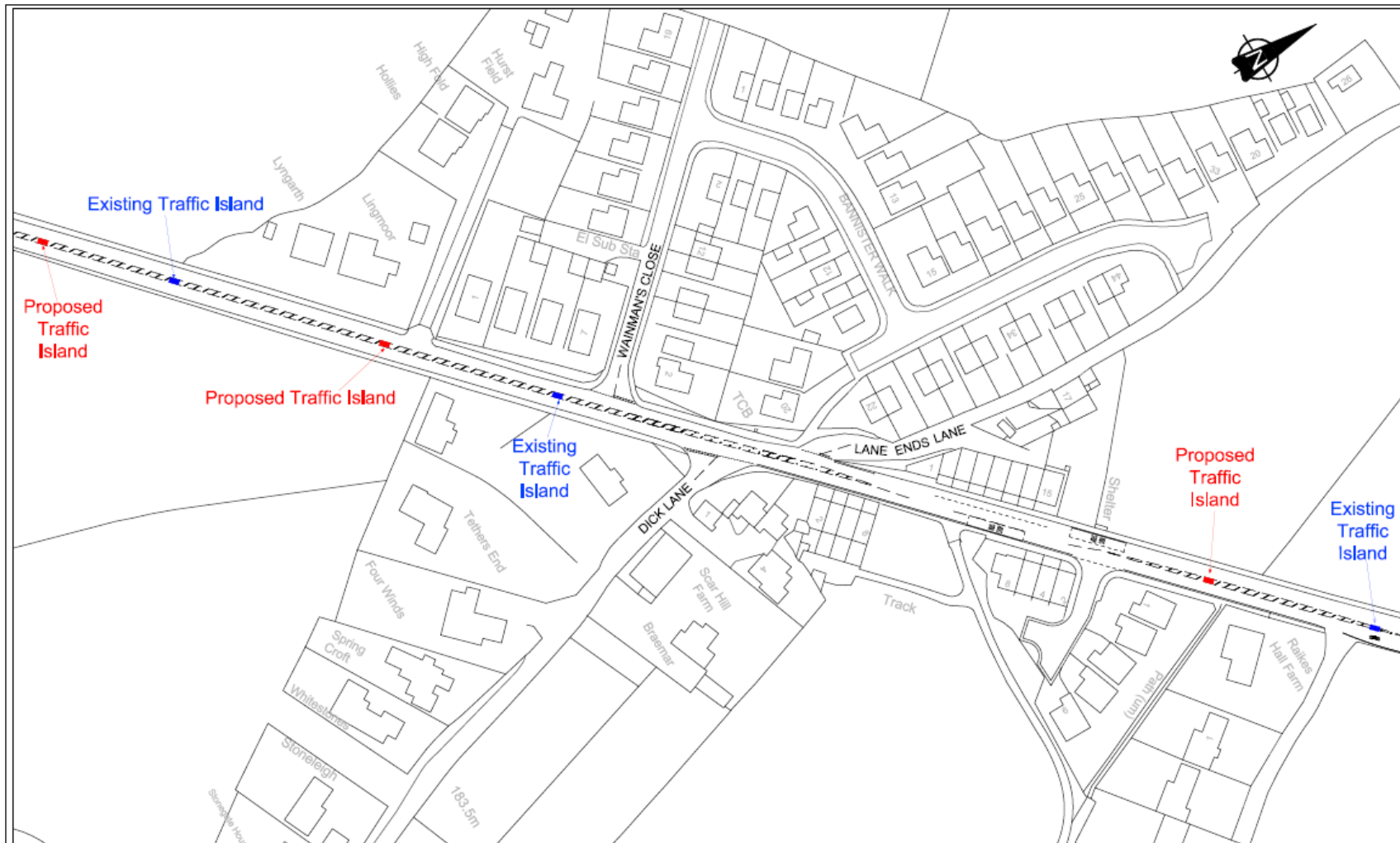
BARRIE MASON


Assistant Director – Highways & Transportation, Business and Environmental Services

Author of Report: Daniel Herbert

Background Documents:

Letters/ Emails objecting to the proposals, as outlined in this report are held in the scheme files held by the Skipton Area 5 Highways Office.



Notes:	Drawn:	Date:	Project:	AREA NO. 5  Business & Environmental Services Corporate Director: Neil Riddaway Area 5 Skipton	
	Checked:	Date:	Title:		
	Approved:	Date:	Scale:		Drawing No:
	This drawing is based upon Ordnance Survey map information with the permission of the controller, H.M. Stationery Office. © Crown Copyright North Yorkshire County Council, 100017468 (2021). ORIGINAL DRAWING SIZE A3				A5/2022/Cowling T1
		Aug 2022	A6068 COWLING VILLAGE		
			PROPOSED TRAFFIC ISLANDS		
			N.T.S.		

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	BES		
Service area	Highway Operations		
Proposal being screened	Traffic Engineering proposals for Cowling		
Officer(s) carrying out screening	Daniel Herbert, Improvement Manager		
What are you proposing to do?	Install three central islands within the highway		
Why are you proposing this? What are the desired outcomes?	To reduce the number of vehicles carrying out inappropriate overtaking manoeuvres		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	No	Yes	
Age	X		
Disability	X		
Sex	X		
Race	X		
Sexual orientation	X		
Gender reassignment	X		
Religion or belief	X		
Pregnancy or maternity	X		
Marriage or civil partnership	X		
NYCC additional characteristics			
People in rural areas	X		
People on a low income	X		
Carer (unpaid family or friend)	X		
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No		

Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No			
Decision (Please tick one option)	EIA not relevant or proportionate:	X	Continue to full EIA:	
Reason for decision	No impact on Protected characteristics			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	15/09/22			



Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
 Environmental Impact Assessment
 Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Traffic Engineering proposals for Cowling
Brief description of proposal	Install three central islands within the highway
Directorate	BES
Service area	Highway Operations
Lead officer	Daniel Herbert
Names and roles of other people involved in carrying out the impact assessment	N/A
Date impact assessment started	12/9/2022

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

Installation of physical features along the centre line within the central hatching was considered. This would be by installation of bollards or divider posts. Whilst this would stop vehicles overtaking, it would introduce other risks such as damage to vehicles and injuries to pedestrians from bollards that have been struck by a passing vehicle, impeding the passage of emergency vehicles along with the maintenance liabilities that would also be required to replace damaged or missing bollards. On balance it was considered that the use of bollards would not be appropriate at this location.

The use of a high contrast surfacing material within the central hatching was discussed. This would involve the use of a coloured material laid on the carriageway surface and in between the white lines. Similar materials have been widely use across the county and experience shows that the material quickly loses its colour and therefore the contrast reduces, the material is expensive to lay and maintain and over a short period of time it's impact reduces. On balance, it was considered that the use of a coloured surfacing material would not be a cost effective solution.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

It will be cost neutral. The costs associated with the installation of the islands will be funded from the Highways Capital Programme. Ongoing maintenance will be funded from existing revenue budgets.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		X				
	Emissions from construction		X				
	Emissions from running of buildings		X				
	Other	X			<p>Short term – use of premoulded rubber products using recycled materials will reduce carbon generated through the use of raw materials. The premoulded products will also require no excavation and construction waste arising will be reduced.</p>		
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		x					
<p>Reduce water consumption</p>			x				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise pollution (including air, land, water, light and noise)</p>		X				
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X				
<p>Enhance conservation and wildlife</p>		X				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		X				
<p>Other (please state below)</p>						

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

None

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

The use of pre-moulded recycled rubber units that bolt down to the existing surface will remove the need for excavation and the disposal of waste. The use of new concrete and asphalt surfacing and the use of recycled materials will reduce the generation of carbon from the manufacture of products from raw materials.

There will be neutral impact on vehicle emissions as vehicle speeds will be unchanged and the anticipated reduction in inappropriate overtaking manoeuvres will have little impact on emissions.

Sign off section

This climate change impact assessment was completed by:

Name	Daniel Herbert
Job title	Improvement Manager
Service area	Highway Operations, Area 5 Skipton
Directorate	BES
Signature	Daniel Herbert
Completion date	12/09/2022

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 15/09/22