

Decision making
level

OIC Director

20 June 2013

Report Title:- **Provision of right turn facility at Lendal/Museum Street junction**

Decision Requested

Approval is requested to implement measures to enable vehicles to turn right out of Lendal onto Museum Street which will be necessary during the experimental access restriction on Lendal Bridge.

Reason

The existing right turn prohibition for vehicles exiting from Lendal would put drivers in contravention of the proposed access restriction on Lendal Bridge between 10:30am and 5pm.

Background Information

At the Cabinet Decision Session on 7th May 2013 approval was granted for the introduction of a temporary two-way vehicle restriction on Lendal Bridge which will operate between 10:30am and 5pm daily.

To facilitate this it is necessary to relax the existing right turn restriction from Lendal to Museum Street which currently applies to all vehicles except cycles.

The presence of right turning vehicles from Lendal to Museum Street will however have an impact on the large volume of pedestrians which cross Museum Street and provision needs to be made to enable this to occur as safely as possible

Proposals

Officers have considered a wide range of design options for accommodating the right turn from Lendal. These are listed below along with a very brief analysis for each one. A more detailed description and technical assessment of each option is provided in **Annex A**.

Option 1 – Make no changes to the existing physical road layout.

Analysis: Anything larger than a car could not negotiate the right turn without over-running footway areas, which is unacceptable on safety grounds.

Option 2 - Minor changes to the footways around the junction and refuge island.

Analysis: The proposed changes would allow most vehicles (at least up to 7.5t) to make the right turn manoeuvre whilst retaining the existing central crossing point.

Option 3 - Minor changes to the footways around the junction and removal of the central refuge island.

Analysis: These changes allow vehicles of all sizes to make the right turn manoeuvre but involve removing the existing pedestrian refuge island.

Option 4 – Installation of a Zebra crossing

Analysis: This would provide a formal crossing facility and facilitate turning movements. However, due to the high pedestrian flows at this location there could be significant delays and disruption to traffic flow, which could affect bus operations.

Option 5 - Installation of a raised table junction.

Analysis: These changes would reduce traffic speed, but the existing pedestrian refuge island would not be retained. This would be expensive and not easily built or subsequently removed.

Option 6 – Traffic signals with pedestrian crossing facilities.

Analysis: These changes would provide a formal crossing and traffic and pedestrians would be separated and independently controlled. Traffic flows would be impeded with additional traffic delays and congestion. It would also be very expensive, and there would be a significant visual impact in this sensitive area.

Option 7 – A mini roundabout,

Analysis: There is insufficient space to create a roundabout incorporating refuges to help pedestrian cross the road. This would be very expensive and not easily built or subsequently removed.

Consultation

No external consultation has been carried out at this stage. However, consultation on a preferred option could be carried out in conjunction with advertising of the necessary Traffic Regulation Order (see the Legal Implications section below)

Statutory Powers

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.

Financial Programme Implications

Approximate cost estimates for the various design options (including staff fees) are provided in **Annex A**. Whichever option is implemented, it would be funded from the Better Bus Area Fund budget in 2013-2014 Programme.

Legal Implications

As part of the formal Traffic Regulation Order process for implementing the new access restrictions on Lendal Bridge, the associated proposal to relax the prohibited right turn from Lendal will be advertised in the local press and via on-site notices, giving three weeks for people to make representation. In conjunction with this process, details of the proposed changes, including any physical alterations to the road layout, would be sent to local residents and businesses. Any objections/comments received on these proposals would be brought back to a subsequent Officer in Consultation meeting for a decision on how to proceed.

Discussion

If the proposed access restrictions on Lendal Bridge are to be brought into effect as planned in August, it is essential that measures are put in place to allow vehicles to turn right out of Lendal. Therefore one of the design options set out in this report must be taken forward. Based on the detailed analysis presented in **Annex A**, most of the options are considered impractical or would not maintain a safe pedestrian crossing facility, which is considered essential. **Option 2** appears to offer the best solution because it retains the existing refuge islands whilst allowing most vehicles to turn right from Lendal. Only the largest vehicles would not be accommodated, and these should only be present in Lendal outside of the footstreet hours when the left turn will still be available to them. However, there is a risk that with the removal of the banned right turn, some drivers of large HGVs may choose to make this movement by overrunning the footway area on the opposite side of Museum Street. This would need to be carefully monitored, and if it became a significant problem further physical measures would have to be considered to deter such manoeuvres.

Level of Risk

1-3 Acceptable		
4-8 Regular Monitoring		
9-15 Constant Monitoring	✓	There is a potential risk of increased conflict between pedestrians and vehicles, especially if some vehicles encroach onto footway areas. This which would need to be closely monitored.
16-20 Action Plan		
21-25 Registered as a corporate risk		

Internal Consultation

Legal		
Financial		
Human Resources		
Crime and Disorder		
Sustainability		
Equalities		
Property		
Other		

Implementation

Status

It should be possible to implement the measures set out in **Option 2** by late August 2013 to coincide with the planned start of the Lendal Bridge access restriction trial.

Recommendations

Approve the implementation of the **Option 2** proposals as shown in **Annex A** as part of the access restriction trial on Lendal Bridge.

Contact
Details

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Report
Approved

YES Date
13/06/2012

Wards Affected: Guildhall

All

For further information please contact the author of the report

Background Papers: None

Annexes:

Annex A Lendal Right Turn Facility – Design Options