ANNEX E

This annex contains the reports from Engineering Consultants on the locations that were put forward for Engineering consideration in the Decision Session in December 2009.

The full list of sites below is subject to confirmation of final budgets following Central Government reduction cut announcements.

If there are insufficient funds, the locations will be prioritised by one or all of the following criteria:-

Accident data
Mean and 85th percentile speeds
Proximity to schools and shops.

<u>Prioritisation of sites</u>

The below locations have been reviewed by a Safety Engineer and it has been concluded that there are no cost effective measures that could currently be implemented to reduce speeds. It is recommended that the situation is monitored:-

Tang Hall Lane in 20 zone
Ox Carr Lane, Strensall
Beech Avenue
Bishopthorpe Road

The below locations have been reviewed by a Safety Engineer and it has been concluded that there are possible cost effective measures that could reduce traffic speeds, but the implementation will be subject to budgetary constraints as explained above.

B1228 Elvington – in 20 limit, gateway made more robust, consider an extra speed cushion.

North Lane Huntington – improved gateway.

Dodworth Avenue – refresh markings.

Holtby Village – shorten 30 limit, moving 30 signs nearer to houses.

New Lane, Huntington – improve gateways.

Church Balk, Dunnington - move 30 limit closer to village and add a 40 limit.

Rycroft Ave - refresh centre lines.

Windsor Drive – add a centre line

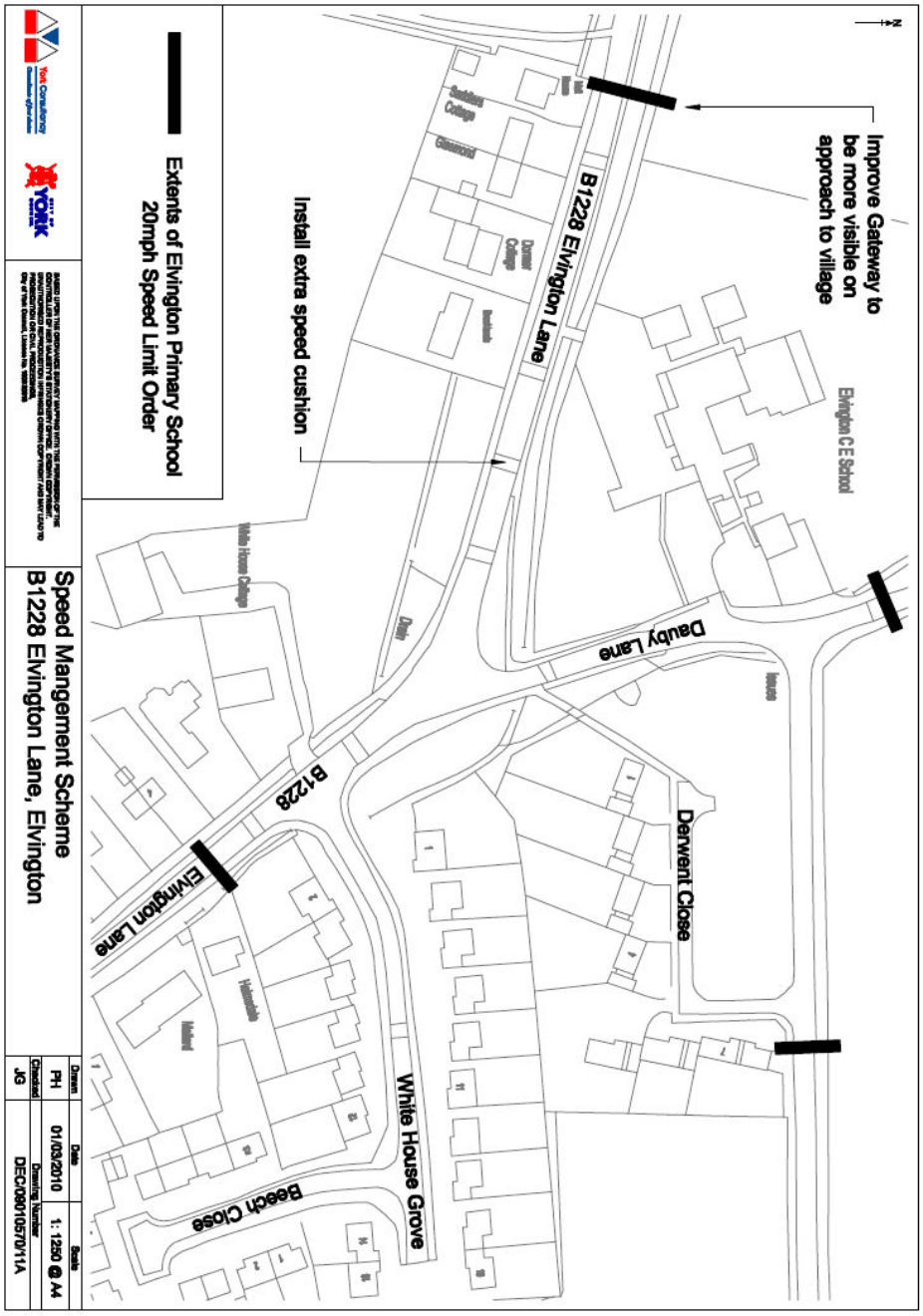
Eastern Terrace – consider a road closure

York Road Dunnington – bring the 30 limit nearer to the village and add a 40 limit.

Common Road, Dunnington – replace faded “ end of weight limit” sign.

Oaken Grove – remark the centre line.

B1228 Elvington



B1228 Elvington Lane (ref SM02/09) – Investigation Report

Location
Elvington Lane (see attached plan).

Nature of Problem / Complaints
Speeding in the 20mph speed limit.

Existing Conditions
Existing Speed Limit / Conditions
There is a 20mph zone on Elvington Lane in the vicinity of the school. The area is traffic calmed with speed cushions.

Speed Data
The mean speed of eastbound traffic was 23mph with an 85%ile speed of 28mph. Westbound the mean and 85%ile speeds were 25mph and 30mph respectively.

Accident Data
There are no recorded injury accidents in area in the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan
The road is classified as a traffic route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)
The area is already traffic calmed with speed cushions on Elvington Lane but there may be scope to increase the number of cushions as these are spaced at some distance apart (around 50 metres).

Speed Limits
The 20mph zone is bounded by 40mph speed limits and there may be scope for reviewing the 40mph speed limits to see whether a 30mph limit may be more appropriate. The Council is to undertake a review of speed limits on all A and B class roads in 2010/11 and it is suggested that Elvington should be looked at with this in mind.

Signing Measures (Gateways?)
Because the speed limit changes from a 40 mph to a 20 mph limit it is important that the gateway is made more visible and robust with possible localised narrowing, dragon's teeth road markings, rumble strips, etc. to ensure that speeds are reduced as vehicles enter the 20 mph zone allowing the vertical measures to keep the speeds low. Hitting a speed cushion at speed could cause damage to the vehicle and / or its leaving the carriageway.

Lining Measures
As above, including red surfacing and 20 mph roundels.

Vehicle Activated Signs (VAS)
Should be considered if any changes are made to the adjacent speed limits, because changes to adjacent speed limits could affect speeds inside the 20mph limit.

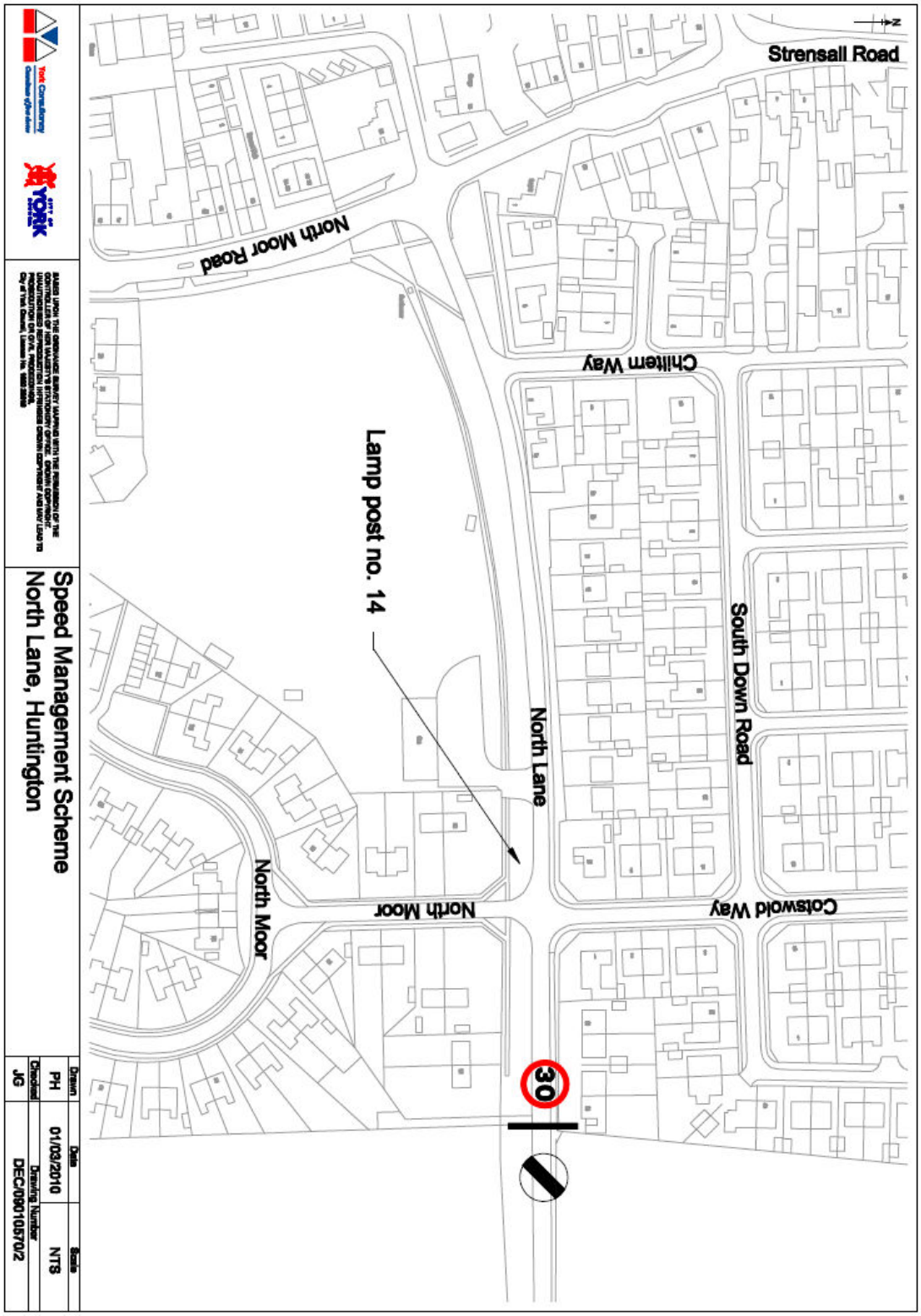
Other
None

Recommendation

The existing gateway should be made more robust to ensure speeds are reduced on entering the 20 mph zone. Consider an extra speed cushion midway between the second and third cushions on the eastern approach along Elvington Lane.
The speed limits on this road are reviewed as part of the Council's review of speed limits on A and B roads, which may have an impact on how the 20mph speed limit works.

Eric Wragg
Transport & Safety
April 2010

North Lane Huntington



North Lane, Huntington (ref SM02/09) – Investigation Report

Location

North Lane, Huntington (see attached plan)..

Nature of Problems / Complaints

Speeding vehicles entering Huntington on North Lane.

Existing Conditions

Existing Speed Limit / Conditions

The speed limit changes from national speed limit to 30mph at the start of the residential development when travelling east to west. The existing signing consists of 600mm diameter 30mph/national speed limit signs on posts in the verge.

Speed Data

Mean speeds recorded by the Fire and Rescue Service as 28mph and 85th percentile speeds 40mph. Data recorded at lamp column no 14 (see location plan) but direction of travel not known.

Accident Data

A slight injury accident was recorded on 17 February 2007 at 13.50hours involved a car turning right into the sports club colliding with a car travelling from east to west.

Road Hierarchy in Speed Management Plan

North lane is shown as a traffic route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

Because North lane is a traffic route vertical physical measures cannot be considered. There is not enough opposing traffic for horizontal measures to work.

Speed Limit Changes

30 mph is considered to be the appropriate level.

Signing Measures (Gateways?)

The existing signing could be improved to form a gateway at the start of the 30mph limit. This can be achieved by the use of yellow backing boards on the 30mph signs together with a red patch and 30 roundel on the road.

Lining Measures

Not applicable.

Vehicle Activated Signs (VAS)

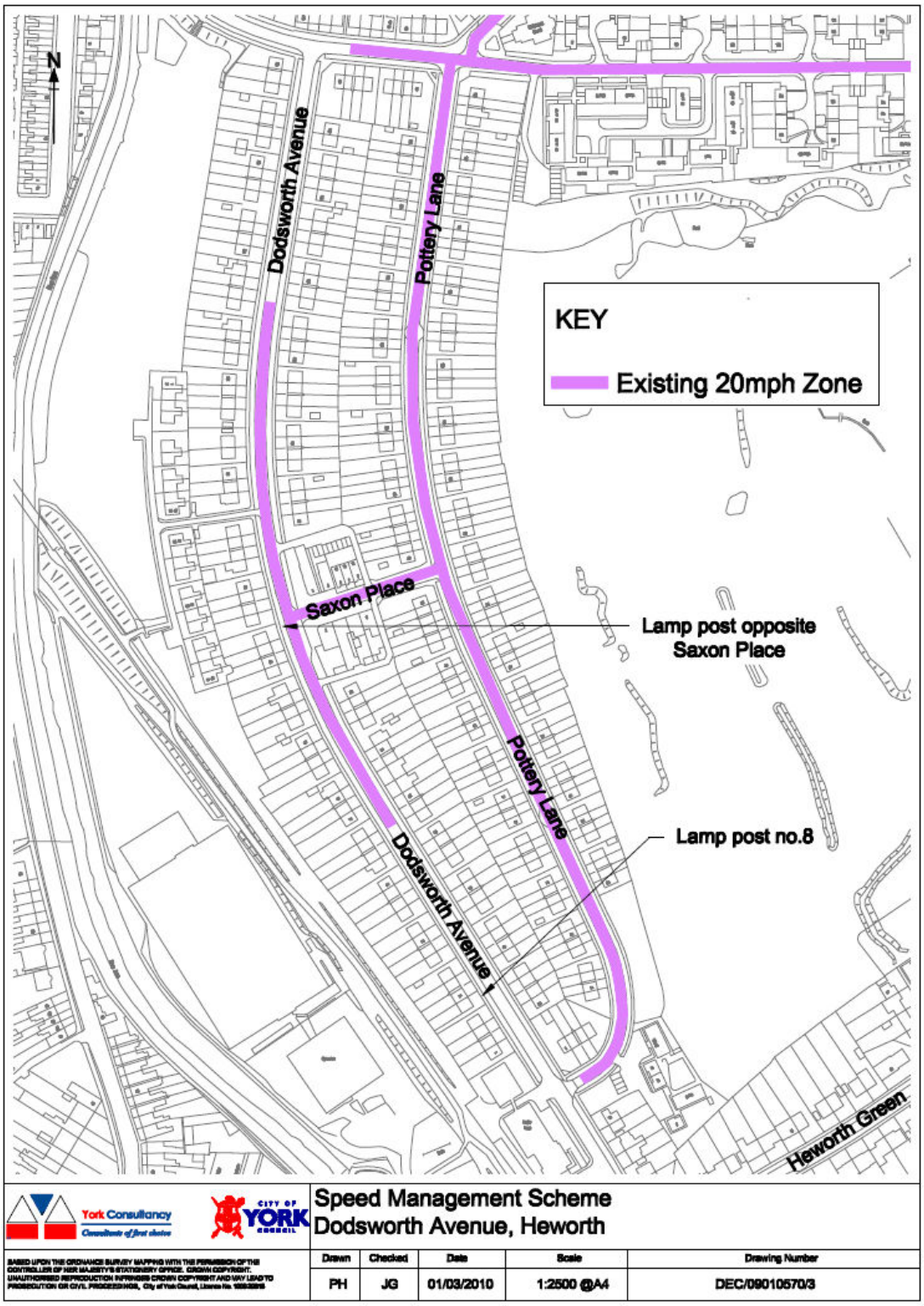
Could be considered but an improved gateway is recommended in the first instance.

Recommendation

Pursue an improved gateway at the start of the 30mph speed limit.

John Goldsbrough
Transport & Safety
March 2010

Dodworth Avenue



York Consultancy
Consultants of first choice

CITY OF YORK COUNCIL

Speed Management Scheme
Dodsworth Avenue, Heworth

Drawn	Checked	Date	Scale	Drawing Number
PH	JG	01/03/2010	1:2500 @A4	DEC/09010570/3

Dodsworth Avenue (ref SM02/09) – Investigation Report

Location

Dodsworth Avenue (see attached plan).

Nature of Problems / Complaints

Concerns over inappropriate speeds in a residential street.

Existing Conditions

Existing Speed Limit / Conditions

20mph and 30mph limits. In the 20mph area there are road humps and a raised zebra crossing. Dodsworth Avenue is residential in nature with houses on both sides of the road.

Speed Data

Mean speeds recorded in the 20mph limit by the Fire and Rescue Service as 20mph and 85th percentile speeds 27 mph. Data recorded at the lamp column opposite Saxon Place (see location plan) but direction of travel not known.

Accident Data

There are no recorded injury accidents in the 20mph area in Dodsworth Avenue in the three year period ending 31 December 2009.

Road Hierarchy in Speed Management Plan

Dodsworth Avenue is shown as a mixed priority route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

Vertical traffic calming measures in place in the 20mph area.

Speed Limit Changes

Not applicable.

Signing Measures (Gateways?)

Good gateways already present.

Lining Measures

The existing markings on the road humps and zebra crossing are faded and would benefit from being refreshed.

Vehicle Activated Signs (VAS)

More extensive speed data in both directions would be needed for VAS to be considered.

Other

None

Recommendation

Refresh the markings on the road humps and zebra crossing.
Do speed surveys to assess justification for a VAS.

John Goldsbrough
Traffic & Safety
March 2010

Holtby Village(ref SM02/09) – Investigation Report

Location
Holtby (see attached plan).

Nature of Problem / Complaint
Concerns about the speed of vehicles in the village.

Existing Conditions
Existing Speed Limit / Conditions
There is a 30mph speed limit through the village of Holtby.

Speed Data
Mean speeds recorded by the Fire and Rescue Service as 35mph and 85th percentile speeds 40mph but direction of travel not known.

Accident Data
There are no recorded injury accidents in the area within the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan
The roads in Holtby village are shown as traffic routes on the approaches to the village, and mixed priority route through the developed part of the village.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)
Not appropriate on this route.

Speed Limit Changes
It has been suggested that the length of the 30mph speed limit should be shortened on the approach to the village from the A166. This is because the existing 30mph signs are close to the junction with the A166 and it is felt that the speed limit would be more effective if it started nearer to the village and motorists may pay more attention to the speed limit signs. The start of the speed limit would then be nearer to the start of the development rather than in an undeveloped area.

Signing Measures (Gateways?)
There are gateway treatments on the approaches to the speed limits in the village.

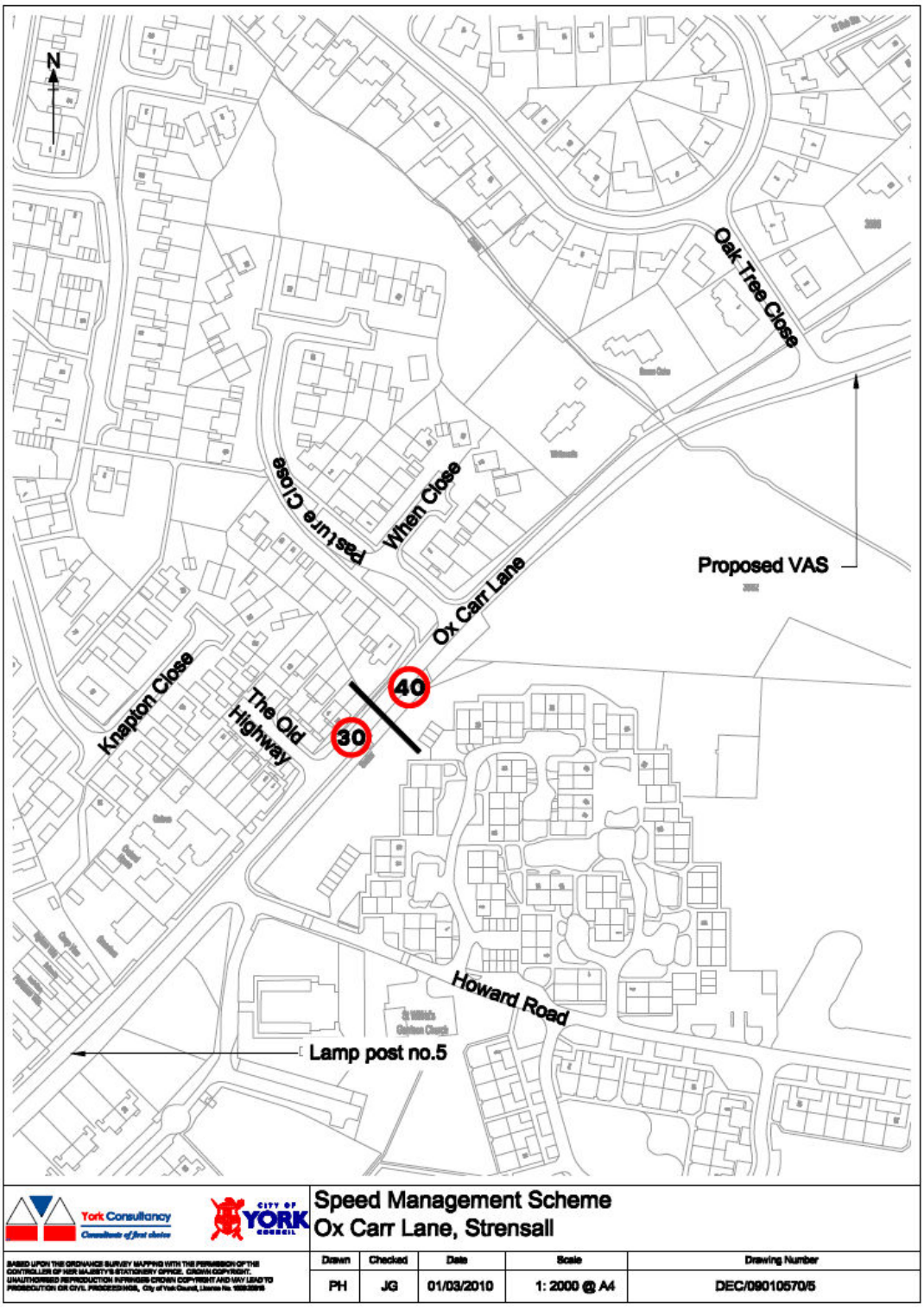
Lining Measures
Not applicable.

Vehicle Activated Signs (VAS)
There is already a VAS on the approach to the village from the A166 which could be moved to another location within the village should the speed limit be moved and shortened (see above).

Other
A speed indicating device (SID) has been offered to the Parish Council.

Recommendation
Consideration be given to shortening the 30mph speed limit and move the terminal signs on the approach to Holtby from the A166.

Ox Carr Lane



<u>Ox Carr Lane, Strensall (ref SM02/09) – Investigation Report</u>

Location
Ox Carr Lane (see attached plan).
Nature of Problem / Conditions
Concerns over inappropriate speeds within the 30mph speed limit.

Existing Conditions
Existing Speed Limit / Conditions
Part of Ox Carr Lane is within a 40mph speed limit which then changes to 30mph just to the north of The Old Highway.
Speed Data
Mean speeds recorded by the Fire & Rescue Service as 36mph and 85th percentile speeds 41mph. Data recorded at lamp column no 5 (see location plan) but direction of travel not known.
Accident Data
There was a slight injury accident recorded in the area within the three year period ending 31 July 2009. It happened on Tuesday 27 November 2007 at 16.05 in wet, dark conditions, 20metres north of The Old Highway. A 14 year old pedestrian was crossing the road without looking and was in collision with a car travelling north to south.
Road Hierarchy in Speed Management Plan
Ox Carr Lane is shown as a traffic route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)
Not appropriate for this type of road.
Speed Limit Changes
30mph is considered to be appropriate.
Signing Measures (Gateways?)
A gateway comprising yellow backed signs with a red patch with a 30 roundel is already in place.
Lining Measures
Not applicable.
Vehicle Activated Signs (VAS)
A VAS is to be installed in the 40mph speed limit area in March 2010. This is about 250metres from the start of the 30mph limit. This is being funded by the Ward Committee.

Recommendation
In view of the fact that a VAS is to be installed shortly within the 40mph speed limit area, which may have a positive effect on speeds within the 30mph area as well. It is recommended that when monitoring takes place 3months after installation that speed surveys are also taken within the 30mph limit.

John Goldsbrough
Transport & SafetyMarch 2010

(ref SM01/10) – New Lane Huntington (no map)

Location
New Lane, Huntington

Existing Conditions
Existing Speed Limit / Conditions
30 mph for most of its length; from a point approximately 350 metres northwards from its junction with Malton Road it has a 40 mph speed limit. The terminal signs are not particularly conspicuous and are partly obscured by foliage.

Speed Data
Speed data has been collected at three locations along the road. These are:

1. Between Anthea Drive and Highthorn Road -
   85%ile northbound 37 mph and southbound 38 mph.

2. Opposite Willow Glade -
   85%ile northbound 32 mph and southbound 31 mph.

3. Opposite Hambleton Drive –
   85%ile northbound 36 mph and southbound 35 mph.

Accident Data
There have been four injury collisions within the 30 mph limit and one within the 40 mph limit. None of these were speed related.

Road Hierarchy in Speed Management Plan
New Lane is shown as a traffic route in the council's Speed Management Plan

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)
As it is a traffic route traffic calming is not considered appropriate in this case.

Speed Limit Changes
As the 30 mph section of New Lane is mainly residential it is thought the speed limit is appropriate although it is not built up on both sides for its entire length. However the 85%ile speeds do not show an excessive abuse of the speed limit so an increase to 40 mph would almost certainly lead to an increase in speeds. The southern 350 metres is rural in nature and 40 mph is considered an appropriate speed limit for this section.

Signing Measures (Gateways?)
The existing speed limit terminal signs are 600mm diameter and not very conspicuous due to the presence of foliage which is partly obscuring the sign assembly on the eastern side in particular. It may be beneficial to increase the size of the signs and mount them on backing boards to make them more conspicuous, particularly travelling from the 40 mph limit to the 30 mph limit.

Lining Measures
At the moment there are two 'SLOW' markings on the carriageway on both the northern and southern approaches to Willow Glade and coincidently this section of the road has the lowest 85%ile speeds. It is worth considering whether or not these will be of benefit at other locations on the road where the speeds are higher.

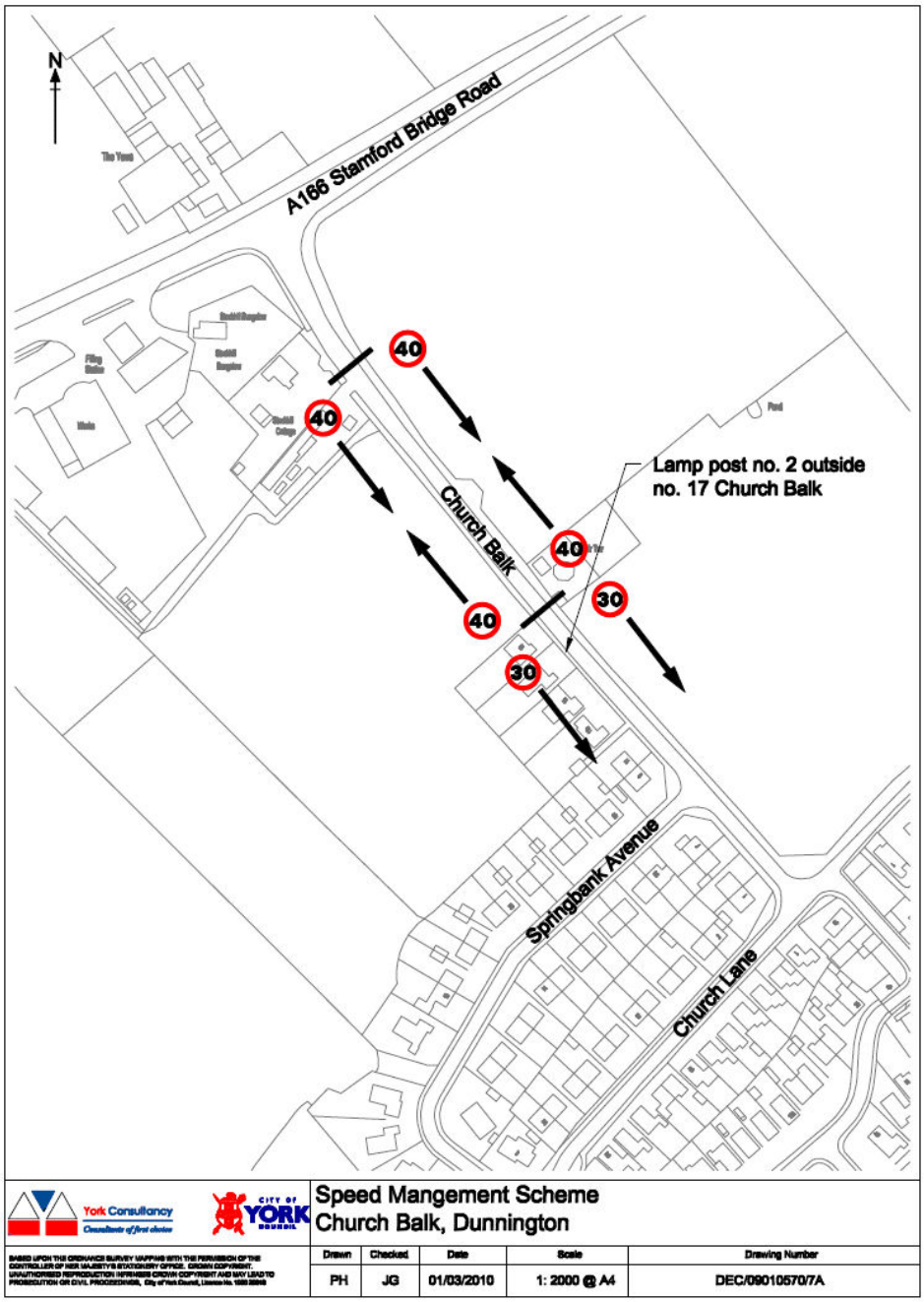
Vehicle Activated Signs (VAS)
Vehicle activated signs could be considered for both northbound and southbound vehicles near Anthea Drive and Hambleton Way where the speeds are highest. These could be used in conjunction with 'SLOW' markings on the carriageway to increase the effect.

Other
None

Recommendation
Install larger terminal speed limit signs with yellow backing boards for the 30 mph signs. Install 'SLOW' markings on red surfacing on the north and south approaches to Anthea Drive and Hambleton Way. Monitor the effect on speed to see if this has the desired effect before considering VAS.

Eric Wragg
June 2010

Church Balk, Dunnington



Church Balk, Dunnington (ref SM02/09) – Investigation Report

Location
Church Balk (see attached plan).

Nature of problem / Complaints
Concerns over traffic speeds.

Existing Conditions
Existing Speed Limit / Conditions
Church Balk is within a 30mph speed limit which starts near to the junction with the A166. It forms a route into Dunnington village.

Speed Data
Mean speeds recorded by the Fire and Rescue Service as 33mph and 85th percentile speeds 39mph. Data recorded at lamp column 2 (see location plan) but direction of travel not known .

Accident Data
There are no recorded injury accidents in the area within the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan
Church Balk is shown as a traffic route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)
Because this is a traffic route vertical traffic calming measures cannot be considered. It is not thought that horizontal measures would be appropriate due to the relatively low traffic volumes using the road.

Speed Limit Changes
The 30 mph speed limit commences just past the junction with the A166 Stamford Bridge Road. The environment here is open fields on both sides and there is housing development on one side only about half way along Church Balk. The high 85%ile speed (39mph) indicates that the speed limit is being ignored probably because it is inappropriate for this location. It is proposed that the existing 30 mph speed limit is increased to a 40 mph limit, and a 30 mph speed limit is introduced half way along Church Balk at the start of the housing development. This will result in a short length of around 120 metres of 40 mph speed limit which goes against the guidance contained in DfT Circular 01/2006 which recommends an absolute minimum of 300 metres, although it allows you to consider an intermediate speed limit in advance of a 30 mph limit on approach roads to villages. In this case vehicles are turning from the A166 which carries the national speed limit and under the proposal drivers will be confronted with 40 mph signs and then 30 mph signs which should encourage them to slow down, more so than the present situation where they are confronted almost immediately with 30 mph signs, which, if they miss will allow them to continue to drive at speed.

Signing Measures (Gateways?)
The proposed 30 mph terminal signs should be part of a gateway treatment involving 30 roundels on red surfacing and yellow backing boards for the signs. The existing gateway should be retained at the proposed 40 mph terminal signs with a 40 mph roundel on the carriageway.

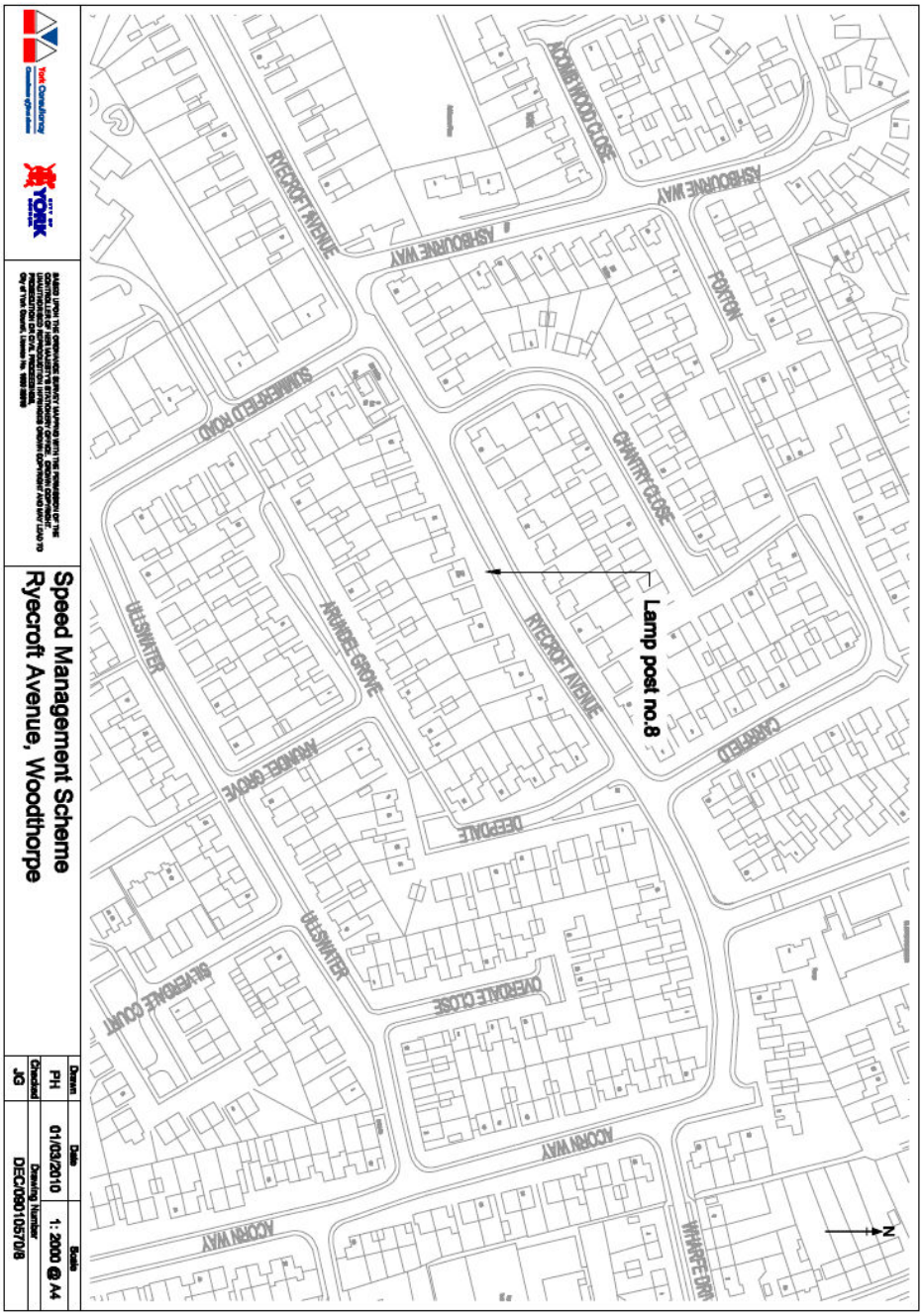
Lining Measures
As above

Vehicle Activated Signs (VAS)
Could possibly be considered for a VAS, but speed data would need to be collected in both directions for a more accurate assessment.

Recommendation
Change the existing 30 mph speed limit to a 40 mph limit with a 30 mph speed limit commencing at a point approximately 180 metres from the junction with the A166 with appropriate gateway features.
Arrange for further data to be collected to assess whether a VAS is feasible.

Eric Wragg
Transport & Safety
April 2010

Rycroft Avenue



Ryecroft Avenue, Woodthorpe (ref SM02/09) – Investigation Report

Location

Ryecroft Avenue, Woodthorpe (see attached plan).

Nature of Problems / Complaints

Inappropriate speeds in a residential area.

Existing Conditions

Existing Speed Limit / Conditions

Ryecroft Avenue is within a 30mph speed limit and is all residential.. It is partly in a School Safety Zone at the junction with Summerfield Road. It is a bus route and is generally a wide road with relatively light traffic flows.

Speed Data

Mean speeds recorded by the Fire and Rescue Service as 28mph and 85th percentile speeds 37mph. Data recorded at lamp column no 8 (see location plan) but direction of travel not known.

Accident Data

There are no recorded injury accidents within the area shown on the location plan in the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan

Ryecroft Avenue is shown as a mixed priority route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

Because this is a mixed priority route the use of physical measures should be targeted near to schools and shops. There are already horizontal features at the school crossing point, so it would be difficult to justify further measures.

Speed Limit Changes

Not considered appropriate.

Signing Measures (Gateways?)

Not applicable.

Lining Measures

The existing centre line is faded in places and is not continuous along the road. It would be beneficial to refresh the centreline and fill in the gaps..

Vehicle Activated Signs (VAS)

Could be given further consideration although further speed data would need to be collected to obtain better directional data.

Other

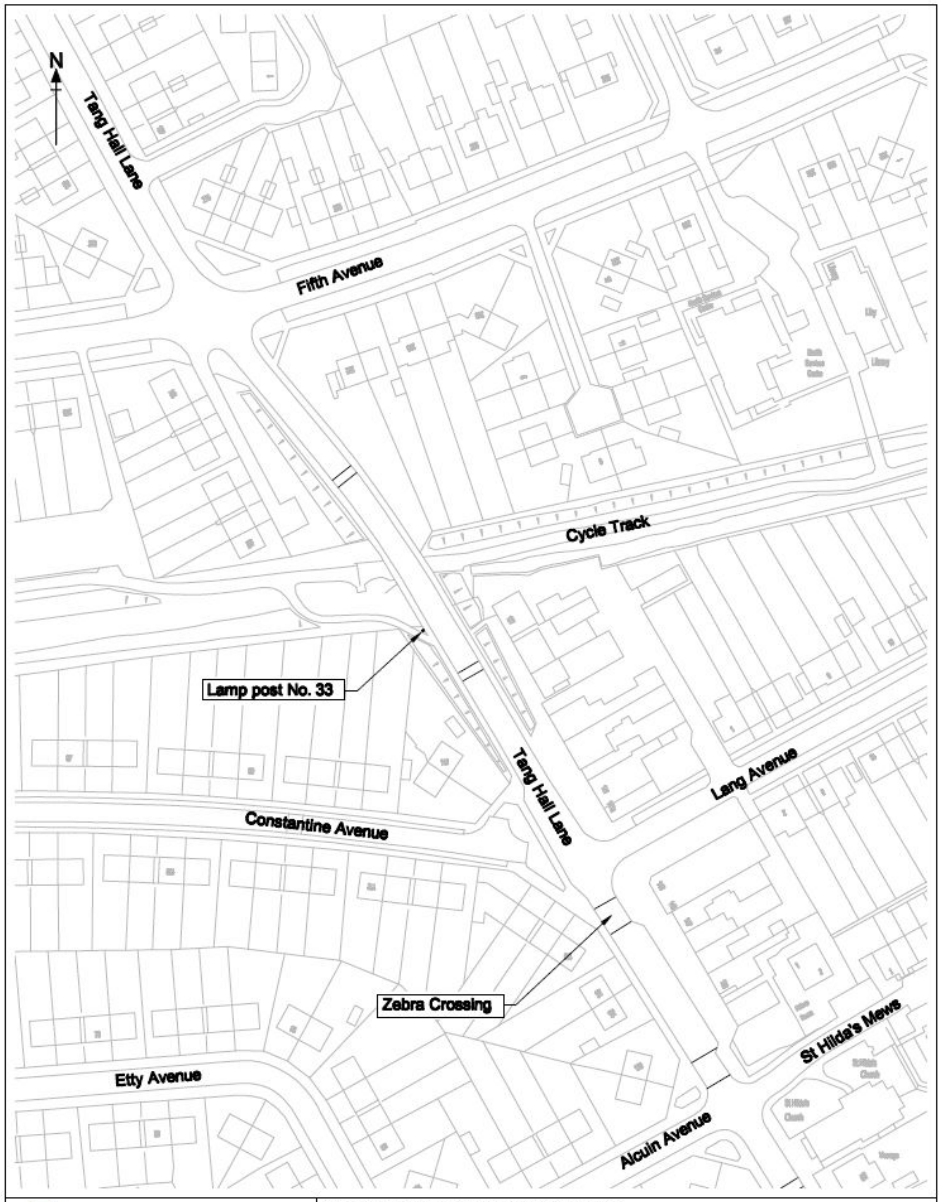
None.

Recommendation

Refresh the centreline and infill the missing gaps. Monitor after this by collecting further speed data, to ascertain the effect of this and the need for VAS.

John Goldsbrough
Transport & Safety
March 2010

Tang Hall in 20 limit



Tang Hall Lane (ref SM02/09) – Investigation Report

Location

Tang Hall Lane near to the bridge (see attached plan).

Nature of Problems /Complaints

Excessive speed within the 20mph zone.

Existing Conditions

Existing Speed Limit/Conditions

The area is within a 20mph zone with vertical traffic calming measures. There is a well used zebra crossing on a raised table near to the shops.

Speed Data

Mean speeds recorded by the Fire and Rescue Service as 23mph. 85th percentile recorded as 29mph. Data recorded at lamp column no 33 (see location plan) but direction of travel not known.

Accident Data

The are no recorded injury accidents in the area within the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan

Tang Hall Lane is shown as a mixed priority route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming.

The area is already traffic calmed with vertical measures and there seems little scope for further traffic calming measures. The cushions are already closely spaced, and because it is a bus route introducing further full width features would go against the principles of the Speed Management Plan.

Speed Limit Changes

Not applicable. Already 20mph.

Signing Measures(Gateways?)

The signing is very clear and does not need any additional measures.

Lining Measures

The lining does not need any additional measures.

Vehicle Activated Sign (VAS)

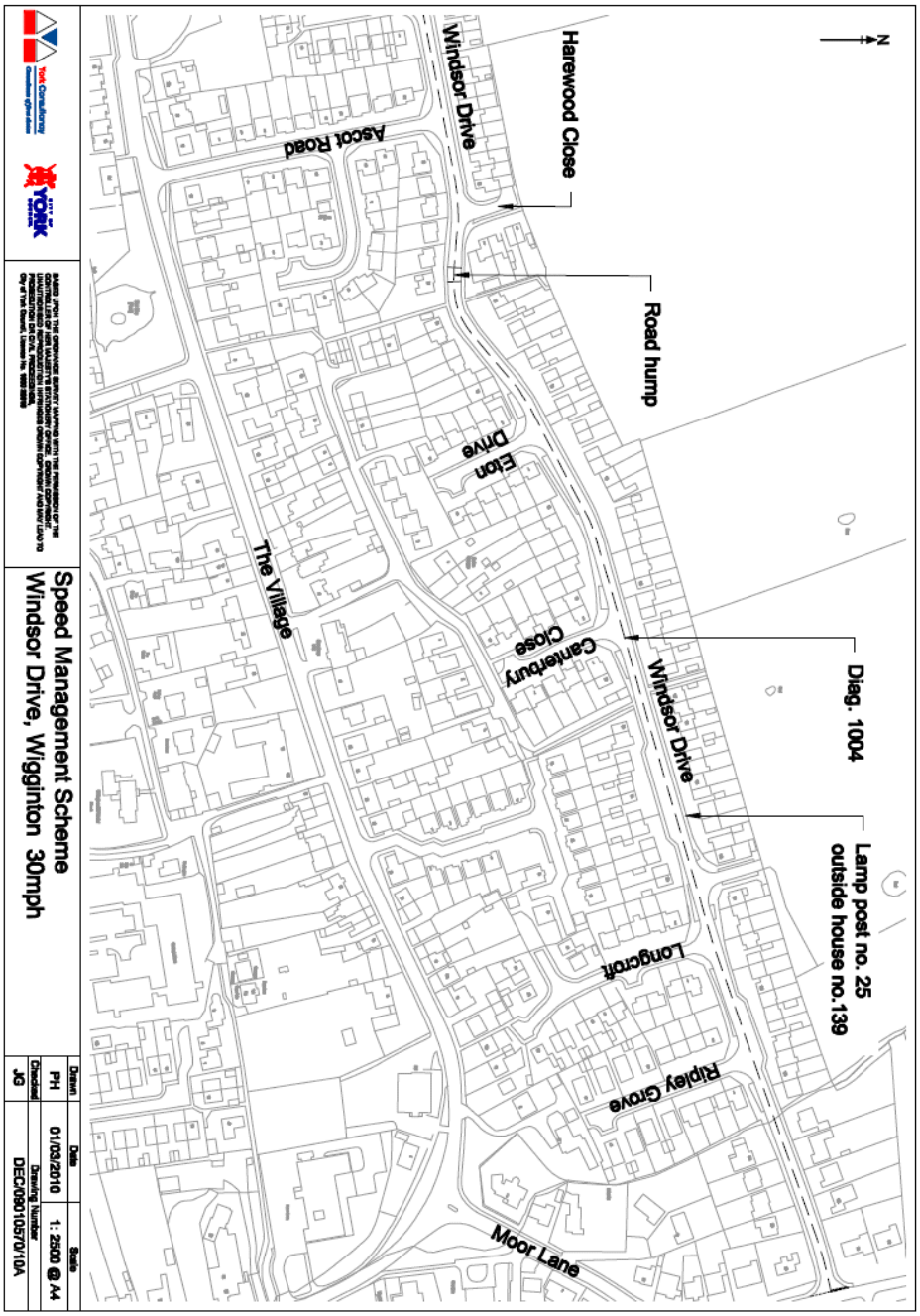
More speed data needs to be collected in both directions for a more accurate assessment.

Recommendation

Further directional speed surveys have been requested to ascertain what speeds are in critical areas such as the crossing. Once these have been received a further assessment of the need for a VAS can be assessed.

John Goldsbrough. Transport & Safety February 2010.

Windsor Drive



Windsor Drive, Wigginton (ref SM02/09) – Investigation Report

Location
Windsor Drive, Wigginton (see attached plan).

Nature of Problems / Complaints
Inappropriate speed on a residential road.

Existing Conditions
Existing Speed Limit / Conditions
Windsor Drive is within a 30mph speed limit. Generally it is a straight, wide road with no centreline marking. It is entirely residential in nature. There were vehicles parked on the road in many locations but due to the width of the road could not be considered as a traffic calming measure. Traffic flows are relatively low. There is a road hump in the area of the only bend in the road. Presumably this is there to slow vehicles in the vicinity of the bend.

Speed Data
Mean speeds recorded by the Fire and Rescue Service as 27mph and 85th percentile speeds 36mph. Data recorded at lamp column no 25 (see location plan) but direction of travel not known.

Accident Data
There are no recorded injury accidents in the area within the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan
Windsor Drive is shown as a residential area in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)
There is a single road hump as referred to above.
It is felt that horizontal measures would be inappropriate due to the width of the road and the low traffic volumes. If implemented, this type of measure could lead to an increase in traffic speeds.

Speed Limit Changes
The recorded speeds are too high for a lower speed limit to be considered without physical measures.

Signing Measures (Gateways?)
Not appropriate for the location.

Lining Measures
At the moment there is no centre line along Windsor Drive apart from a small section at its junction with Moor Lane. Because of its fairly straight nature it is felt that a centre line would help to keep vehicles nearer the kerb and not straddle the centre of

the road, which they can do because of the very low traffic flows and the absence of opposing traffic, and which enables drivers to attain higher traffic speeds.

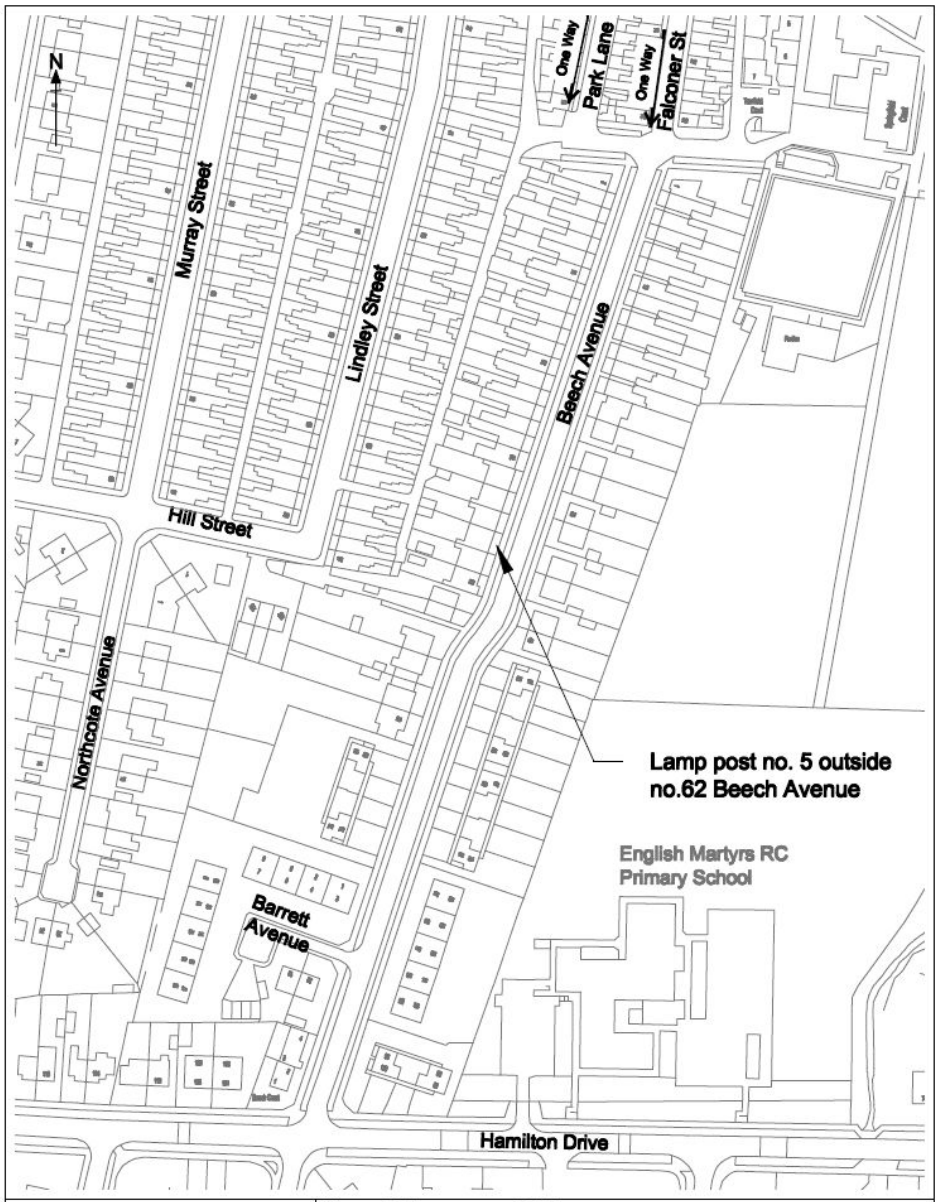
Vehicle Activated Signs (VAS)
Whilst a VAS could be considered bearing in mind the nature of the road it is doubtful whether this would have any benefit, bearing in mind the low usage.

Other
None.

Recommendation
Install a Diagram 1004 6m module centre line along the whole length of Windsor Drive. Carry out before and after speed surveys to determine the effectiveness of a centre line in reducing speeds.
Vertical measures could be considered for the remainder of Windsor Drive but to traffic calm the full length of the road and associated side roads would require a large capital outlay which could not be recommended on casualty reduction grounds.

Eric Wragg
April 2010

Beech Avenue



Beech Avenue, Holgate (ref SM02/09) – Investigation Report

Location

Beech Avenue (see attached plan).

Nature of Problems / Complaints

Concerns over inappropriate speeds in a residential street.

Existing Conditions

Existing Speed Limit / Conditions

Beech Avenue is within a 30mph speed limit and forms a link for southbound traffic through Falconer Street and Park Lane (which are both one way southbound) to Hamilton Drive. Beech Avenue is about 300metres long between Hamilton Drive and Falconer Street / Park Lane.

Speed Data

Mean speeds recorded by the Fire and Rescue Service as 18mph and 85%ile speeds 23 mph. Data recorded on lamp post 5 outside 62 Beech Avenue (see attached plan) but direction of travel not known.

Accident Data

There are no recorded injury accidents in the area within the three period ending 31 July 2009.

Road Hierarchy in Speed Management Plan

Beech Avenue is shown as residential area in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

Because of the close proximity of houses it is felt that any vertical measures would probably create noise and vibrations for the residents.

Parking takes place on the full length of Beech Avenue with the exception of the small areas where waiting is prohibited. The road is effectively one lane wide with the vehicles parked on one side, reducing carriageway width.

Speed Limit Changes

The recorded speeds are appropriate for a 20mph speed limit to be considered. Although this is unlikely to significantly reduce traffic speeds or deter through traffic, it may encourage some of the higher speed drivers to slow down a bit.

Signing Measures (Gateways?)

No additional signs are suggested.

Lining Measures

Not applicable.

Vehicle Activated Signs (VAS)

Not appropriate under the current 30mph speed limit. One could be considered as an additional measure if a 20mph speed limit was introduced.

Other

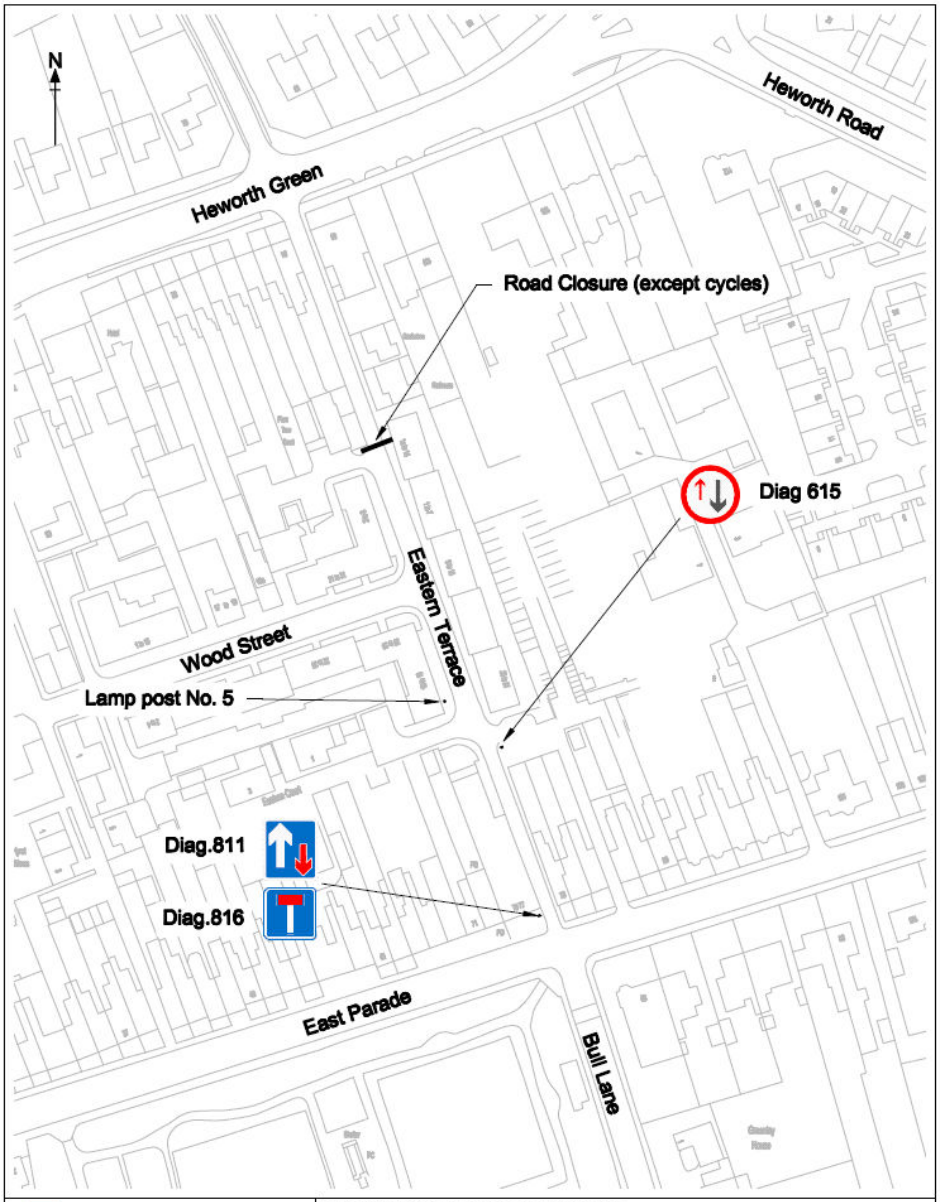
A Speed Indicating Device (SID) has been offered to the community, but this has not been taken up.

Recommendation

This could be put on a list for future consideration for a 20mph speed limit, subject to the results of ongoing trials and future policy decisions.

Otherwise no further recommendations. John Goldsbrough, Transport & Safety March 2010

Eastern Terrace



Eastern Terrace Heworth (ref SM02/09) – Investigation Report

Location

Eastern Terrace (see attached plan).

Nature of Problems /Complaints

Residents concerns about the speed and increase in traffic levels. Site observations have revealed that Eastern Terrace is used as a cut through from Bull Lane across East Parade and to Heworth Green from the Fifth Avenue / Sixth Avenue area and avoiding the traffic signals at Heworth Road / Melrosegate and the roundabout at Heworth Green / Malton Road.

Existing Conditions

Existing Speed Limit/Conditions

Eastern Terrace is within a 30mph speed limit and forms a link between Heworth Green and East Parade. The road is about 370 metres long from Heworth Green to East Parade.

Speed Data

Mean speeds recorded by the Fire and Rescue Service as 17mph and 85^{th} percentile speeds 24mph. Data recorded at lamp column no 15 (see location plan) but direction of travel not known.

Accident Data

The are no recorded injury accidents in the area within the three year period ending 31 July 2009. However there have been three accidents at the junction of Eastern Terrace / East Parade, two of which involved vehicles crossing East Parade (one exiting Eastern Terrace against the No Entry) and colliding with vehicles on the main road, and one at the junction of Eastern Terrace and Heworth Green, a motor cycle exiting and colliding with a vehicle on the main road.

Road Hierarchy in Speed Management Plan

Eastern Terrace is shown as a residential area in the council's Speed Management Plan.

Possible Treatments

Road Closure

A possible solution would be to close Eastern Terrace with an exemption for cyclists at a point approximately 60 metres south of its junction with Heworth Green. This will mean that all vehicles will have to exit via East Parade and will necessitate the revocation of the No Entry order on the narrow southern section of Eastern Terrace. Because of its narrow nature it will be necessary to replace this with a 'priority give way' system which preferably will allow vehicles entering Eastern Terrace to have priority over those leaving. The visibility to the right exiting Eastern Terrace is good and, because of the presence of the zebra crossing is unhindered by parked vehicles. There are opportunities for vehicles to reverse direction using Wood Street and other culs-de sac; however if large service vehicles envisage problems the road closure can utilise a rising bollard to which appropriate vehicles will have a transponder.

Another solution is to have a rising bollard only in Eastern Terrace near its junction with East Parade. This will mean that as well as service vehicles, all residents will have to be issue with transponders, although it will still be possible to access the area via Heworth Green.

Physical traffic calming. Horizontal / Vertical measures.
Because of the close proximity of houses it is felt that any vertical measures would probably create noise and vibrations for the residents.
The road is too narrow for horizontal measures to be considered.
These measures are not therefore recommended.

Speed Limit Changes
The recorded speeds are appropriate for a 20mph speed limit to be considered.
Although this is unlikely to significantly reduce traffic speeds or deter through traffic, it may encourage some of the higher speed drivers to slow down a bit.

Signing Measures(Gateways?)
Signs associated with road closure above.

Lining Measures
Markings associated with road closure above

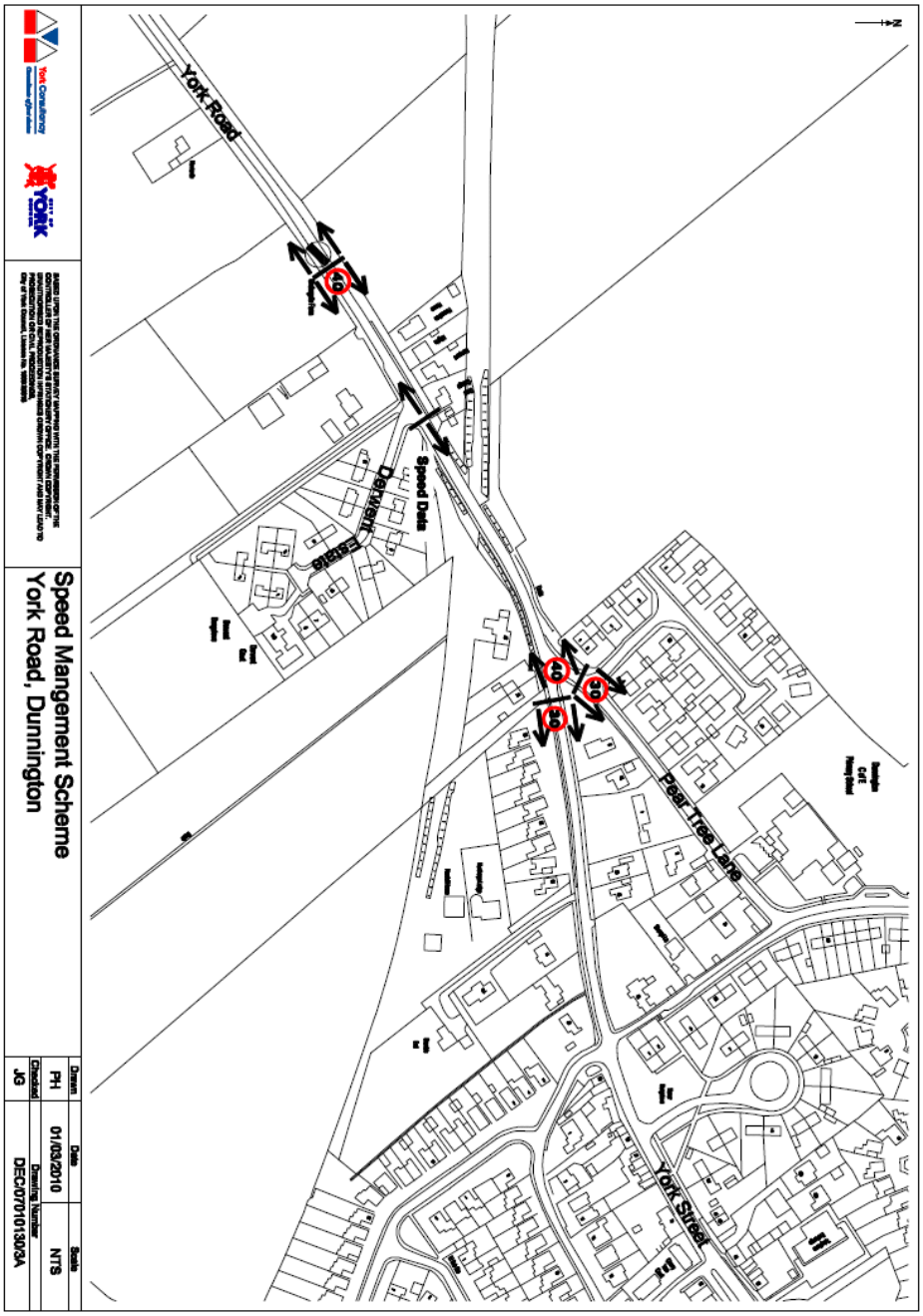
Vehicle Activated Signs (VAS)
Not appropriate under the current 30mph speed limit. One could be considered as an additional measure to help compliance with a 20mph speed limit if one was introduced.

Other
A Speed Indicating Device (SID) has been offered to the community, but this has not been taken up.

Recommendation
Carry out consultation with residents on the two options for closing the road.
If the idea of a road closure is not supported then the road could be put on a list for future consideration for a 20mph speed limit, subject to the results of ongoing trials and future policy decisions.

Eric Wragg
Transport & Safety
April 2010

York Road Dunnington



York Road, Dunnington (ref SM02/09) – Investigation Report

Location

York Road, Dunnington (see attached plan).

Nature of Problem / Complaints

Inappropriate speeds in a residential area.

Existing Conditions

Existing Speed Limit / Conditions

York Road is within a 30mph speed limit which commences where the development starts on both sides of the road, to the west of Derwent Estate.

There is a gateway feature comprising yellow backed 30mph signs on both sides of the road, along with a red patch and 30roundel on the road.

Speed Data

Mean speeds recorded near the Derwent Estate as 39mph towards the village and 42mph going away from the village. Corresponding 85th percentile speeds were 46mph inbound and 50mph outbound (see location plan).

Accident Data

There were no recorded injury accidents in the area within the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan

York Road is shown as a mixed priority route in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

Not thought appropriate in this area.

Speed Limit Changes

The recorded speeds are high for a 30mph speed limit and in fact, because of the open nature of the road here is an inappropriate speed limit which is contributing to its abuse. The speed limit should be changed to a 40 mph limit as far as the junction with Pear Tree Lane. At this point both Pear Tree Lane and York Street should change to a 30 mph speed limit.

Signing Measures (Gateways?)

The existing gateway should be altered to a 40 mph gateway with appropriate signs and 40 mph roundels on red surfacing. Both York Street and Pear Tree Lane at their junctions with York Lane should have adjacent 30 mph signs and roundels on red surfacing to provide a gateway effect as drivers enter the built up area.

Lining Measures

As above.

Vehicle Activated Signs (VAS)

A VAS for inbound vehicles could be considered. This measure would be inappropriate for outbound vehicles as the speed limit changes to the national 60mph limit and the signs to show this are easily visible to westbound motorists.

Other

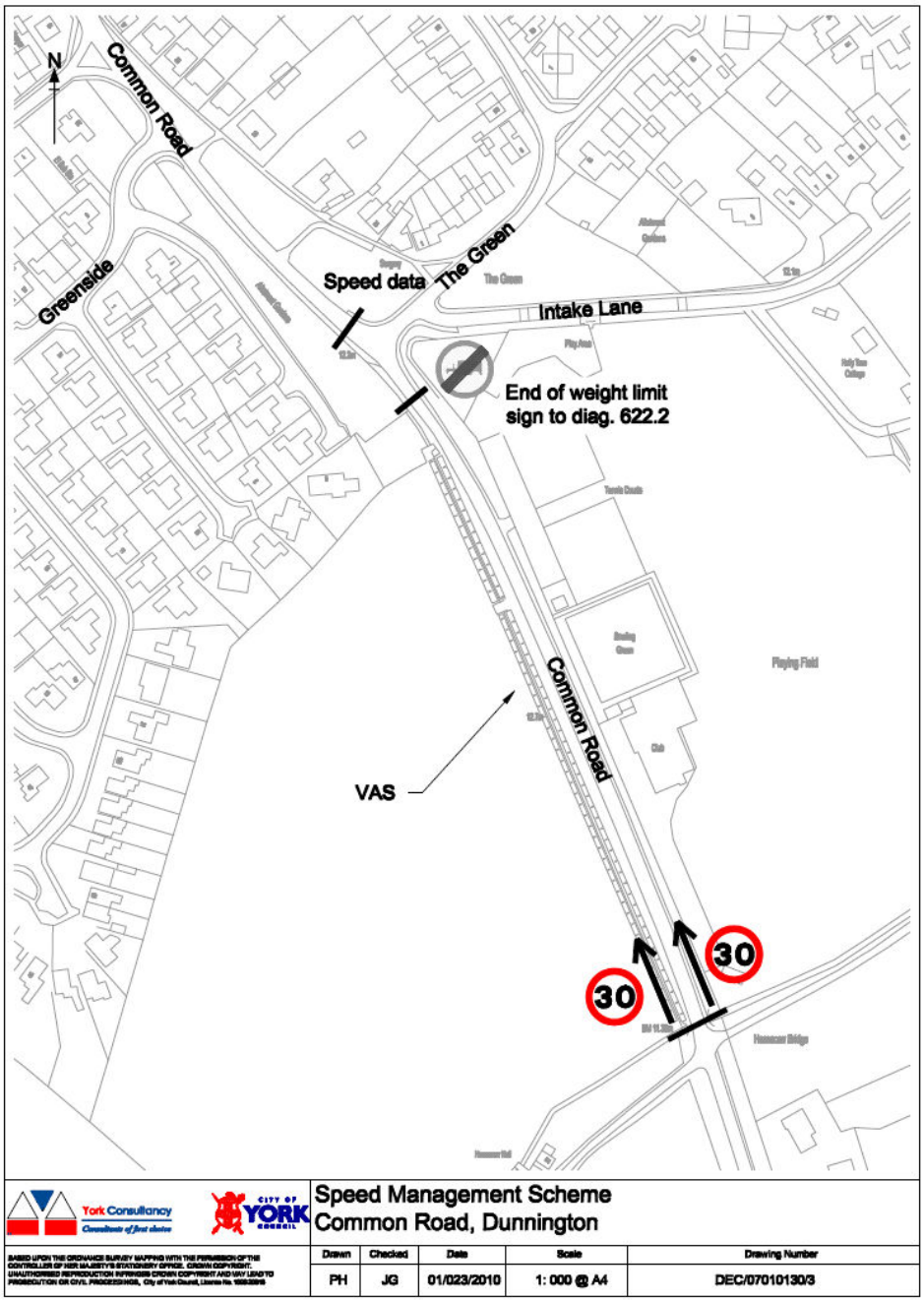
None.

Recommendation

Consider a change of the speed limit from 30 mph to 40 mph on the stretch York Road from the existing terminal signs to York Street and Pear Tree Lane. Install gateway treatments at the commencement of the 40 mph speed limit and the 30 mph speed limits on York Street and Pear Tree Lane.

Eric Wragg
April 2010

Common Road Dunnington



Common Road, Dunnington (ref SM02/09) – Investigation Report

Location

Common Road, Dunnington (see attached plan).

Nature of Problem / Complaints

Inappropriate speeds in a residential area.

Existing Conditions

Existing Speed Limit / Conditions

Common Road is within a 30mph speed limit area and forms the access road to the village from the A1079. There is an existing VAS for inbound traffic opposite the sports club.

Speed Data

Speeds recorded near to the surgery gave mean speeds of 28mph towards the village and 29mph away from the village, and 85th percentile speeds of 35mph in both directions (see location plan).

Accident Data

In the three year period ending 31 July 2009 one slight injury accident was recorded on 7 January 2008. This involved a car turning right into the Green from Common Road being in collision with a car travelling south on Common Road.

Road Hierarchy in Speed Management Plan

Common Road is a traffic route from the A1079 to the south of the Green, and then a mixed priority route into the village.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

Not thought appropriate bearing in mind the status of Common Road.

Speed Limit Changes

Not appropriate.

Signing Measures (Gateways?)

There is an end of weight limit sign to diagram 622.2 on the offside of the road for vehicles travelling south. This is somewhat faded and could from a distance be mistaken for a national speed limit sign. It is recommended that the sign to diagram 622.2 should be replaced.

Lining Measures

Not applicable. The existing lining is in good condition.

Vehicle Activated Signs (VAS)

There is already a VAS for inbound vehicles near to the sports club which has helped to reduce speeds.

Other

None

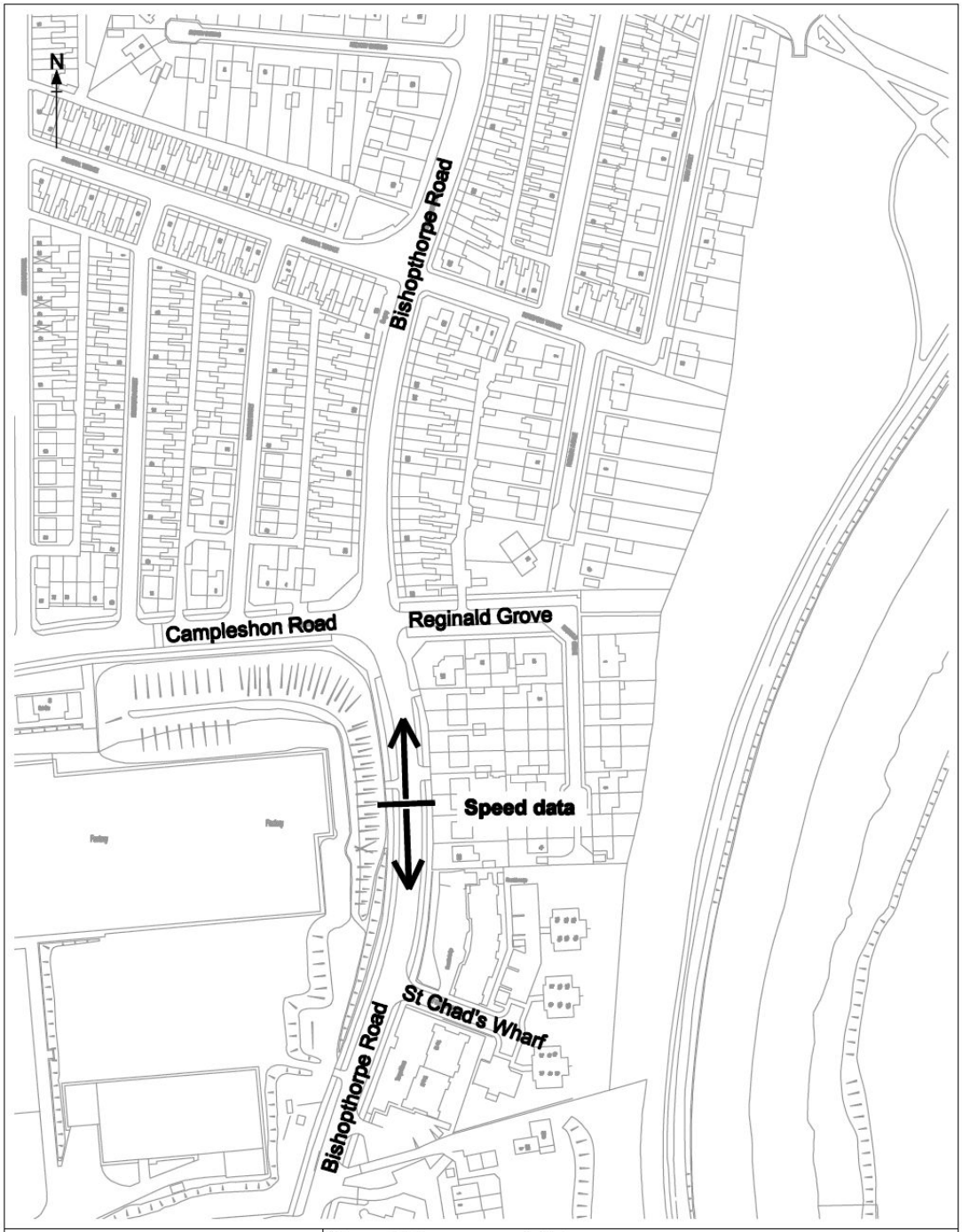
Recommendation

The faded sign to diagram 622.2 (end of weight limit) should be replaced.

Recorded speeds are considered to be reasonable for the road environment, and there are no obvious ways of reducing speeds further through engineering means – hence no further action is recommended.

John Goldsbrough,Transport & Safety,March 2010

Bishopthorpe Road



York Consultancy
Consultants of first choice

CITY OF YORK COUNCIL

Speed Mangement Scheme
Bishopthorpe Road

Drawn	Checked	Date	Scale	Drawing Number
PH	JG	01/03/2010	1: 2000 @ A4	DEC/07010130/4

Bishopthorpe Road (ref SM02/09 and DR02/08) – Investigation Report

Location
Bishopthorpe Road (from Campleshon Road to Terry's site)
Nature of Problem / Complaints
Inappropriate speeds in a residential area.

Existing Conditions
Existing Speed Limit / Conditions
Bishopthorpe Road is within a 30mph speed limit area
Speed Data
Mean speeds recorded northbound (inbound) as 28mph and southbound (outbound) as 29mph. Corresponding 85th percentile speeds 35mph in both directions.
Accident Data
There were four slight injury accidents recorded in the area within the three year period ending 31 December 2009. Only one of these was speed related.
Road Hierarchy in Speed Management Plan
Bishopthorpe Road is shown as a traffic route in the council's Speed Management Plan.

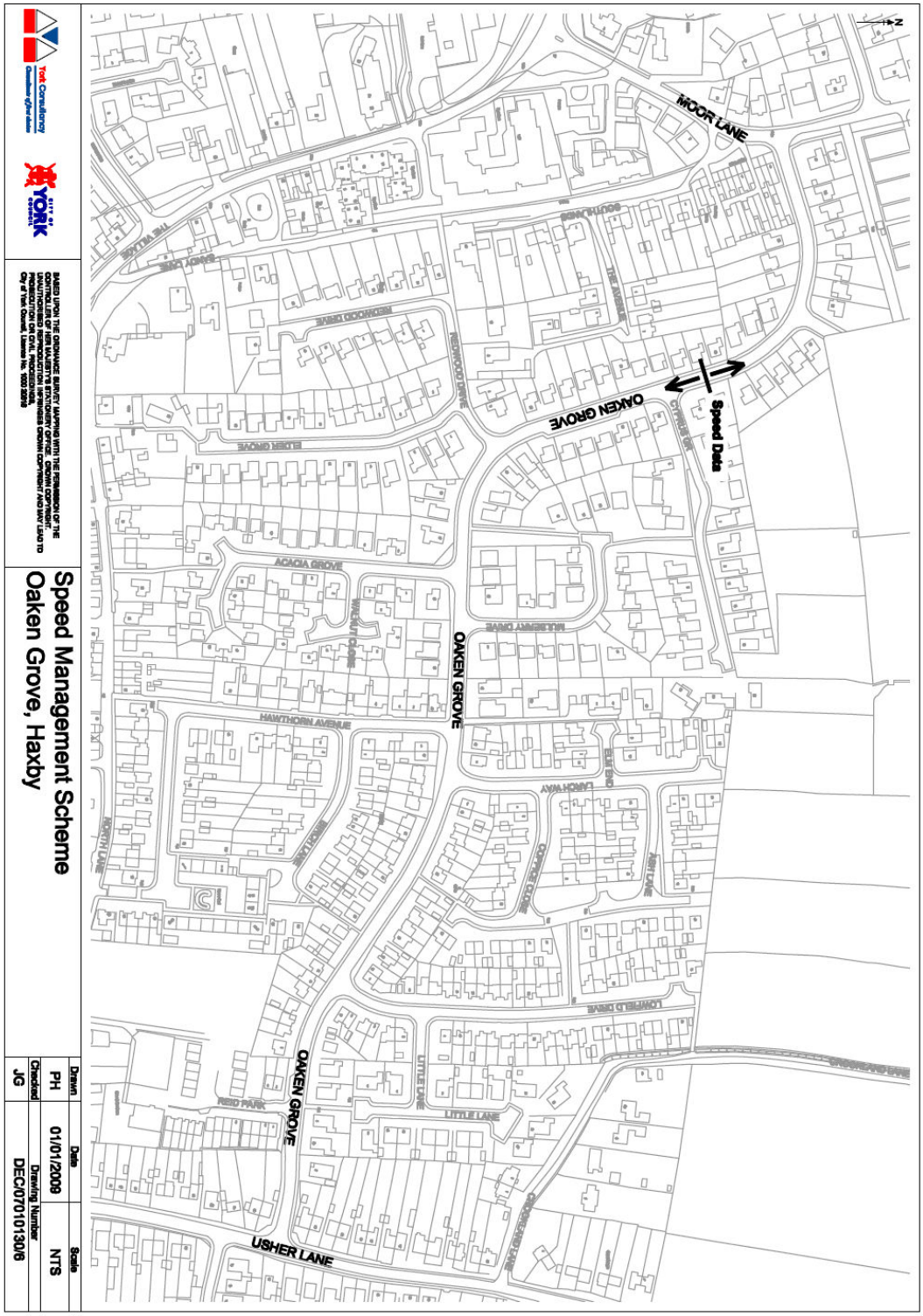
Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)
As this is a traffic route these are not appropriate.
Speed Limit Changes
Not applicable.
Signing Measures (Gateways?)
Not applicable.
Lining Measures
Not applicable.
Vehicle Activated Signs (VAS)
Could be considered.
Other
None

Recommendation
This stretch of road is near to the area of the proposed redevelopment of the Terry's site and it may be that there will be changes as a result of this. The nature of the road, combined with speeds which are not too excessive and no obvious ways of reducing them suggest that monitoring is the best option at present.

John Goldsbrough
Transport & Safety
March 2010

Oaken Grove


Speed Management Scheme
Oaken Grove, Haxby
Speed Data
OAKEN GROVE
MOOR LANE
USHER LANE
ACACIA GROVE
HAWTHORN AVENUE
LITTLE LANE
REID PARK
Drawn
PH
Checked
JG
Date
01/01/2009
Scale
NTS
Drawing Number
DEC/070101306

Oaken Grove, Haxby (ref SM02/09) – Investigation Report

Location

Oaken Grove (see attached plan).

Nature of Problems / Complaints

Concerns over inappropriate speeds within a 30mph speed limit.

Existing Conditions

Existing Speed Limit / Conditions

Oaken Grove is within a 30mph speed limit, and forms a link between Moor Lane and Usher Lane. It is totally residential in nature. The road is wide and can be used to avoid The Village which runs through the centre of Haxby. Some of the road appears to have been resurfaced fairly recently, where the road markings are in good condition. The road markings at the eastern end of Oaken Grove are faded.

Speed Data

Speeds recorded near no86 (see plan) gave mean speeds of 28mph towards Moor Lane and 32mph from Moor Lane, and corresponding 85th percentile speeds of 33mph and 38mph.

Accident Data

There are no recorded injury accidents in the area within the three year period ending 31 July 2009.

Road Hierarchy in Speed Management Plan

Oaken Grove is shown as a residential area in the council's Speed Management Plan.

Possible Treatments

Physical traffic calming (Horizontal / Vertical measures)

It is unlikely that horizontal measures, such as chicanes, would have an effect on lowering traffic speeds and could actually increase speeds due to the relatively low traffic volumes, because the likelihood of meeting an oncoming vehicle is also low. Vertical measures could be considered but the cost would be high and may not be good value, in view of the accident record.

Speed Limit Changes

Not applicable unless traffic calming is introduced, then it could be a 20mph zone.

Signing Measures (Gateways?)

Not applicable.

Lining Measures

Remarking the centre line, where it is faded, would be helpful.

Vehicle Activated Signs (VAS)

From the data (see above) a LTP funded VAS could only be considered for vehicles travelling away from Moor Lane.

Other

None

Recommendation

Request the maintenance section to remark the centre line where it is faded.
Carry out more speed surveys to assess speeds along the full length of the road to assess if traffic calming, or possibly a VAS is warranted.

John Goldsbrough, Transport & Safety, March 2010