

**Decision Session – Executive Member
for Transport and Planning**

13 July 2017

Report of the Corporate Director of Economy and Place

Great North Way – Crossing Improvement

Summary

1. This report seeks approval to make changes to the pedestrian and cycle crossing point on Great North Way.

Recommendations

2. The Executive Member is asked to approve implementation of the scheme shown in **Annex B**.

Reason: to address concerns over the difficulty and safety of crossing at the existing facility.

Background

3. A number requests have been made over several years for improvement to the uncontrolled cycle/pedestrian crossing facility on the 2-lane dual carriageway section of Great North Way, close to its junction with the A1237. The crossing point is part of the outer orbital cycle route, as well as a regularly used route for many children who attend Manor CE School. Concerns have been raised by local residents, especially parents of children who use the crossing, and people who work within the York Business Park complex.
4. The crossing can be challenging to use for several reasons. These include; the 2-lane width of each carriageway, the approach speed of traffic exiting the roundabout, and having to cross between two lanes of queuing traffic entering the roundabout.
5. Despite these obvious difficulties, the Police database indicates there have only been 2 reported collisions in the vicinity of the crossing over a period of 5 years. Both resulted in slight injuries. One involved a car travelling on the A1237 heading south and a

motorcycle turning right into Great North Way. The driver of the car failed to stop at the roundabout give-way marking. The other incident involved a car and a cyclist. The car was turning left into Great North Way, and the cyclist was travelling north on the adjacent footway/cycleway and crossing Great North Way. The car collided with the rear end of the cycle.

6. The A1237 /Great North Way junction is one of seven roundabouts on the outer ring road due to be upgraded over next few years. Although the changes to the roundabout will be significant, the works are unlikely to extend far into Great North Way. There will still be a need for crossing in this location on Great North Way, and so it makes sense to progress the scheme in advance of the roundabout works.

Proposals

7. A proposed scheme, as shown in **Annex A**, based on relocating the existing crossing about 20m further into Great North Way, was developed for consultation. Moving the crossing further from the roundabout will make it easier for people to judge when it is safe to cross. The road markings would also be altered to encourage traffic to take a more consistent position when exiting the roundabout into Great North Way. 'KEEP CLEAR' markings will make it easier to see and be seen when crossing through queuing traffic on the approach to the roundabout.

As part of the scheme, the crossing points would be upgraded to include tactile paving and better signing.

Consultation

8. Consultation was carried out with; local residents/businesses, the emergency services, ward members, the local parish council, and Manor School. The responses are summarised below:

Local Residents /Businesses –

Residential Care Home - supports the scheme.

Petrol Station – only concerned about deliveries during construction.

Local Resident - requests additional road markings on the roundabout to deter queuing traffic from blocking the exit from Great North Way.

Local Resident – asks if other improvements are planned in this area.

Emergency Services – no comments received

Road User Organisations -
York Old People Assembly - fully support the proposals

No other comments received.

Councillors

Cllr Steward – supports the scheme.

Parish Council (Upper Poppleton) - proposals considered by Parish Council on 19 June, and no objections raised.

Manor Church of England Academy - supports the scheme which should be beneficial, and the school will educate the pupils on road safety at the location.

Road Safety Audit

9. A stage one (outline design) road safety audit has been carried out. This has not raised any significant concerns about the proposed scheme, but has highlighted some issues which could be improved by amending the proposal. The key changes are shown on the amended scheme plan in **Annex B**, and include some extra footway widening, slightly longer lengths of guardrail, and a small widening/ realignment of the crossing points.

Options

10. The options are:
 - i) To approve implementation of the scheme shown in **Annex A**, subject to any amendments the Executive Member feels are necessary.

ii) To approve implementation of the amended scheme shown in **Annex B**, subject to any further changes the Executive Member feels are necessary.

iii) Not to alter the existing crossing.

Analysis

11. The scheme put forward for consultation, as shown in **Annex A**, will make it easier and safer to cross Great North Way. Consultation has shown general support for the changes. A road safety audit has not highlighted any significant issues with this, but has led to some minor changes being proposed, as shown in **Annex B**. Not implementing the scheme would fail to address the concerns raised about the existing facility. Hence Option ii), implementing the scheme shown in **Annex B**, is recommended.

Council Plan

A Council That Listens To Residents

12. By implementing the scheme the council would demonstrate that it listens and responds positively to concerns raised by residents.

Implications

- 13.
- **Financial** The estimated cost of the scheme is £26K and this would be funded from a Cycle Scheme allocation of £39K within in the 17/18 Transport Capital Programme.
 - **Human Resources (HR)** No implications
 - **Equalities** No implications
 - **Legal** TROs are required to legally change the speed limits
 - **Crime and Disorder** Positive impact as fewer drivers will be breaking the speed limit
 - **Information Technology (IT)** No implications
 - **Property** No implications

Risk Management

14. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
15. Authority reputation – this risk is in connection with public perception of the Council if work is not undertaken following public consultation.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Probable	10

16. This risk score, falls into the 6-10 category and means the risk has been assessed as being "Low". This level of risk requires regular monitoring. This is already undertaken by the Partnership and reported to the Executive Member as part of the regular review report.

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Report
Approved



Date 28/06/17

Wards Affected: Rural West

All

For further information please contact the author of the report.

Annexes

Annex A: Great North Way Pedestrian Crossing Consultation Drawing/Proposed Layout Plan

Annex B: Great North Way Pedestrian Crossing – amended proposal.