

Site: Thanet Road
Between Gale Lane and St James Place

ANNEX A

Injury Collisions Jan 2012 – Dec 2014: 11 Slight

Predominant Accident Characteristics: 4 child pedestrians stepping out or running into the road in front of a vehicle. Inappropriate speed may be a factor. NB. Adjoining Gale Lane and Foxwood Lane do not have this degree of collisions despite similar pedestrian movements, both are traffic calmed.

Proposals: Introduce a speed table with build-out to slow down traffic and reduce crossing distance for pedestrians. There is a rough desire line at this point with Lidl being the main attractor for pedestrians. Includes a priority give way system.

Consultation Comments:

CYC Public Transport Officer – Concerned about potential delays to bus service 4. Have we considered the existing telecoms cabinets?

CYC Cycling Officer – Queried carriageway width at build-out to discourage or allow safe overtaking of cyclists as appropriate.

CYC Transport Planner – Supports the use of a speed table because of the speed reduction, but not the build-out. At busy times, queues could go back as far as blocking the roundabout, leading to drivers taking risky manoeuvres and potentially coming into conflict with other road users and pedestrians.

Cllr Reid – Has no problem with the speed table but is concerned about the build-out and priority system which has not been a popular measure in the past as it can cause congestion. There are often queues around the Lidl access which can be exacerbated by vehicles also turning in and out of the nearby Bowls club. Adding the priority system will just complicate matters further. A site meeting has been requested.

Westfield Cllrs combined response – Concerned about the proposed build-out and how it might affect driver behaviour and cause further problems for drivers exiting the rugby club. Worried it could reduce the safety of other features in the area. A site meeting has been requested.

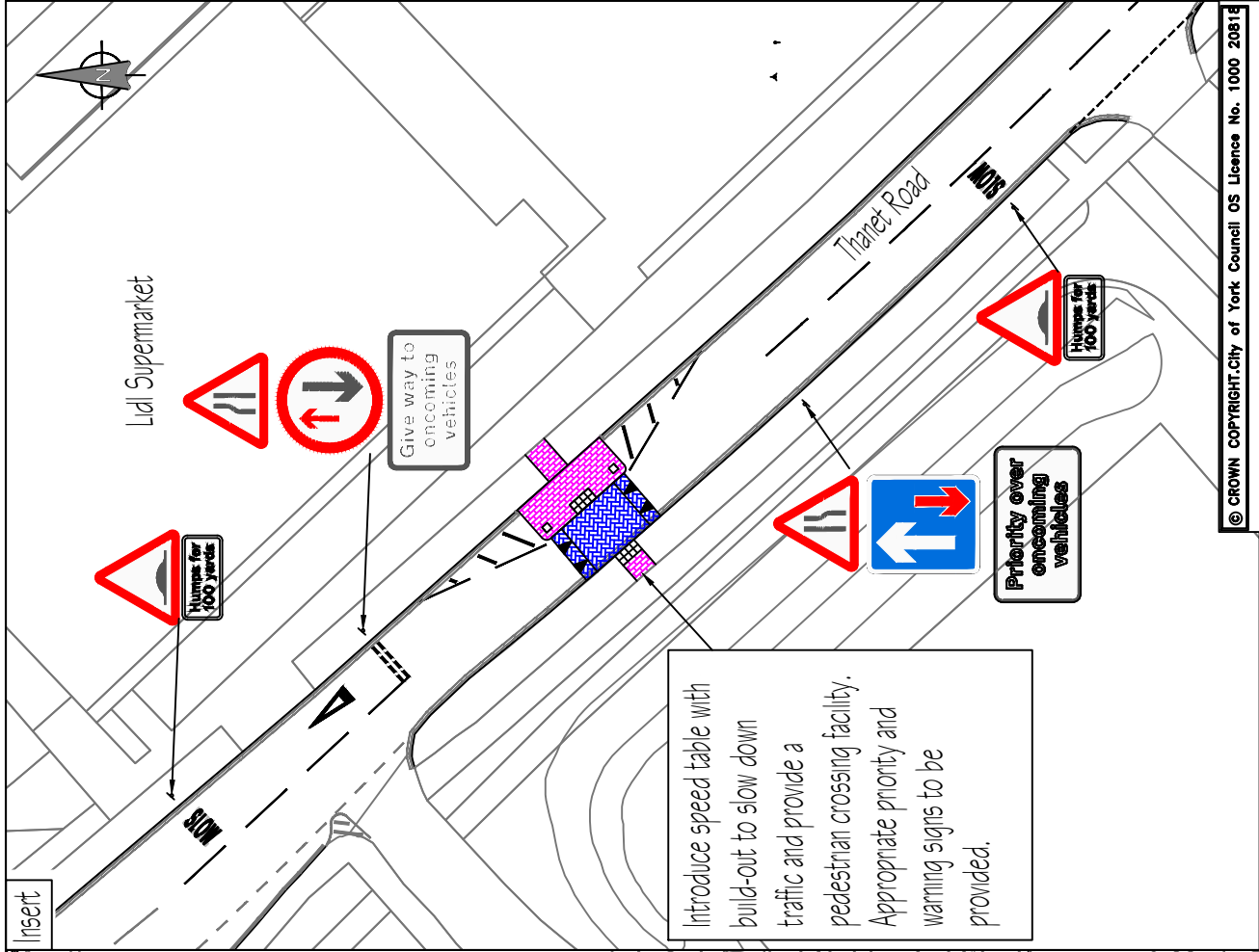
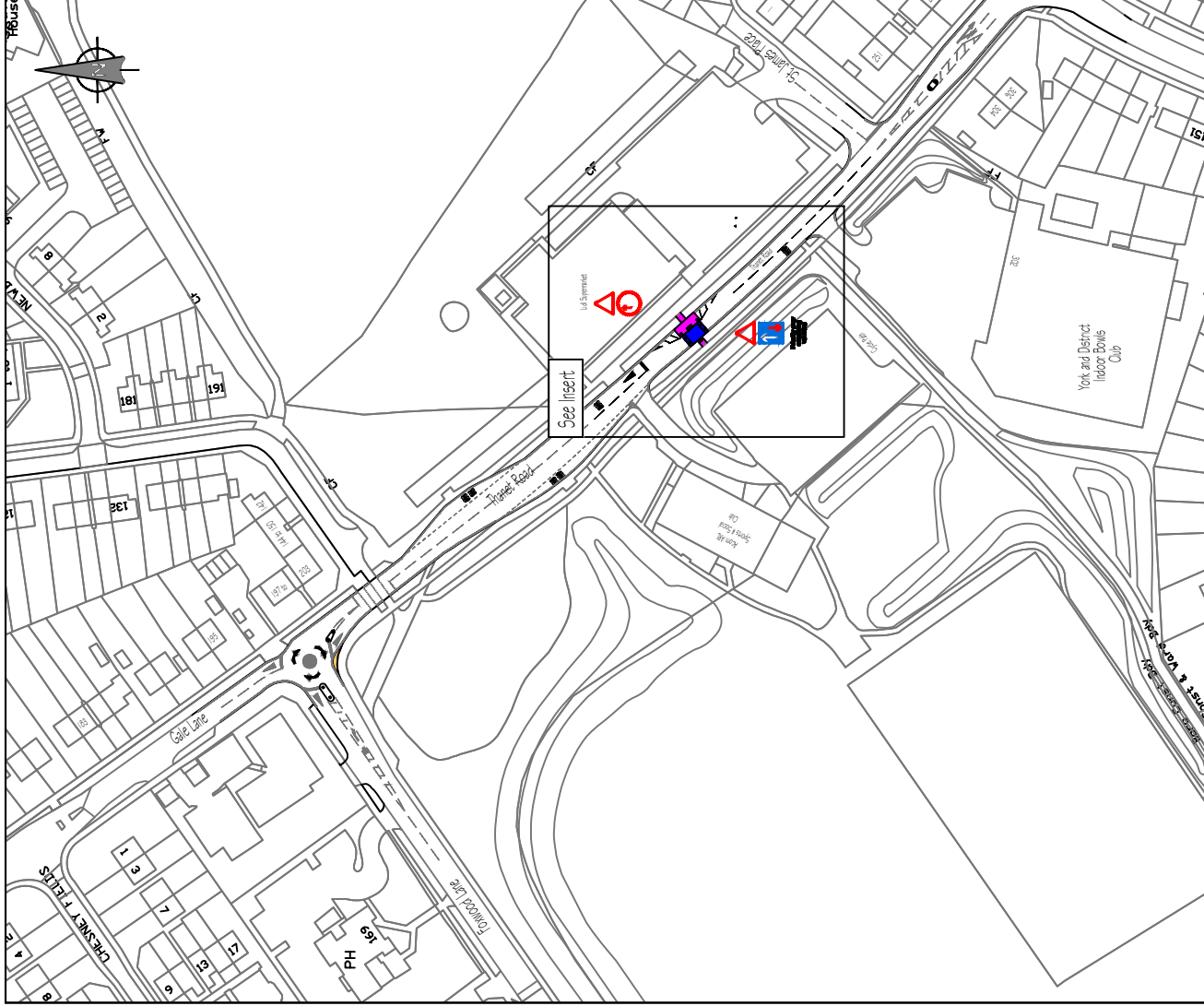
North Yorkshire Police – Have more up to date accident records been considered? Proposal supported as reduction in vehicle speed likely to have a positive effect. Although nature of pedestrian accidents may mean they continue.

Analysis / Response:

The build-out was proposed to overcome restricted visibility caused by various items of street furniture such as telecoms cabinets which would be extremely expensive to move, but it is recognised that the priority system could have an impact on local traffic. To ensure a scheme more sensitive to local transport needs is developed, it is proposed to undertake a further study of the safety problem with a view to developing an alternative solution.

The preliminary design has a carriageway width at the build-out of 4 metres to allow safe overtaking of cyclists.

Although more up to date statistics have been considered, accident numbers are ever changing, and to continually take account of new information, would require the programme to be very fluid. To expedite the process a set three years accident data has been selected for the cluster site study. If there were any recent changes to the road environment at a cluster site, this would be taken into account.



Introduce speed table with build-out to slow down traffic and provide a pedestrian crossing facility. Appropriate priority and warning signs to be provided.

 <p>CITY OF YORK COUNCIL Transport, Parks and Delivery Team High Street, Council House, York, YO1 2PS www.york.gov.uk</p>	DRAWN BY: DR CHECKED BY: A4 SCALE: 1:2000/1:500 DATE: NOV 2015	AMENDMENT: [] REV: []	DATE: []	LOCAL SAFETY SCHEMES 15/16 GALE LN/THANET RD/FOXWOOD LN/ST. JAMES PLACE CASUALTY REDUCTION SCHEME CONSULTATION PROPOSALS	TP/150019/GLTR/01
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Injury Collisions Jan 2012 – Dec 2014: 8 Slight

Predominant Accident Characteristics: 2 shunts on the westbound approach. Visibility and skid resistance may be a factor. 4 accidents involved cyclists, 2 in an eastbound direction.

Proposals: Improve skid resistance on westbound approach and introduce countdown stripes and cut back vegetation to increase awareness and visibility of the signal heads. Signing on approach to be improved. The original proposals included extending the existing off-road cycle facilities by adding a link and converting the crossing to a toucan.

Consultation Comments:

CYC Cycling Officer – Concerned about proposed off-road cycle link. High hedge on corner increases risks of pedestrian / cyclist conflict. Outbound Advance Stop Line has recently been re-installed assisting cyclists on-road.

CYC Transport Planner – supportive of proposals.

CYC Environmental Protection Officer – Will the countdown stripes generate noise?

Cllr Barnes – Concerned about nearby pedestrian / cycle facility adjacent to bus stop. Can footway and cycle track be switched to more common layout?

Cllr Levene – supports Cllr Barnes comments.

Cllr Shepherd - supports Cllr Barnes comments.

North Yorkshire Police – As Annex A regarding accident data. The proposals seem appropriate to treat accident problems so support.

Analysis / Response: Agree with Cycling Officer's comments. Extension of cycle facilities removed from scheme.

The alternating colours of the stripes would not be designed to give a rumble effect and therefore no significant increase in noise levels are expected.

Alterations to existing cycle facilities near bus stop to be included as part of any resulting casualty reduction works at this location.

Injury Collisions Jan 2012 – Dec 2014: 1 Serious 4 Slight

Predominant Accident Characteristics: 4 accidents involving cyclists being hit by a vehicle that had failed to give way. Restricted visibility a likely factor.

Proposals: Remove guardrail to improve junction inter-visibility. The junction road markings have been renewed as part of a recent resurfacing scheme with the Cornlands Road give way lines moved further forwards to improve conspicuity of traffic entering the roundabout.

Consultation Comments:

CYC Transport Planner – Supports proposal. Is a regular user of this route and queries the levels of lighting?

Westfield Cllrs combined response – Concerned about a potential increase in pedestrian crossing Cornlands Road on the roundabout if the guardrail is removed. Not convinced that the guardrail is having an impact on visibility. A site meeting has been requested.

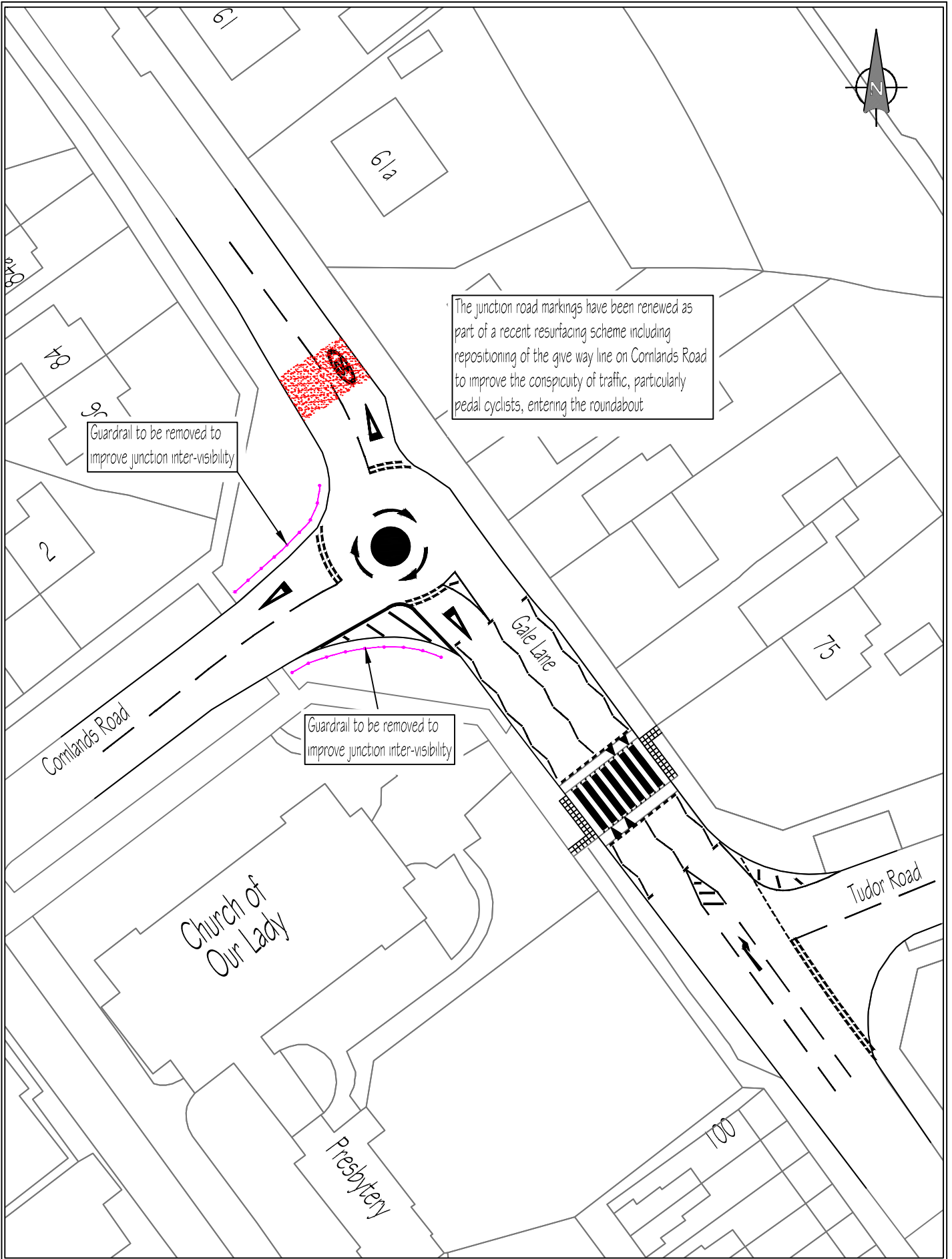
North Yorkshire Police – As Annex A regarding accident data. The part the guardrail has played in the accident data is queried. Inappropriate entry speed could also be factor which has not been addressed. The guardrail may have been introduced to guide pedestrians to more appropriate crossing points and there are schools in the area. Removing the guardrail may increase visibility and thereby vehicle speed, and have safety implications for pedestrians.

Analysis / Response:

Only 1 of the 5 accidents occurred in the hours of darkness which does not suggest a significant problem. There are some trees in the area which may be obscuring lamp columns, this will be checked and any vegetation cut back if considered to be required.

Suitable crossing points both controlled and uncontrolled are provided close to the roundabout to encourage desire lines at suitable locations. The removal of the guardrail is unlikely to encourage crossing in other locations due to the presence of the grass verge.

It is not possible to say with certainty that the guardrail was a factor in these accidents but any street furniture in the visibility splay could obscure approaching cyclists. There is already vertical traffic calming on the approaches and some deflection at the mini roundabout, so approach speeds are controlled to some extent. York High on Cornlands Road is the closest school to this location and has a zebra crossing adjacent to the school gate. Therefore, this is likely to be the most attractive crossing point on Cornlands Road for the majority of school children.



Guardrail to be removed to improve junction inter-visibility

The junction road markings have been renewed as part of a recent resurfacing scheme including repositioning of the give way line on Cornlands Road to improve the conspicuity of traffic, particularly pedal cyclists, entering the roundabout

Guardrail to be removed to improve junction inter-visibility



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LOCAL SAFETY SCHEMES 15/16
CORNLANDS ROAD / GALE LANE
CONSULTATION PROPOSALS

REV	AMENDMENTS	DATE	TP/150019/CRGL/01	SCALE	1:500
			DR	DATE	NOV 15

Injury Collisions Jan 2012 – Dec 2014: 5 Slight

Predominant Accident Characteristics: 4 accidents involving cyclists
2 being hit by drivers exiting Kingsway West.

Proposals: Introduce a bolt down traffic island incorporating a bollard to encourage drivers to join Tudor Road first and then give way at the roundabout. This should promote slower and more considered manouevres.

Consultation Comments:

CYC Transport Planner – The right turn out of Kingsway West would be more difficult for larger vehicles. An alternative would be to make Kingsway West one way in for a short distance so vehicles would have to exit via Danesfort Avenue and Stuart Road.

Westfield Cllrs combined response - Consider the island to be a positive step but suggest that consultation and engagement with local residents to explain why its introduction is necessary will be required.

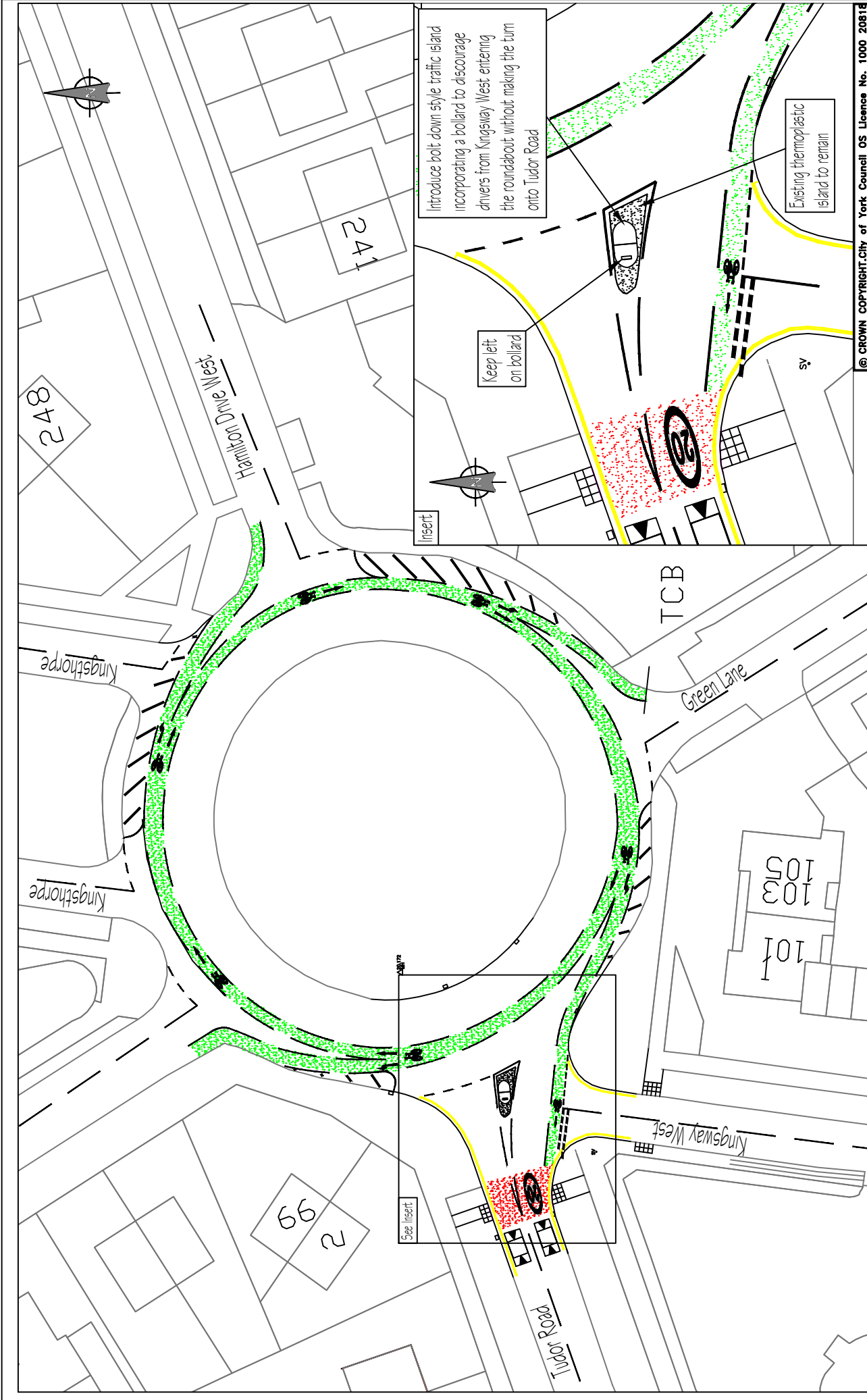
North Yorkshire Police – As Annex A regarding accident data. The viewing angle of the driver waiting to turn out of Kingsway West may also be a contributory factor and this would not be addressed by the proposals. The installation of an island may make it impossible for large vehicles (including refuse vehicles) to make the right turn.

Analysis / Response:

Vehicle swept path analysis has been undertaken and large vehicles should be able to negotiate the island but in a slow and more considered manner. Kingsway West already has a point closure at Thanet Road, and Stuart Road similarly at Gale Lane. Being quite a large area, this extra traffic may cause problems at the two remaining exit points.

Local residents will be consulted before any work is carried out and significant objections will be reported back to the Executive Member for a decision.

Although the viewing angle of emerging drivers is also a likely contributory factor, aligning the exit of Kingsway West further towards the roundabout may encourage faster entry onto the roundabout. Changes to the road markings on the roundabout is another option but would affect the whole roundabout. However, there is a history of accidents concentrated around this approach and not the others, so the proposals as they stand are considered to be the preferred choice. The outcome will however, be closely monitored. Vehicle swept path analysis has been undertaken as above.



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LOCAL SAFETY SCHEMES 15/16
 TUDOR ROAD / KINGSWAY WEST
 CASUALTY REDUCTION SCHEME
 CONSULTATION PROPOSALS

TP/150019/TRKW/01

INITIAL	REV	AMENDMENT	DATE



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Injury Collisions Jan 2012 – Dec 2014: 2 Serious / 6 Slight

Predominant Accident Characteristics: 7 accidents involving cyclists. 3 near identical collisions at The Avenue junction, where a northbound cyclist has been hit by a left turner in during the afternoon peak.

Initial Proposals: The junction of The Avenue / Clifton narrowed and made no entry for all users except cyclists to eliminate manoeuvre featured in accidents at this location.

Consultation Comments:

CYC Traffic Management Officer – Concerned that a short 1 way plug would be regularly ignored.

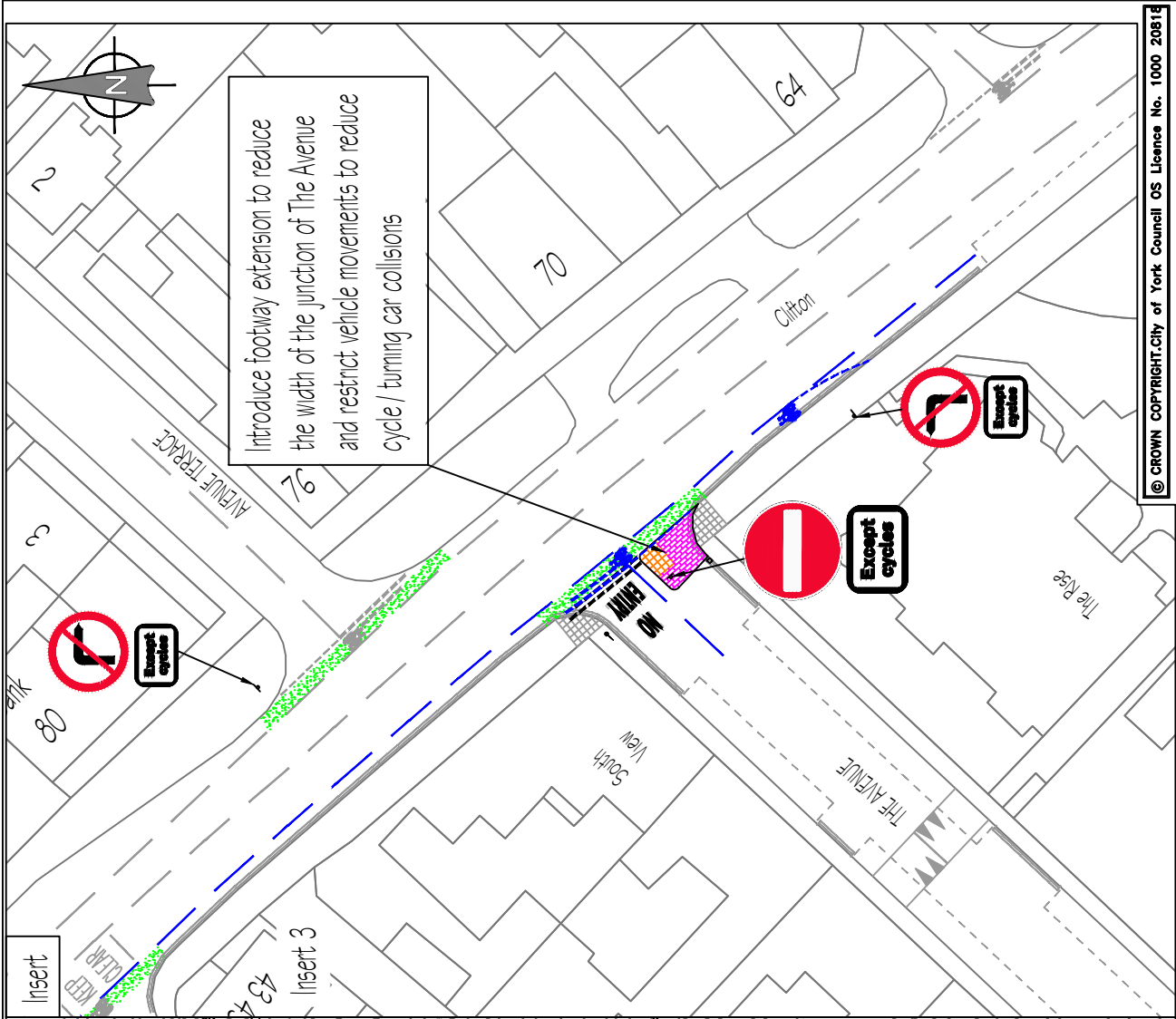
CYC Cycling Officer – The proposed layout would make it difficult for cyclists to turn left into The Avenue. They may have to swing out coming into conflict with traffic behind them, and also may encounter a vehicle waiting to turn out.

CYC Transport Planner – Recognises the benefits of the proposal but doubts residents will accept the inconvenience.

North Yorkshire Police – As Annex A regarding accident data. NYP objects to the proposal due to the high potential for non-compliance and subsequent demand for enforcement. It has previously been suggested that the road should be stopped up and the potential to cut through removed.

Analysis / Response:

Following the negative comments received regarding enforcement of the proposed no entry restriction, and concerns regarding the potential for introducing new safety problems, it is not considered viable for this option be taken forward for public consultation. Instead it is now proposed to undertake a further study of the safety problem with a view to developing an alternative solution.



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LOCAL SAFETY SCHEMES 15/16
CLIFTON/THE AVENUE
CASUALTY REDUCTION SCHEME
CONSULTATION PROPOSALS

DATE	AMENDMENT	REVISION	INITIALS	DATE
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CITY OF YORK COUNCIL
 Transport Projects and Delivery Team
 Highways Team
 15th Floor, Council Offices, 15th Floor, 15th Floor, 15th Floor

TP/150019/CTA/01

Cluster Site	Total No. Accidents in Cluster 2012-2014	Fatal	Serious	Slight	Predominant accident characteristics	Minor Works Details	Estimate
Pavement / Whip-ma-whop-ma-gate junction	8		2	6	7 accidents involving pedestrians. 2 accidents involving parking or reversing vehicles. Suspected contravention of 1 way.	Second No Entry sign and minor changes to road markings	£1,200.00
Wetherby Rd / Beckfield Lane	6		1	5	All involving cyclists & cars. Different manoeuvres. Possible visibility issues.	Cycle warning signs / road markings	£3,000.00
Foss Islands / Navigation Rd	6			6	4 accidents involving cyclists on the off road path and cycle lane coming into conflict with motor vehicles turning into or out of the builders merchant and wine warehouse often through queuing traffic causing visibility issues.	Extend keep clears at the two accesses. Add elephants feet markings across both accesses to raise awareness of the cycle path.	£1,500.00
Hull Rd junc with Grimston P&R	5		2	3	3 accidents involving westbound vehicles going through a red light.	Relocate or cut back vegetation. Consider use of louvres on next set of inbound signals.	£3,500.00
Micklegate / Skeldergate / North St	5		1	4	4 accidents involving cyclists. All different manoeuvres but 2 cyclists going straight on hit by left turners.	Also study. Possible trial of Trixi mirrors (mirrors mounted on signal posts to provide drivers with a view to nearside of vehicle to help see cyclists approaching).	£2,000.00
Poppleton Rd / Grantham Dr	5			5	3 collisions involving vehicle exiting Grantham Drive - possible visibility issues to the right.	Remove or relocate sign post, bus stop flag and cut back vegetation within the visibility splay.	£2,500.00
Crichton Ave / Burton Stone Lane	5			5	All involving cyclists. Possible visibility issues exiting Burton Stone Lane.	Install cycle lane signs. Refresh markings, relocate cycle symbol at junction.	£1,300.00

Total £15,000.00

Annex F Minor Works

Cluster Site	Total No. Accidents in Cluster 2012-2014	Fatal	Serious	Slight	Predominant accident characteristics	Notes	Details	Estimate
Station Rd / Rougier St / Station Ave	20		1	19	3 or 4 overlapping clusters, 12 cyclist collisions, 7 pedestrians, complicated road, layout narrow lanes.	Engineering solutions likely to be expensive. Fesaibility report with estimates required.	Study	£2,500.00
Burdyke Ave / Kingsway North	6		2	4	All cyclist accidents. Failure by motor vehicle drivers to give way & overtaking on roundabout.	Already has marked lanes encouraging cyclists to use outside of roundabout. Consider road marking improvements and off-road facilities. Movement survey required to establish key desire lines.	Study	£2,500.00
Micklegate / Skeldergate / North Street	5		1	4	4 accidents involving cyclists. All different manoeuvres	Busy cycle route. Feasibility study to consider traffic signal improvements. Also minor works to be implemented in the short term.	Study	£2,500.00
Clifton / Clifton Green	8		2	6	7 accidents involving cyclists. 3 near identical collisions at The Avenue junction, where a northbound cyclist has been hit by a left turner in during the afternoon peak.	Original proposal to build out the footway at the Clifton / The Avenue junction and restrict access received negative comments. Further investigation work is needed to identify potential alternative options.	Study	£2,500.00
Thanet Road	11			11	4 child pedestrians stepping out or running into the road in front of a vehicle. Inappropriate speed may be a factor.	Original proposal to provide a build out and raised table crossing point received negative comments. Further investigation work is needed to identify potential alternative options.	Study	£2,500.00

Total £12,500.00