
Meeting of Executive Members for City Strategy and Advisory Panel

15 January 2007

Report of the Director of City Strategy

Petition in support of safety measures in Wigginton

Summary

1. To consider a petition presented to the City of York Council seeking traffic calming along Mill Lane and 'The Village' and a pedestrian crossing near to the junction of Westfield Lane for school children and all pedestrians. A plan of the area is included in **Annex A**. A total of 222 signatures were received. **Annex B** shows page one only of 9 pages.

Background

2. A crossing at the junction of The Village and Westfield Lane was considered in December 2001 and a report was presented at the Planning and Transport (North-West Area) sub committee on 18 December 2001 with a recommendation to approve a zebra crossing. Funding was to be provided from the Haxby and Wigginton Ward Committee budget. With the appropriate approvals, the proposed scheme was to be implemented in March 2002. However, this did not proceed due to concerns from the Parish Council regarding the approach speeds of vehicles on Mill Lane and 'The Village'.
3. Traffic calming on Mill Lane/The Village, Wigginton, was considered in 2003 and a report was prepared for Haxby and Wigginton Ward Committee in December 2003. Six options were put forward (see points 11-11.7) No consultation was carried out at this time.
4. A 20 mph 'School Zone' was introduced on Westfield Lane, outside the primary school in 2002. This included supportive traffic calming measures. Further works were carried out in 2004 as part of a programme of 'Review & Enhance' works for 'School Safety Zones'. This included the extension of double yellow lines and yellow zig-zag markings.
5. A school crossing patrol operated on Mill Lane at the junction of Westfield Lane until 2004. The School Crossing Patrol site remains vacant at this time although colleagues in Learning, Culture and Children's Services are currently advertising the vacancy.
6. Mill Lane is currently being considered for a 'Vehicle Activated Sign' (VAS).

Analysis

7. The 'Safer Routes to School' initiative aims to promote safer, more environmentally sustainable and healthier ways of getting to and from school, with particular emphasis on walking and cycling. A Safer Routes to School scheme should improve conditions (both in safety and the environment) on the main walking and cycling routes to school. Projects involve the investigation of school travel patterns with particular emphasis on walking routes which in turn should promote the health, social and environmental benefits of walking.
8. Wigginton Primary School is a medium priority in terms of 'Safer Routes to School' and is not included in the 2006/07 capital programme. There are no current plans to include it in future years. The issues raised in the petition are wider than the scope (and budget) of the 'Safer Routes' programme. Expectations within the local community were raised in 2001 for a zebra crossing near to the junction of Mill Lane and Westfield Lane. Since then, there has been no further action other than feasibility studies and possible options put forward. The zebra crossing could be considered for part funding from the 'Safer Routes' budget in future years but any traffic calming commitments should seek funding from a different budget heading.
9. Extensive traffic surveys were carried out on Mill Lane/The Village prior to the development of a scheme for a zebra crossing. An additional speed survey was conducted in August 2003. The Speed survey results indicated there was a speeding problem. It was identified, however, that the problem was not sufficiently marked for the police to take enforcement action to address the issue. It was reported that physical measures may be effective in reducing speeds.
10. Accident statistics identified no obvious clustering and no common factor other than speed.
11. Six options were put forward by City of York Council in 2003 for consideration by the Parish Council, with costs ranging from £12,500 to £29,500. Background information and the options are summarised below (11.1–11.7)
 - 11.1 Mill Lane west of Westfield Lane is designated as a 'Traffic Route' under the Council's Speed Management Plan. No 'vertical' traffic calming measures such as road humps, speed cushions or speed tables can be implemented along this section. 'Horizontal' measures such as chicanes can, however, be considered for such routes.
 - 11.2 The Village east of Westfield Lane is designated as 'Mixed Priority' under the Council's Speed Management Plan. Physical measures including road humps and speed tables can therefore be considered, provided they are targeted at areas of high pedestrian activity, and provided they are designed to minimise inconvenience to buses and emergency vehicles.
 - 11.3 The question of a crossing point across The Village in the vicinity of Westfield Lane has been investigated previously, and a scheme involving a zebra

crossing was developed and consulted upon. However, this did not proceed due to concern regarding the approach speeds of vehicles on Mill Lane and The Village.

11.4 A mini-roundabout scheme at the Mill Lane/The Village/Westfield Lane junction, as raised by the suggestor, is not considered feasible, as additional land would be necessary to enable the required deflections to be created on the roundabout approaches.

11.5 Working with the considerations set out above, 6 scheme options have been developed for this section of road. These range from low cost schemes with no vertical measures for speed reduction, through more intensive speed management schemes including vertical measures, to schemes with and without vertical measures, but which also incorporate zebra crossings. Sketch plans of the various options are attached. They are described and discussed below:-

(i) *Scheme 1 – Chicanes at the Black Horse and the Ascot Road area. Estimated cost £12,500 (2003 prices)*

The chicanes would have the effect of slowing traffic on the eastbound and westbound approaches to the Mill Lane/Westfield Road junction.

A scheme such as this, with no vertical measures, would present minimum difficulties for buses and emergency service vehicles.

One disadvantage of the scheme is that, apart from speed reduction, there would be no enhanced crossing facility where the School Crossing patrol operates.

Another disadvantage of this measure is that chicanes tend to be less effective at slowing vehicles if traffic flows are light.

The chicane islands would have some effect on local parking, but less than other proposals.

(ii) *Scheme 2 – Chicanes at The Black Horse and Ascot Road area, and a Speed Table/Crossing Point just east of Westfield Lane (i.e. Scheme 1 with a speed table in the middle of the chicanes). Estimated cost:- £14,500 (2003 prices)*

The chicanes would have the effect of slowing traffic on the eastbound and westbound approaches to the Mill Lane/Westfield Road junction and the proposed speed table/crossing point location.

The speed table would significantly slow vehicles at the crossing point, and hence would assist the School Crossing Patrol and others crossing in the vicinity of the local shop. The flush surface, kerb to kerb, would make crossing easier, particularly for the mobility-impaired.

A disadvantage of this scheme is that chicanes tend to be less effective at slowing vehicles if traffic flows are light. However, at times of light flow, the speed table would still be effective in slowing vehicles.

The speed table/crossing point is not as well-defined or as conspicuous as with a zebra, but is better than Scheme 1. It would not give pedestrians any priority over traffic.

The effect on parking would be slightly greater than with Scheme 1.

- (iii) *Scheme 3 – Chicanes at the Ascot Road area, Road Humps at the Black Horse, and a Speed Table located just east of Westfield Lane (i.e. Scheme 2 with two chicanes replaced by road humps).*

Estimated cost:- £12,500 (2003 prices).

The road humps would slow traffic at the Black Horse more positively than chicanes there, although the chicanes at Ascot Road would slow traffic to some extent also.

The speed table would significantly slow vehicles at the crossing point, and hence would assist the School Crossing Patrol and others crossing in the vicinity of the local shop. The flush surface, kerb to kerb would make crossing easier, particularly for the mobility-impaired.

The chicane would be less effective at slowing traffic at times of light flow. However, even at times of light flow, the speed table and the road humps would still be effective in slowing vehicles.

The speed table/crossing point is not as well-defined or as conspicuous as with a zebra, but better than Scheme 1. It would not give pedestrians any priority over traffic.

With more vertical measures, the scheme will have a greater impact on buses and emergency service vehicles than options which include no vertical measures.

The effect on parking would be slightly greater than with Scheme 1.

- (iv) *Scheme 4 - Chicanes at The Black Horse and Ascot Road area, and a Zebra just east of Westfield Lane (i.e. Scheme 1 with a zebra crossing in the middle of the chicanes). Estimated cost:- £27,500 (2003 prices).*

The chicanes would have the effect of slowing traffic on the eastbound and westbound approaches to the Mill Lane/Westfield Road junction and the proposed zebra location.

The zebra would provide an improved and more conspicuous crossing facility giving priority over traffic for the School Crossing Patrol and for others crossing in the vicinity of the local shop. Also, the zigzag markings associated with the zebra would remove parking on the approaches to the crossing point and provide a clear field of vision, both to pedestrians and to approaching vehicles.

A scheme such as this, with no vertical measures, would present minimum difficulties for buses and emergency service vehicles.

A disadvantage of this measure is that chicanes tend to be less effective at slowing vehicles if traffic flows are light.

With this scheme, there would be a greater impact on parking in the vicinity of the local shop.

- (v) *Scheme 5 – Chicanes at the Black Horse and Ascot Road area, and a Speed Table with a Zebra Crossing located on it just east of Westfield Lane (i.e. Scheme 2 with a zebra crossing on the speed table). Estimated cost:- £29,500 (2003 prices).*

The chicanes would have the effect of slowing traffic on the eastbound and westbound approaches to the Mill Lane/Westfield Road junction and the proposed zebra location.

The speed table would physically slow vehicles at the zebra crossing point. The zebra would provide a more well-defined and more conspicuous crossing point giving priority over traffic for the School Crossing Patrol and others crossing in the vicinity of the local shop. Also, the zigzag markings associated with the zebra would remove parking on the approaches to the crossing point and provide a clear field of vision, both to pedestrians and to approaching vehicles.

The flush surface, kerb to kerb, would make crossing easier, particularly for the mobility-impaired.

The disadvantage of this measure is that chicanes tend to be less effective at slowing vehicles if traffic flows are light. Hence, at times of light flow, only the speed table and possibly the presence of the zebra would be effective in slowing vehicles.

The presence of the speed table would have a greater effect on buses and emergency vehicles than the options which include no vertical measures.

With this scheme, there would be a greater impact on parking in the vicinity of the local shop.

- (vi) *Scheme 6 - Chicanes at the Ascot Road area, Road Humps at the Black Horse, and a Speed Table with a Zebra Crossing on it located just east of Westfield Lane (i.e. Scheme 3 with a zebra crossing on the speed table). Estimated cost:- £27,500 (2003 prices).*

The road humps would slow traffic at the Black Horse more positively than chicanes there, although the chicanes at Ascot Road would slow traffic to some extent also.

The speed table would physically slow vehicles at the zebra crossing point. The zebra would provide a more well-defined and conspicuous crossing point giving priority over traffic for the School Crossing Patrol and others crossing in the vicinity of the local shop. Also, the zigzag markings associated with the zebra would remove parking on the approaches to the crossing point and provide a clear field of vision, both to pedestrians and to approaching vehicles.

The flush surface, kerb to kerb, would make crossing easier, particularly for the mobility-impaired.

A disadvantage of this measure would be that the chicane would be less effective at slowing traffic at times of light flow. This is, however, the only type of physical speed control measure which can be considered for Mill Lane in this area.

With more vertical measures, the scheme will have a greater impact on buses and emergency service vehicles than options which include no vertical measures.

With this scheme, there would be a greater impact on parking in the vicinity of the local shop.

- 11.6 All the above schemes appear feasible, subject to detailed site surveys and utility investigations.
- 11.7 The six scheme options set out in above were put forward for discussion by the Parish Council.
- 11.8 The outcome from Parish Council is unclear.

Corporate Priorities

12. A data led approach of assessing speeding issues and prioritising schemes meets the Council's corporate priorities to create a Safer City. It supports the aims and objectives of the Road Safety Strategy and the Speed Management Plan included as part of the Second Local Transport Plan.

Consultation

13. Full consultation for the zebra crossing proposal was carried out in November 2001. This involved the distribution of a consultation/questionnaire, seeking views on the proposed scheme, and was delivered to approximately 370 properties in the area. Leaflets were also sent to the emergency services, bus companies and other groups representing road users.
14. From the 370 leaflets distributed, 82 were returned (22%). The results were as follows:
 - 70 respondents (85%) agree to the installation of the zebra crossing
 - 11 respondents (14%) disagree with the proposed scheme

- 1 respondents (1%) has no opinion on the proposed scheme
15. The main reasons for objecting to the scheme were concerns for traffic turning out of Westfield Lane, the safety of children using the crossing and the School Crossing Patrol operating at the time. There was also representation from the local shop keeper and concerns about a reduction in trade if parking space was lost.

Options

16. The following options are currently available to the Council:
- To consider introducing a formal pedestrian crossing at the junction of 'The Village' and Westfield Lane through the 'Safer Routes to School' Local Transport capital programme 2007-10.
 - To consider installing traffic calming measures as outlined in 2003 through the Local Transport capital programme 2007-10.
 - To take no action.

Implications

17. **Financial** - There is no available budget in the current year's capital programme.
18. **Human Resources (HR)** - No implications.
19. **Equalities** – No implications
20. **Legal** - no implications.
21. **Crime and Disorder** – no implications.
22. **Information Technology (IT)** - no implications.
23. **Property** – no implications.

Risk Management

24.

Risk Category	Impact	Likelihood	Score
Strategic	Very Low	Remote	2
Physical	Very High	Remote	5
Financial	Medium	Possible	9
Organisation/Reputation	Medium	Probable	12

Recommendations

That the Advisory Panel advise the Executive Member :

25. To note the content of the petition.
26. Approve that officers reconsider the measures proposed in 2001 and 2003, consult further with the Parish Council, and consider options to take forward for the 2007/08 capital programme.
27. Approve that officers reply to the lead petitioner on the outcome of this report.

Reasons: To respond to local residents concerns about the speed of traffic along Mill Lane and The Village and their aspirations for a formal crossing point near to the junction of Mill Lane and Westfield Lane.

Contact Details

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Report Approved Date 03/01/07

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Wards Affected: Haxby & Wigginton

All

For further information please contact the author of the report

Annexes

Annex A: Map of Wigginton

Annex B: Scanned copy of petition (page one only, of 9 pages)