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

13 December 2013

Report of the Director of City and Environmental Services

**HUNTINGTON ROAD / LINK ROAD JUNCTION – LOCAL SAFETY
SCHEME**

Summary

1. Safer roads are a key contributor to improving movement around the city and encouraging more sustainable travel such as cycling. The local safety scheme programme uses injury collision data to target locations with the highest number of recorded injury accidents with a view to making changes to improve road safety. The Huntington Road / Link Road junction has been identified as an accident cluster site, and a scheme has been developed to reduce vehicle speed and make the road layout clearer, by improving the road markings and signs. The proposal has been received favourably during consultation.

Background

2. Huntington Road and Link Road are both busy routes. Huntington Road is a radial route which links Huntington, Strensall and the A1237 with the city centre. Link Road is the only connection for motor vehicles south of the A1237 between New Earswick and Huntington.
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 highway safety measures to improve road safety at key locations. The Huntington Road junction with Link Road has been identified as an accident cluster site with six injury accidents in the last three years.
4. There were few common factors identified in the accident data with all being different manoeuvres. Five involved two wheelers of which four were cyclists, and one involved a pedestrian. Four were in the immediate vicinity of the roundabout, and two were on the approaches. Site observations suggest that the road layout is unclear as to whether

the roundabout should operate as one or two lanes. This could encourage higher speeds and aggressive manoeuvres, which are likely to be contributory factors in some of the accidents.

Proposals

5. A scheme has been developed to visually narrow the circulatory carriageway and make the road layout clearer as shown in **Annex A**.
6. It is proposed to install hatching road marking on the circulatory carriageway of the roundabout to reduce the lane width and thereby discourage inappropriate speed and overtaking (particularly of cyclists). This would remove any uncertainty as to the number of lanes and prevent two vehicles trying to merge on exit. As a result of this, give way lines would be moved forward improving visibility. Worn direction signs would be replaced and a new sign added to assist strangers to the area in making decisive and safe manoeuvres. In addition, the existing cycle lanes on Huntington Road are narrow and the opportunity would be taken to re-lay these to wider dimensions, where possible near the junction.

Consultation

7. Consultation has taken place with relevant Councillors, the Parish Council, North Yorkshire Police, road user groups, and properties close to the proposals. The responses are summarised below:

Ward Member Views

8. Cllr. Hyman asked for the exact location of the accidents, as he has experienced issues with cycling northbound and coming into conflict with either vehicles turning left into Link Road, or vehicles entering the roundabout from Link Road at speed. Wider cycle lanes would be welcome.

Officer comments

There is no particular pattern to the accidents but none match the scenarios observed. However, visually narrowing the circulatory carriageway to reduce vehicle speed and bringing the give way lines forward to improve visibility should help reduce the risk of the conflicts described.

9. No response has been received from Cllrs. Orrell and Runciman.

Other Member Views

10. Cllr. D'Agorne – asked if there were any incidents of vehicles travelling southbound failing to give way.

Officer comments

This accounts for one of the accidents where a vehicle travelling south hit a cyclist turning right from Link Road. The wide circulatory carriageway may encourage drivers to enter the roundabout when cyclists are already present in the belief that they can overtake on the roundabout. Clearly this will increase the chances of conflict. The narrower lanes would encourage drivers to wait until a cyclist has passed before entering the roundabout.

11. Cllr. J. Galvin – no response received.
12. Cllr. A. Reid – supports the views of the Ward Councillors.

Parish Council Views

13. Huntington Parish Council – no response received.

Police Views

14. North Yorkshire Police's Traffic Management Officer has no objections in principle, subject to the completion of the road safety audit process.

Officer comments

The scheme is subject to the Council's road safety audit process. It has been risk assessed and a stage 3 audit has been recommended. This audit takes place on completion of a scheme, and any issues arising as a result will be dealt with as appropriate.

Road User Group Views – no responses received.

Local Community Views

15. The seven nearest properties received a letter and a plan describing the proposals. Two responses were received in support of the principle of the scheme, with one issue raised as detailed below.
16. Vehicle speed is considered to be the main contributory factor to accidents in the area, mainly on Link Road and southbound on Huntington Road. The resident suggested that the most effective solution would be road humps.

Officer comments

Excessive speed was not mentioned in any of the accident reports, but inappropriate speed may have been a factor in some. It is widely recognised that lower speed reduces the risk of accidents occurring and, if they do occur, reduces their severity. The visual narrowing of the carriageway should help encourage this. It is acknowledged that road humps are one of the most effective ways to reduce vehicle speeds, however, under the Council's speed management plan Huntington Road is classified as a mixed route to the north and a traffic route to the south. On these routes, there is an agreement with the emergency services to limit the number of vertical features to only outside schools and other areas where there is a high number of vulnerable pedestrians. Link Road is classified as a residential road. However, given that it is a bus route, there are no residential properties directly fronting the road and little pedestrian activity, it would not be considered appropriate to introduce road humps.

Options

17. The Cabinet Member has three options to consider:

Option One – approve the scheme as shown in **Annex A** to help reduce vehicle speed and make the road layout clearer;

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

18. This junction has been identified as an accident cluster site, but with no particular pattern in the accident data as to the causes. Observations suggest that a wide circulatory carriageway encourages higher vehicle speeds, and allows overtaking. A scheme which visually narrows the lane width and highlights the road layout should help alleviate this situation, thereby reducing the number and severity of accidents. Consultation has shown support for the proposals with only minor 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 as a viable solution.

Council Plan

19. The potential benefits for the priorities in the Council Plan are:
20. Get York moving – Improved junctions and cycle facilities help provide safer and effective movement around the City.
21. Protect vulnerable people – A safer highway environment would benefit the local community.

Implications

22. This report has the following implications:
23. **Financial** – The scheme is included in the Safety Scheme block of the Transport Capital Programme for 2013/14 and is estimated to cost in the region of £4,000 including fees, less than the £7,000 initially budgeted for.
24. **Human Resources** – None.
25. **Equalities** – None.
26. **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.
27. **Crime and Disorder** – None.
28. **Information Technology** - None.
29. **Land** – None.
30. **Other** – None.

Risk Management

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

Recommendations

32. That the Cabinet Member approves the implementation of the proposed highway improvements shown in **Annex A**.

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

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Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Huntington & New Earswick

All

For further information please contact the author of the report.

Background Papers

None.

Annexes

Annex A Huntington Road / Link Road – Local Safety Scheme