

**Decision Session – Executive Member for
Transport**

22 June 2020

Report of the Corporate Director of Economy and Place
Portfolio of the Executive Member for Transport

TSAR Traffic Signal Refurbishment – Hull Road/Osbaldwick Link Road

Summary

1. The traffic signalling equipment at this site is life expired, has become difficult and costly to maintain and needs to be replaced.
2. The TSAR (Traffic Signal Asset Renewal) programme is the means by which life expired traffic signal assets across the city are refurbished.
3. Although the programme is primarily about asset renewal, there is scope to take advantage of ‘easy wins’ whilst refurbishing the equipment. To that end, cycling facility alterations have been proposed that offer an improvement.
4. A decision is required to approve the proposed alterations.

Recommendations

5. The Executive Member is asked to approve Option 1.

Reason: This option achieves the core aim of replacing the life-expired traffic signal asset such that it can continue be operated and repaired economically.

Background

6. A report was brought to the Executive Member for Transport and Planning on 12 November 2015 to seek approval to undertake the 5-year ‘TSAR’ (Traffic Signal Asset Renewal) programme.

7. This programme entails a replacement of life expired traffic signal assets around York. The focus is on replacing equipment that is liable to imminent failure, rather than seeking to improve congestion or achieve a similar transport improvement goal. However, where 'easy wins' can be achieved at the same time as replacing obsolete equipment, these will be taken advantage of.
8. To date, 32 sets of signals have been refurbished and a further 5 are programmed in for the 20/21 financial year.

Consultation

9. Due to efforts to bring the area's bus lane into significant use and slight changes to the cycling facilities at the crossing, a consultation has been carried out to offer key user groups an opportunity to have their say on the proposed scheme.
10. A summary of the consultation feedback can be found in Annex A.

Options

11. The following options are available:
12. Option 1 – Approve the proposed crossing refurbishment shown in drawing Annex B.
13. Option 2 – Do not approve the presented option.

Analysis

Option 1

Description of Changes

14. Refurbish the existing pedestrian / cyclist crossing to the North of the junction into a standard Toucan crossing provided with all new equipment, including signal heads, poles, cabling, cabinets, detectors, communications and ducting.
15. Introduction of specialised vehicle detection equipment for high speed junctions.

16. Signal Controller to be relocated from the western pedestrian island to the rear of the main foot/cycleway west of the junction to increase ease of access.
17. Eastern Pedestrian Island to be reshaped in order to improve alignment with main foot/cycleway at the Eastern most extreme of the junction.
18. Crossing point realigned at the Eastern foot/cycleway.
19. Bring the existing bus lane back into full operation including improved bus detection to allow for better bus priority.
20. Bus Lane carriageway improvement works.
21. The estimated cost of the work to the Traffic Signal at the junction of Hull Road and Osbaldwick Link Road detailed in Annex B is £350,000.00

Reasoning

22. Replacement of the traffic signal technology is the fundamental purpose of this project, as per item 6.
23. The betterment of cycling facilities associated with the Toucan crossing at this location constitutes an 'easy win' improvement in line with City of York Council's user hierarchy. The facilities are brought in line with current standards.

Impact on vehicular traffic

24. This option has a negligible impact upon the capacity of the junction however, by adding Microprocessor Optimised Vehicle Actuation (MOVA) control to this high speed junction the site will be safer and will likely see some minor improvements to vehicle journey time through it.
25. By making improvements to bus detection at the location, buses will be provided with greater priority than they currently achieve.

Impact on Pedestrians

26. The option will have minor benefits to pedestrians by realigning the crossing.

Impact on Cyclists

27. The realignment of the toucan crossing will assist cyclists in crossing the road.

Safety Considerations

28. The new traffic signalling technology that will be introduced will improve safety at this high speed site.
29. A further Road Safety Audit will be carried out after detailed design and before construction. This is the means by which the design safety will be controlled.

Other options already discounted

30. Due to the semi-rural location of the junction and the limited scope for redesign of its operation, no alternative preliminary design options have been put forward for this scheme.

Council Plan

31. Replacing life-expired traffic signalling assets allows the Authority to continue to manage the traffic on its highway network, minimising congestion and ensuring user safety. Therefore carrying out these works fulfils the 'Getting around sustainably' key outcome of the Council Plan.

Implications

32. **Financial**
The TSAR programme is funded by the council's capital programme, which was approved at Budget Council on 27 February 2020 and sufficient funds are available in the 2020/21 transport capital programme for the construction of this scheme.
33. **Human Resources (HR)**
There are no HR implications
34. **One Planet Council / Equalities**
All junctions are designed with equalities in mind. The recommended designs follow the most up to date guidance with respect to disability access. The technology included in all designs includes aids to persons with visual and mobility impairment.

35. **Legal**
There are no legal implications
36. **Crime and Disorder**
There are no Crime and Disorder implications
37. **Information Technology (IT)**
The Information Technology implications of constructing the proposed designs has been considered and are included in the Project Plan. No issues are envisaged.
38. **Property**
There are no property implications
39. **Other**
Disruption during construction – Constructing the TSAR schemes inevitably means a certain level of work on the Highway, with an associated level of delay and disruption to pedestrians and vehicular traffic. Such works will be scheduled and planned to minimise this disruption, and sufficient information and notice will be given to affected parties.

Risk Management

40. There are no known significant risks associated with any option presented in this report.
41. Project Risks are recorded in the Project Risk Register and are handled by the Project Team and monitored by the Transport Board.

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Approved

Wards Affected: Hull Road

For further information please contact the author of the report

Background Papers: None.

Annexes:

Annex A – Consultation Details and Response
Annex B – Preliminary Design

List of Abbreviations Used in this Report

TSAR - Traffic Signal Asset Renewal
MOVA – Microprocessor Optimised Vehicle Actuation