
**Decision Session - Cabinet Member for 19 November 2012
Transport, Planning and Sustainability**

Report of the Director of City and Environmental Services

**A1079 HULL ROAD (NEAR OWSTON AVENUE) – LOCAL SAFETY
SCHEME – ZEBRA CROSSING IMPROVEMENTS**

Summary

1. A short section of Hull Road in the vicinity of the zebra crossing near Owston Avenue has been identified as an accident cluster site. A scheme has been developed to address the types of accidents that are occurring, by improving the existing zebra crossing, and has been received favourably during consultation.

Recommendations

2. That the Cabinet Member approve the implementation of the proposed zebra crossing improvements.

Reason: To improve road safety, and reduce the number and severity of collisions.

Background

3. Every year, the latest police injury accident data for the Council area is analysed to identify any clusters or patterns, with a view to introducing measures to improve road safety at these locations. The length of road in the vicinity of the zebra crossing on Hull Road has been identified as an accident cluster site with four injury accidents in the last three years.
4. Fortunately, none of the recent accidents have resulted in injury to a pedestrian, however there have been several shunt type collisions. This suggests that drivers have either not seen the crossing until it is

too late, or that they are unclear about pedestrians intentions, and some are braking whilst others are not.

Proposals

5. Proposals have been developed to maximise the visibility of the crossing and nearby pedestrian movements, by upgrading the belisha beacons, and clearing the immediate area of any unnecessary street clutter, as shown in **Annex A**.
6. The main upgrade would be achieved by installing a new type of beacon with a ring of LEDs around the globe, which is highly visible to oncoming traffic but sheds almost no light sideways towards nearby properties. In addition, on the eastbound approach, there is a lamp column which partially obscures pedestrian activity at the crossing. It is therefore proposed to remove this lamp column and replace it with a combined lamp column and belisha beacon on a single pole.

Consultation

7. Consultation has taken place with relevant Councillors, the Police, and residents living close to the proposals. The responses are summarised below:

Ward Member Views

8. Councillor F Fitzpatrick – supports the proposals.
9. Councillor N Barnes – supports the proposals, and asked what monitoring would take place.

Officer comments

Accident data for the Council area is reviewed annually, and even more frequently for local safety scheme sites. These improvements will be of particular interest, as the belisha beacon product is quite new and the first of its kind in York. If proved effective, it could be used at other similar sites.

Other Member Views

10. Councillors D'Agorne, Galvin and Reid all support the proposals.

Police Views

11. North Yorkshire Police's Traffic Management Officer suggested that visibility may also be improved by extending the zig zag road markings.

Officer comments

The existing markings are greater than the standard length, in good condition and clearly visible. Parking close to the crossing has not been observed and the accident records do not suggest any parked cars have been a contributory factor, therefore an extension to the road markings is not considered necessary.

Resident Views

12. The nearest fourteen households and the Coop Store received a plan of the proposals and a letter asking for their comments. No responses were received.

Options

13. The Cabinet Member has three options to consider:

Option One – approve the scheme as shown in **Annex A** to address a pattern shown in the accident data;

Option Two – approve the scheme as shown in **Annex A**, amended as considered necessary;

Option Three – note the contents of the report, but take no further action.

Analysis of Options

14. This particular length of road has been identified as an accident cluster site, with incidents of shunt type collisions. It is considered that upgrading the belisha beacons and removing a post on the eastbound approach would help make pedestrians and the crossing more visible to oncoming vehicles, and thereby reduce the number and severity of accidents. Consultation has shown support for the proposals with few issues raised. As a result, option one to approve the scheme as shown in **Annex A** is the preferred course of action, and option two to

approve an amended scheme is not considered necessary. Option three to take no action would not address the accident problem and is not recommended.

Council Plan

15. The potential benefits for the priorities in the Council Plan are:
16. Get York moving – Safety improvements to the pedestrian network should encourage more walking, and less unnecessary car use as a result.
17. Protect vulnerable people – A safer highway environment would benefit the local community.

Implications

18. This report has the following implications:
 - **Financial** – The scheme is included in the Safety Scheme block of the Transport Capital Programme and is estimated to cost in the region of £10,000 including fees, less than the £19,000 initially budgeted for.
 - **Human Resources** – None.
 - **Equalities** – It is likely that more vulnerable road users would benefit the most from safety improvements.
 - **Legal** – The City of York Council, as Highways Authority of the area, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984 to implement the measures proposed.
 - **Crime and Disorder** – None.
 - **Information Technology** - None.
 - **Land** – None.
 - **Other** – None.

Risk Management

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

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**Report
Approved**



Date 19 November
2012

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Hull Road

All

For further information please contact the author of the report.

Background Papers

None.

Annex

Annex A Hull Road (near Owston Avenue) – Local Safety Scheme -
Zebra crossing improvements