

## **Naburn Traffic Management**

### **Introduction**

This annex discusses the comments and suggestions from Naburn Parish Council when consultation on the corridor proposals was carried out. It provides information on proposed gateway and safety improvement schemes to the north and south of the village, and on the subsequent consultation on these proposals. It discusses the issues raised and ends with an analysis of potential options as to the way forward.

### **Background**

When Naburn Parish Council were consulted on the A19 Fulford Road corridor proposals, they expressed concerns about the potential knock on effects on the A19 south of the A64 corridor and the potential for additional traffic on the B1222 through their village. They indicated that, if the proposals are implemented, they would like to see the following measures introduced within the village to off-set this likely increase in traffic. Items a, c and d have been considered previously.

- a) The installation of a zebra crossing on the B1222 at the crossing point in front of the Naburn C of E School.
- b) The installation of signs at the junction of Moor Lane and Howden Lane with the A19 saying “no access to York” to discourage “rat runners”.
- c) Extension of the 30 mph zone at both ends of the village with the introduction of Vehicle Activated Signs (VAS).
- d) Installation of traffic calming gateways at both ends of the village.

There have been previous requests for a zebra crossing in Naburn. The most recent was considered by the former Planning and Transport (East Area) Sub-committee at its meeting on 13 October 2005 as part of the enhancements to the 20 mph school safety zone fronting Naburn School. Members rejected the request for a zebra crossing.

Extension of the 30 mph zone and provision of gateways have both previously been agreed as part of the Naburn Village Traffic Study but implementation was awaiting funding.

At the City Strategy Executive Members and Advisory Panel meeting on 17 March 2008, Members agreed that the measures suggested by Naburn Parish Council be reviewed in the light of changing traffic patterns.

### **Review of measures suggested by Naburn Parish Council**

The suggestions were considered and discussions held with the Police. Previous proposals and suggestions were reviewed and issues that warranted further consideration identified and potential solutions discussed. The following is a summary.

The installation of a zebra crossing on the B1222 at the crossing point in front of Naburn C of E School.

This has been considered previously in 2005 but a zebra crossing was not deemed warranted at that time. This was reviewed in 2007 following further representations and the existing arrangements found to be working well. Based on the current situation a zebra crossing is still not warranted. However traffic flows through Naburn will continue to be monitored and appropriate measures considered, should the need arise.

The installation of signs at the junction of Moor Lane and Howden Lane with the A19 saying “no access to York” to discourage “rat runners”.

Because Moor Lane and Howden Lane are both through roads, which all types of vehicles are legally permitted to use, we are not permitted to install signs which indicate they are not through roads. Howden Lane and Moor Lane are both narrow roads where passing an oncoming vehicle can be difficult. This in itself should discourage many motorists from using them unless they were specifically trying to access a facility along these roads or going to or from Naburn village itself.

Any access restrictions would be extremely difficult to enforce and would apply just as much to residents of Naburn as to alleged “rat runners”. Motorists wishing to avoid congestion on the A19 could turn off further south e.g. Escrick to Stillingfleet and still come through Naburn. As congestion on the A19 worsens and the queues on the A19 south of the A64 get longer, irrespective of any proposals for the A19 corridor north of the A64, motorists are increasingly likely to seek out alternative routes, including the B1222 through Naburn.

There is no viable solution to discourage or prevent “rat runners” from using Moor Lane, Howden Lane, or other roads to access the B1222. The only viable solution is to control the numbers of vehicles that exit Naburn Lane onto Selby Road so that there is no gain in journey time from using the B1222 as opposed to the A19.

Extension of the 30 mph at both ends of the village with the introduction of Vehicle Activated Signs (VAS).

Following discussions with the Police, it is considered that the 30 mph zone currently commences at appropriate locations relative to the village. However to ensure the signs are provided where they will have maximum impact and effectiveness on speeds through the village, it is proposed that the zones be extended slightly as part of proposed “northern gateway” and “southern gateway” schemes. Neither scheme would warrant a VAS sign as part of the scheme.

Installation of traffic calming gateways at both ends of the village.

The proposed northern and southern gateway schemes mentioned above would incorporate visual gateway measures to help emphasise entry into the 30 mph zone.

## Discussions with Naburn Parish Council

Officers attended the parish council meeting on 29 September 2008 to discuss the issues raised and to present the above summary. Officers also presented proposed gateway improvement schemes for the north and south of the village which are described below.

The parish council acknowledged the above responses and agreed that significant extension of the 30 mph zone would be likely to have the opposite effect to that intended. They welcomed the proposed gateway schemes and agreed that residents views should be sought.

### Proposed Southern Gateway

Previous proposals for the southern gateway were reviewed and revised in discussion with the Police. They were further discussed with the parish council at the meeting on 29 September 2008. The revised proposals, which are shown on the plan in **Annex C1**, incorporate the following measures:

- The 30 mph limit would be extended southwards by approximately 15m to commence after a wide opening and be adjacent to the start of a hedge. This would increase the visibility of the signs and minimise the risk of them being partially obscured by the hedge or nearby vegetation.
- The new 30 mph signs would be on yellow backing boards to increase their conspicuity.
- A standard gateway treatment involving a “30” road marking on red surfacing would be provided to further emphasise the start of the 30 mph limit.
- The bend at the Moor Lane junction would be improved involving some minor widening and resurfacing. This would in turn provide a smoother alignment for motorists heading away from Naburn and enable some hatched markings to be provided through the bend to help segregate opposing flows. The Moor Lane approach to the junction would be slightly modified as part of this improvement.
- The existing drainage would be reviewed and appropriate measures implemented to minimise the risk of water ponding on the bend or in the junction area.
- Kerbing would be provided to better define the edge of the road in the vicinity of the junction and to improve drainage.
- Chevreflex plastic chevron signs would be provided to highlight the bend. This type of sign is particularly appropriate for the B1222, which is a popular motorbike route, as they reduce the risk of injury to a motorcyclist in the event of a collision. In conjunction with this the existing bend warning signs would be replaced with signs indicating a side road junction on the bend.
- The existing “Give Way” sign on Moor Lane would be removed but the “give way” markings retained.
- The existing direction signs would be removed and new fingerpost signs provided opposite the junction.
- The Moor Lane street nameplate would be re-provisioned at an appropriate location.

## **Proposed Northern Gateway**

Similarly previous proposals for the northern gateway were reviewed and revised in discussion with the Police. They were also further discussed with the parish council at the meeting on 29 September 2008. The revised proposals, which are shown on the plan in **Annex C2**, incorporate the following measures:

- The 30 mph limit would be extended northwards by approximately 33m to commence adjacent to a pole carrying overhead cables on one side of the road and the Naburn village sign on the other. This location should significantly increase the visibility of the speed limit signs. Extension of the 30 mph zone further north is not warranted and could result in higher speeds into the village.
- The new 30 mph signs would be on yellow backing boards to increase their conspicuity.
- A standard gateway treatment involving a “30” road marking on red surfacing would be provided to further emphasise the start of the 30 mph limit.
- Howden Lane would be re-aligned in the vicinity of the junction. The road would be narrowed whilst still maintaining width for two vehicles to pass over its initial length. The centre line would be moved southwards which would help improve the visibility for motorists turning right out of Howden Lane.
- Improved provision would be made for pedestrians within the junction alterations. Whilst the scheme does not include improvements to the footways over Howden Dike (which are being considered as part of a separate exercise) it will make provision to connect into any future improvement.
- The recently installed Naburn village sign would need relocating and further discussions will be held with the Parish Council to decide how it can best be accommodated within the scheme.
- On the southbound approach to the Howden Lane junction, a “junction to the left” sign would be provided adjacent to an existing SLOW marking.
- The existing “Give Way” sign on Howden Lane would be removed but the “give way” markings retained.
- The existing height warning sign for the Howden Lane bridge and the cycle route direction sign would be relocated to suit the new kerb lines and increase their visibility.
- The Howden Lane street nameplate would be re-provisioned at an appropriate location.
- The existing junction sign warning of the Front Street junction would be removed as the junction would be further within the 30 mph zone and can easily be seen when approaching from the north.

## **Consultation**

Leaflets were delivered to approximately 170 residential properties and businesses in Naburn and to the parish council, informing them of the scheme and giving them an opportunity to comment. At the same time the Traffic Order for the associated amendments to the 30 mph zone was advertised.

Two objections to the Traffic Order were received. Both objectors are of the view that the proposed extension is totally inadequate and the 30 mph limit should be extended further away from the village.

The ward councillor, Councillor Vassie, expressed concerns that the proposals do not address the long standing request from residents and the parish council to provide improved facilities for pedestrians across Howden Dike.

A further six letters and emails were received from local residents with comments on the proposals. The main comments were:

- Concerns about the volume of traffic through the village, in particular during peak periods.
- Concerns about speeding and the lack of enforcement.
- The 30 mph zone should be extended further. To the north it should commence before the railway bridge.
- Proposals do not address inadequate footway width over Howden Dike.
- Concerns as to whether large agricultural vehicles would still be able to turn into or out of Howden Lane?

### **Review of the issues arising from the consultation**

#### Concerns about the volume of traffic through the village, in particular during peak periods

- As noted above, there is no quick fix to discourage motorists from using the B1222 through Naburn.

#### Concerns about speeding and the lack of enforcement

- The proposed gateways should make the start of the 30 mph zone more conspicuous.
- The Police have been involved in the development of the proposals and have been made aware of concerns about speeding. They will be asked to step up enforcement to suit once the new gateways are in place.

#### The 30 mph zone should be extended further. To the north it should commence before the railway bridge

- The extent of the 30 mph zone has been discussed with the Police and it is considered that further significant extensions could be counterproductive.
- Vehicle speeds would be monitored once the new gateways are in place and, if appropriate, consideration given to a 40 mph buffer zone to the north.

#### Proposals do not address inadequate footway widths over Howden Dike

- It is acknowledged that the existing footway widths on both sides of the road over the dike are narrow and less than adequate. To provide a footway of appropriate width on at least one side would either require the carriageway to be narrowed to one lane or the culvert structure to be widened.
- A separate study is proposed to further investigate the above as well as a footbridge option. However there is currently no funding to implement the outcome of the study.
- To avoid further delays it is proposed to implement the northern gateway now and to implement the pedestrian improvements over the dike as and when there is an agreed scheme and funding is available.

Concerns as to whether large agricultural vehicles would still be able to turn into or out of Howden Lane?

- Although Howden Lane is to be narrowed in the vicinity of the junction, it is intended that large agricultural vehicles would still be able to turn in and out. It is intended that local farmers would be contacted to do a test run to help determine the exact kerb alignments as part of the detailed design process.

**Analysis of potential options**

**Option 1** is to implement the proposed gateway schemes as detailed above and shown on the plans at **Annexes C1** and **C2**. This would enable the schemes which have been developed to be implemented. The effects of these would be monitored and additional measures considered should the need arise.

**Option 2** is to amend the scheme to suit the comments and objections. Extending the 30 mph zones further could be counterproductive for the reasons given above. Further work is required to assess the feasibility of and justifications for 40 mph buffer zones and improved pedestrian facilities across Howden Dike. As this would further delay implementation and additional measures could still be implemented at a future date once approved, this option is not recommended.

**Option 3** is to do nothing. In view of the concerns about the existing situation and that the comments and objections are basically to do more, this option is not recommended.