

Potential Speed Management Schemes - Analysis and Proposals

This annex has two sections. The first deals with the three sites which are ranked as high priorities for speed management measures to be considered. The second section deals with the other 13 lower priority sites.

High Priority Locations

Chaloner's Road, Woodthorpe

Speed problem - The speed survey was carried out within the 20mph Zone, near the junction with Eason View, and highlights that the 85th percentile speed is around 30mph. This shows that many vehicles are being driven through the area at inappropriate speeds.

Casualty problem (1 fatal and 5 slights from 6 incidents) - The main problem is linked to moped riders being involved in collisions at junctions, but there is no clear pattern to the accidents that would point to an obvious solution.

Comments - Chaloner's Road is a long and fairly straight concrete road, with vertical traffic calming measures in place to enforce a 20 mph Zone in the area of highest pedestrian activity. The traffic calming measures include a raised Zebra crossing and speed cushions. The road is a bus route (including the FTR). The road experiences a noticeably high level of powered two wheeler traffic, which is not significantly affected by some of the traffic calming measures, which are speed cushions. This is thought to be a factor in the speed survey results obtained.

Proposals – The obvious way of reducing speed would be to introduce more full width traffic calming measures to ensure that all road users are affected by the scheme. However, this would have an adverse effect on bus operations and would go against the Speed Management Plan (Chaloner's Road is classed as Mixed Priority). The higher than expected speed results are thought to be linked to two wheel riders, who are probably putting themselves at the greatest risk by their actions. It will therefore be difficult to address this problem, but the use of some VAS signs could be considered. These could show a slow down message when 20mph is exceeded, which would act as a safety warning and also increase the moral pressure on drivers to slow down. Other minor improvement could be the introduction of a new centre line and refreshing of the existing on-road cycle lanes to visually narrow the road, which can help to moderate traffic speeds.

Estimated costs

Re-refresh of road markings £2,000

VAS £6,000 (for 2)

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Gale Lane, Acomb

Speed problem - The speed survey was carried out between Tudor Road and Cornlands Road, which forms part of a 20mph Zone and is a key area for pedestrian crossing activity linked to the local schools. The survey showed that many drivers were going through this section at an inappropriate speed.

Casualty problem – (1 serious and 9 slight from 7 incidents along the full length of Gale Lane). There are not any cluster groups of accidents, but not surprisingly most happened close to the various junctions along the road, with 3 of them happening in the dark. A high number have involved either a cycle (3 incidents) or motorcycle (3 under 125cc). No common causation factors have been identified.

Comments – Gale Lane is already extensively traffic calmed, and the layout of the existing scheme followed a major review in 2003 which sought to target the measures in the areas of greatest concern. The section between Tudor Road and Cornlands Road sits within a 20mph Zone, and at the time of this study just had a refuge in place to help pedestrians to cross the road. No vertical measures were in place at that time. However, the scheme has recently been strengthened in this area by the introduction of a raised Zebra crossing in place of the refuge (linked to the development of the York High School).

Proposals – Given the recent installation of a raised Zebra crossing, it would be logical to undertake a repeat speed survey to see if drivers are being slowed down more. In addition, it might be prudent to do some further speed surveys at some other key location along Gale Lane to check that there are no other areas of concern.

Estimated costs -
Additional surveys - £1000

Wigginton Road (Crichton Avenue to level crossing)

Speed problem – The speed survey was carried out mid-way along this section of road, close to where the speed limit changes from 40 to 30mph (near the end of the terraced housing). Hence 85th % speeds of 41 inbound and 46 outbound are not so surprising, but are a concern given the nature of the area.

Casualty problem - (3 serious and 12 slight from 11 incidents) – over half occurred close to the Crichton Avenue signalised junction, and the others were in the vicinity of the Nestle access points. Five of the accidents occurred in the dark.

Comments - At the moment the speed restriction reduces from 40 to 30mph where terraced housing begins to one side of the road, and this is where street lighting currently extends to. However, new street lighting is currently being installed to improve the segregated footway/cycleway which runs parallel to the carriageway, almost as far north as the level crossing.

The Wigginton Road/Crichton Ave junction was looked at March 2007 as a potential Local Safety Scheme. However, no clear accident patterns or obvious remedial actions

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were identified. The fact that the junction is built over an old railway bridge, currently utilised by the Sustrans cycle path, means that any significant highway alterations to try to improve safety or capacity of the junction would be very costly. Therefore a recommendation was made at that time to just keep the situation under review.

Proposals – It is considered that the introduction of new street lighting presents the ideal opportunity to consider extending the current 30mph restriction. In conjunction with this, upgraded signage and road markings could be used to provide a stronger gateway effect. This should ensure that drivers are traveling much slower than present as they approach the area of terraced housing and the Crichton Avenue junction.

Estimated costs

Extend 30mph restriction and provide gateway features	£6,000
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Medium Priority Locations

Bad Bargain Lane, Heworth

Speed problem - The section of road under investigation is part of a 20mph zone near Burnholme School. The speed surveys were done near Rydal Ave, and recorded speeds are only just above the threshold level, with 85th percentiles of 24mph (from Tang Hall) and 25 mph (to Tang Hall). However, the presence of the school naturally increases the concern over these speed levels.

Casualty problem (5 slights from 4 incidents) – Two of the accidents occurred at the cross-roads, where Burnholme Drive meets Bad Bargain Lane, Two of the casualties were pedal cyclists and two were riders of motorbikes under 250cc.

Comments - The section of Bad Bargain Lane in question is fairly straight, with vertical traffic calming measures in place to enforce a 20 mph School Safety Zone. The traffic calming measures include speed tables in the area of highest pedestrian crossing movements, plus some speed cushions. There is also a bus route along this road.

Proposals - The obvious way of reducing speed would be to introduce more full width traffic calming measures in place of the existing speed cushions. However, this would have an adverse effect on bus operations and would go against the Speed Management Plan (Bad Bargain Lane is classed as Mixed Priority). It will therefore be difficult to address this problem, but the use of some VAS signs could be considered. These could show a slow down message when 20mph is exceeded, which would act as a safety warning and also increase the moral pressure on drivers to slow down.

Estimated costs

VAS £6,000 (for 2)

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Carr Lane, Acomb

Speed problem - The road has a 30mph speed limit. The speed checks were done near Glebe Avenue, which is towards the Boroughbride Road end, where speeds are known to be highest. The 85th percentile speeds were 36mph (to Boroughbride) and 35mph (from Boroughbride). On-street car parking at the bend and on the downhill section towards the Acomb end have a significant moderating effect on speeds.

Casualty problem (6 slights, from 5 incidents) - All the accidents took place at junctions, two at the York Road junction, two at the Dodgson Terrace junction, and one at Boroughbride Road.

Comments - Carr Lane has been looked at on a number of occasions over recent years. In 2005, a local safety scheme was introduced at the Almsford Road junction to improve visibility for emerging drivers and to slow traffic on Carr Lane. This has been successful. A wider accident study in 2006 /07 identified just one other area of concern, linked to visibility at the junction of Inman Terrace. The study concluded that the introduction of physical traffic calming along Carr Lane would not be appropriate because of the status of the road as a Traffic Route within the Speed Management Plan. The accident history pointed to the junctions as being the key areas to target for safety improvements. However, safety would be generally enhanced if any reduction in speeds could be achieved. It is known that the narrow lane widths where on-street parking currently takes place helps to slow traffic, and therefore narrowing the running lanes elsewhere along Carr Lane could be beneficial.

Proposals - Where the road is wide enough hatching could be introduced along the centre of the carriageway to give the driver a perception of a narrower road, hopefully leading slightly lower speeds.

Estimated Costs
Hatching - £3,000

Greengales Lane, Wheldrake

Speed problem – The start of the 20mph School Safety Zone is a relatively short distance inside the 30mph on Greengales Lane. Speed data was taken at the junction with Broadlands, between the start of the 30mph restriction and the 20 School Safety Zone, with 85th percentile speeds of 37mph, (inbound) and 40mph, (outbound) being recorded. These levels are a cause for concern given the residential nature of the road and proximity of the school.

Casualty problem (one slight) – There is only one recorded accident nearby, and this was on the bend located just outside the village 30mph restriction.

Comments – As you enter the village on Greengales Lane, the bend just prior to entering the village (where the slight happened) is not well signed, and would benefit from some warning signs and chevrons.

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The 30 mph speed restriction starts as you enter the village and already has a good “gateway” effect.

Proposals - Adding warning chevrons to the sharp bend near the edge of the village would improve safety by slowing drivers on the bend, and may also result in a small reduction in speed being maintained as they enter the village.

The addition of a VAS sign within the 20 Zone could also be considered. This would act as a safety warning and also increase the moral pressure on drivers to slow down.

Estimated costs

Warning chevron signs £2,000

VAS £3,000

Hodgson Lane, Upper Poppleton

Speed problem – The speed surveys were undertaken near the Beech Grove junction, which is a point about mid way between the recorded accidents. The speed limit is 30mph, and the survey showed 85th percentile speeds of 38mph (entering village) and 39mph (leaving village). This is above the threshold for a 30mph road, and a cause for concern given the residential nature of the area.

Casualty problem (1 serious, 1 slight from 2 incidents) - The serious casualty occurred at the junction with West Field Lane, just after the 30 limit. The slight injury occurred at the junction with Main Street and Station Road.

Comments – Although the recorded speeds are of some concern, Hodgson Lane is classed as a Traffic Route within the Speed Management Plan which means that the road is inappropriate for vertical traffic calming measures. However such high speeds are a concern, and the use of horizontal traffic calming measures may need to be considered. Alternatively the use of VAS could be considered, but these are likely to be less effective.

Proposals – This may be a situation where horizontal traffic calming measures could be considered, but this may not be well supported locally. Alternatively using VAS could be an option. This would at least ensure that drivers who have entered the 30 limit and are still speeding are reminded that this is a built-up area and would increase the moral pressure on drivers to slow down through the village.

Estimated cost

Horizontal traffic calming £8,000

VAS £3,000

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Knivesmire Road, South Bank

Speed problem – The speed surveys were undertaken about half way along the road and showed 85th percentile speeds of 40mph in one direction and 41mph the other way. This is above the threshold for a 30 mph road, but is perhaps less of a concern because the road does not have residential frontage development.

Casualty record (1 slight from 1 incident) which happened near where the speed survey was undertaken. This involved a pedal cyclist running into a parked car.

Comments - This area is open with little or no frontage development. Although speeds are above the limit no significant safety issues seem to arise from this. A large refuge has been provided where most pedestrians and cyclists need to cross the road. The road is classed as a Traffic Route under the Speed Management Plan and therefore is not suitable for the introduction of physical traffic calming measures.

Proposals – None

Strensall Road (south of the A1237)

Speed Problem – The speed surveys were undertaken near Avon Drive, south of the ring road roundabout and showed 85th percentile speeds of 37mph (from the city) and 38mph (to the city). This is a little above the threshold for a 30 mph road.

Casualty record - (2 slights from 2 incidents) – one occurring just south of Avon Drive and the other occurring on Strensall Road, between Linden Close and The Old Village.

Comments – This is a long and relatively straight road which carries a significant level of traffic, including buses. The main area of concern is between the A1237 outer ring road and North Lane. Adding physical traffic calming measures would not be appropriate because it is classed as a Traffic Route under the Speed Management Plan. There are currently on-road cycle lanes on both sides of the road and there is a concern that if further measures were introduced to effectively narrow the road (such as hatching or refuges) then cyclists could be more vulnerable from traffic having to move closer to the side of the road. Introducing a VAS sign is thought unlikely to be very effective given the length of the road in question. The road has previously been identified as a speed enforcement site by the Police, and giving this greater publicity probably offers the best chance of affecting driver behavior on this road.

Proposals - It is proposed to liaise with the Police with a view to undertaking and publicising some speed enforcement work in the area.

Tadcaster Road (between the Askham Bar roundabout and Hunter's Way)

Speed Problem – This road has a 30mph speed limit. The speed surveys were

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undertaken near Middlethorpe Drive and showed 85th percentile speeds in both directions of 35 mph. This is just on the threshold level for a 30 mph road.

Casualty problem (3 slights from 3 incidents) - One accident involved a car reversing out of a drive and hitting a pedal cyclist, and another occurred because a bus braked sharply.

Comments - Tadcaster Road is a busy main route in and out of the city, and there is a heavy bus flow, including the FTR. The road is classed as a Traffic Route under the Speed Management Plan which precludes the use of vertical traffic calming measures. The road has already had extensive work done on it to provide bus priorities, cycle lanes, and crossing facilities. This is the kind of road where Police enforcement needs to be targeted periodically to remind drivers of the need to obey the speed limit. This is something the Police are aware of and the road has been targeted recently as part of the Drink Drive Campaign on the run up to Christmas.

Proposals - It is proposed to continue to liaise with the Police with a view to undertaking and publicising speed enforcement work in the area.

Towthorpe Road (on the edge of Haxby)

Speed problem – The section of road in question is within a 30mph speed limit. The speed surveys were undertaken near Netherwindings, within the residential area of the village, and showed 85th percentile speeds of 39mph (to Haxby) and 40mph (from Haxby). This section of Towthorpe Road has housing right along both sides. A petition has recently been received from residents who are very concerned about the dangers posed by the speed of traffic in this area.

Casualty problem - (3 slights, 1 serious from 4 incidents) - None of these were on the section of Towthorpe Road where residents have raised concerns about speeds. One of the slights occurred on the bend in the village at the junction of Garths End, and the other two slights and the serious happened on bends further out of Haxby. .

Comments – Although the survey was carried out just within the 30 limit, the speeds recorded are high and of concern. This section of road is long and straight, and its proximity to the rural area just beyond the limits of the village is probably a significant factor in the high speeds recorded. The road is classed as a Traffic Route under the Speed Management Plan which precludes the use of vertical traffic calming measures.

Proposals – Speeds on the approach to the village could be reduced through improved gateway signage and road markings to give a clearer indication to drivers that they are entering a residential area with a 30mph speed limit. In addition, consideration could also be given to some form of horizontal traffic calming measures to more positively control speeds along the residential section of road.

Estimated costs –
Gateway improvements £4,000

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Horizontal traffic calming measures £10,000

University Road, Heslington

Speed problem – This road has a 30mph speed limit. The speed surveys were undertaken near the footbridge and showed 85th percentile speeds of 35mph (towards Hull Rd) and 36mph (from Hull Rd). These are just on the threshold for a 30 mph road.

Casualty problem - (1 serious, 3 slight from 3 incidents) The serious accident involved a pedal cyclist turning right at the junction with Derwent College car park. One slight involved a pedal cyclist on the roundabout, and the other slight involved a pedestrian and a vehicle driver near where the speed survey was taken.

Comments – This is a long and relatively straight road, but has had a number of central islands introduced to help moderate speeds and deter overtaking. The speeds recorded are only just slightly above the threshold, which suggest the islands are having a positive effect. This road is also classed as a Traffic Route under the Speed Management Plan which precludes the use of vertical traffic calming measures.

Proposals – No simple improvement looks to be available, so no further action is proposed.

York Road, Naburn (at north end of village)

Speed problem – The road in question has a 30mph speed limit. The speed surveys were undertaken at Naburn Park Mews, at the north end of the village and show 85th percentile speeds of 37mph (entering village) and 38mph (leaving village). These are just above the threshold for a 30 mph road.

Casualty problem (1 slights from 1 incidents) One involved two cars colliding in the wet on Front Street. The one accident on York Road at this end of the village involved a collision between a bus and a farm vehicle.

Comments – This section of road is classed as a traffic route in the Speed Management Plan, which means the vertical traffic calming measures are not an option. However, the signage for the 30mph limit at this side of the village is quite weak and could be improved.

Proposals - It is proposed that the 30mph “gateway” into the village should be improved, to incorporate yellow backed speed signs. In addition the introduction of a VAS slightly further in to the village to remind drivers to slow down could be considered.

Estimated cost

Gateway enhancements £2,000
VAS £3,000

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Burton Stone Lane (Clifton end)

Speed Problem - The section of road in question is a 20mph zone. The speed surveys were carried out at the mid point between Clifton Road and Grosvenor Road and showed 85th percentile speeds of 31 towards Clifton and 30 from Clifton. These are significantly above the threshold for a 20 mph road.

Casualty problem – (3 slights from 3 incidents) - Two occurred at the junction with Grosvenor Road, and the other involved someone turning right off the road into a private access.

Comments –Burton Stone Lane is classed as Mixed Priority in the Speed Management Plan, and the current traffic calming scheme was specifically designed to minimise potential problems for bus operations along this important route. The most effective way of slowing traffic further would be by introducing some full width measures but there is likely to be strong opposition to this from bus operators and the emergency services. Therefore, this could be an appropriate location to employ some VAS signs to highlight the 20mph restriction and increase the moral pressure on drivers to slow down.

Proposals – Introduce two VAS signs

Estimated cost-

VAS £6,000 (for two)

Ten Thorne Lane, Knapton

Speed Problem – This road has a 30mph restriction. The speed surveys were carried out close to the last bungalow on Ten Thorne Lane, as you leave the village. The recorded speeds were 34mph leaving the village and 36mph entering the village, which are only just above the threshold speeds.

Casualty problem – (1 slight in 1 incident) which happened on Back Lane, near the junction with Ten Thorne Lane.

Comments – Under the Speed Management Plan, Ten Thorne Lane is classed as Mixed Priority inside the main built-up area of the village, and a Traffic Route outside of the village. This would allow some targeted traffic calming to be considered within the village, if it could be justified. However, looking at the casualty problem, there were actually no accidents on Ten Thorne Lane, and speeds are only marginally above the threshold in one direction. The implementation of traffic calming measures would be very costly, and at the present site it is not felt it would not be cost effective.

There have recently been petitions raised within the village concerning the possible closure of Main Street at the junction with the A1237. As a result of this, Members have asked Officers to carry out a traffic study in Knapton. This will look at the issue of traffic speeds in the village, including on Ten Thorne Lane.

Proposals – To consider speeding issues on Ten Thorne Lane as part of a wider traffic study to be carried out in Knapton in early 2008.