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

12 February 2013

Report of the Director of City and Environmental Services

**HAXBY ROAD / LINK ROAD MINI-ROUNDAABOUT – LOCAL SAFETY
SCHEME – SIGNING AND ROAD MARKING IMPROVEMENTS**

Summary

1. The Haxby Road / Link Road mini-roundabout 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 signs and road markings, and has been received favourably during consultation.

Recommendations

2. That the Cabinet Member approves the implementation of the proposed highway 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 junction of Haxby Road and Link Road has been identified as an accident cluster site with four injury accidents in the last three years.
4. All four casualties involved in the accidents were cyclists. There were two incidents of a car failing to give way to a cyclist already on the roundabout, and the other two accidents involved a car passing too close to a cyclist on the approaches. This suggests drivers have a lack of awareness of other road users and possibly little appreciation of the

road layout. It is therefore considered that improvements to the signing and road markings would be beneficial.

5. In addition, three of the accidents happened in the dark, which points to a night time visibility issue. The street lighting at the junction has been checked and is of a high standard, but two of the columns are surrounded by vegetation. To address this, arrangements have already been made for this to be cut back.

Proposals

6. A scheme has been developed to make the road layout clearer by improving the signing and road markings as shown in **Annex A**.
7. There are currently roundabout warning signs on two of the three approaches, but both have problems with visibility. One is in the shadow of trees, and the other obscured by vegetation. There is not a suitable location away from the trees but replacement with a yellow backed sign would help it stand out against the dark background. The other sign would be relocated to where there is less vegetation, and a new sign on the third approach is also proposed.
8. At the junction, the direction to Earswick is signed, but not New Earswick, which could confuse strangers to the area. It is therefore proposed to replace the existing direction signing to rectify this.
9. Additional road markings on Haxby Road are proposed to guide drivers away from an acutely angled kerb line, and segregate cyclists from other vehicles where they emerge from an existing cycle bypass. The scheme also includes cycle symbols on the circulatory carriageway to remind drivers to look out for cyclists.

Consultation

10. Consultation has taken place with relevant Councillors, Parish Councils, the Police, and road user groups (there are no residents in the vicinity of the proposals). The responses are summarised below:

Ward Member Views

11. Cllr. K. Hyman – considers that problems have arisen because the roundabout does not stand out, and drivers are able to cut across the roundabout marking.

Officer comments

The proposed signing and road marking improvements should give drivers more advance warning of the roundabout. In addition, the existing road markings have been checked and are in a satisfactory condition. The central circular road marking is already domed to maximise its visibility and discourage drivers from going straight over it. Some over-running by large vehicles is unavoidable (it is a frequently used bus and HGV route), so it is not recommended to increase the height of the dome any further.

12. Cllr. K. Orrell & Cllr. C. Runciman – No response received.

Other Member Views

13. Cllr. D'Agorne - if inappropriate speeds are involved, enforcement may be more useful than improving the signs.

Officer comments

The accident details do not indicate that contravening the speed limit was a contributory factor to any of the accidents.

14. Cllr. J. Galvin – defers to Ward Councillors on this issue.
15. Cllr. D. Merrett – asked that given the high number of cyclist casualties, would cycle lanes on Haxby Road reduce the likelihood of similar occurrences?

Officer comments

All the accidents were in the immediate vicinity of the roundabout with none further afield, so whilst cycle lanes may be desirable, they are unlikely to improve the accident statistics. In addition, away from the roundabout, the carriageway width is around 6.5m, which is not sufficient to incorporate cycle lanes without significant widening.

16. Cllr. A. Reid – no response received.

Parish Council Views

17. New Earswick Parish Council – support the proposals.
18. Huntington Parish Council – support the proposals.

Police Views

19. North Yorkshire Police's Traffic Management Officer raised the issue of drivers on Link Road having difficulty spotting cyclists emerging from the tree covered Haxby Road to the north. He suggests that this could be improved by greater deflection to slow vehicles down at the Link Road entry and better visibility by moving the give way line forward.

Officer comments

The roundabout is already designed to provide deflection on all three approaches and the marking is domed, so there is no opportunity for further improvements of this type. There is also a sufficient amount of forward visibility at the give way line on Link Road, and to increase it may actually cause drivers to speed up as they would be able to make an earlier judgement on oncoming vehicles.

Road User Group Views

20. The CTC suggests that promotion of the alternative route between New Earswick and Huntington via Station Avenue to the north could help by removing some cycle movements through the roundabout. In addition, cycle symbols would also be considered beneficial on the approaches to the junction.

Officer comments

Cycle route signing is currently being reviewed for the northern half of the city, so the Station Avenue link will be looked at as part of this work. The proposals would be the first time in York that a cycle symbol is used on the circulatory carriageway without lane markings or green surfacing, so it would be preferable to first assess the effectiveness of this measure before considering additional markings.

21. York Cycle Campaign – support the proposals.

Options

22. 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

23. This junction has been identified as an accident cluster site, with incidents involving a single car and cyclist, most of which occurred in the dark. A request has been made for the vegetation to be cut back around the street lighting columns to increase their effectiveness, but it is also considered that improvements could be made to the existing signing and road markings to help make the road layout clearer, and thereby reduce the number and severity of accidents. Consultation has shown support for the proposals with only minor issues raised, however, the suggestions made are not considered to be practical. 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

The potential benefits for the priorities in the Council Plan are:

24. Get York moving – Safety improvements at a cluster site with a high percentage of cycle accidents should encourage more cycling, and less unnecessary car use as a result.
25. Protect vulnerable people – A safer highway environment would benefit the local community.

Implications

This report has the following implications:

26. **Financial** – The scheme is included in the Safety Scheme block of the Transport Capital Programme for 2012/13 and is estimated to cost in the region of £8,000 including fees, less than the £10,000 initially budgeted for.
27. **Human Resources** – None.
28. **Equalities** – None.
29. **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.
30. **Crime and Disorder** – None.
31. **Information Technology** - None.
32. **Land** – None.
33. **Other** – None.

Risk Management

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

Contact Details

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**Report
Approved**



Date 25/01/2013

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 Haxby Road / Link Road roundabout – Local Safety Scheme