

Executive Member Decision Session TSAR Traffic Signal Refurbishment – Hull Road/Lilac Avenue

Annex A

This list shows the extents of the external consultation undertaken for the Hull Road at Lilac Avenue TSAR scheme. An internal consultation across multiple CYC services was also conducted with local ward councillors included.

Age UK
York Archaeological Trust
Connexions Buses
Transdev
York Blind and Partially Sighted Society
Arriva Buses
Harrogate Coach
Stephensons of Easingwold
Ghost Bus Tours
Visit York
Be independent
North Yorkshire Police
Pullman Buses
Sustrans
First Group
NHS
North Yorkshire Fire Service
Est Yorkshire Motor Services
Resource Centre for Deafened People York
Reliance Buses
Walk Cycle Life
York Environmental Forum Transport Group
York Assembly
York Bike Belles
York Cycling Campaign
York Civic Trust
York Environment Forum
York People First

A copy of the consultation text is included below. The drawing referred to in this consultation can be found in Annex B

TSAR Consultation – Hull Road near Lilac Avenue Pedestrian / Cycle Crossing

As part of the Traffic Signal Asset Renewal (TSAR) Programme we have been investigating the refurbishment of the Hull Road near Lilac Avenue pedestrian / cycle crossing. This stakeholder consultation exercise is being undertaken to inform the Decision Session Report for Executive Member for Transport and Planning.

The TSAR project looks to refurbish life-term expired traffic signals bringing them in line with current standards. Generally this will include full renewal of the traffic signal equipment / ducting networks and changing the pedestrian crossing equipment to facilitate Toucan style near side red / green man displays. We also are looking to take this opportunity to make changes to pedestrian / cycle facilities to bring them in line with current standards.

The attached drawings shows the option that we'll be looking to take to Executive Decision Session in March 2020. The proposals are as follows:

- Refurbish the existing crossing into a standard Toucan crossing with near side pedestrian / cyclist indicators.
- Formalise the pedestrian / cyclist areas into shared use footways on the southern side of the crossing. This includes the pedestrian / cyclist link to Thief Lane. This will include bringing all the footways to a single level and allow cyclists and pedestrians to formally mix rather than the current arrangement. Cyclist on / off slips to the Hull Road carriageway will be provided, this will include the dropped kerb facility to allow cyclist to directly cross to Lilac Avenue.
- Formalisation of the shared use pedestrians cycle shared use footway on the northern side of the crossing. This includes removing the small triangular area of grass to open the area up to users. The green space will be relocated to the back of the footway. Cyclist provision to join / leave the carriageway both on Hull Road and Lilac Avenue will be provided.
- Appropriate signing, markings and hazard tactile paving will be installed to current standards to show users they are entering a shared pedestrian / cyclist area.

I would appreciate if you could review the drawing attached and provide me (copying in the TSAR mailbox (tsar@york.gov.uk) with a written response by Friday 21st February 2020. If you have any questions on the proposals please feel free to ring me prior to responding formally.

Summary of Consultation Replies

1. York Civic Trust

Generally supportive of enhancements made at the site, particularly those which support the aim of increasing the use of sustainable transport modes. Suggestion provided that warning signage informing that the area is shared space between pedestrians and cyclists should be provided as well as tactile paving.

Question raised regarding what the main cycle movements at the crossing are and whether Lilac Avenue is expected to be a link through to Tang Hall Lane and Cycle Route 66.

General comments made regarding CYC's use of near sided puffin crossings as part of the TSAR programme.

CYC Engineer Response

The appropriate tactile paving, lining and signing will be implemented to delineate the areas of shared use pedestrian / cyclist footway. This will be designed as part of the detailed design element of the project. The designers will follow current standards, consult with CYCs cycling offices and the final design will go through an independent road safety audited.

Although we don't have count data relating to cyclist and pedestrian movements we have spent time on site reviewing usage. The primary cyclist use for the crossing is for cyclists coming from Thief Lane to right turn onto Hull Road. Although cyclist trips to / from Lilac Avenue were observed there were in very low numbers. Lilac Avenue provides a low flow, low speed link from Hull Road to Millfield Road (and on to Route 66). The design team believes that the changes we are proposing provide an upgrade from the existing transition from off road to on road sections into Lilac Avenue. We believe that this is proportionate to the likely use of the section by cyclist given our observations and assumptions of future use.

2. York Cycle Campaign

Generally supportive of the upgrade to the crossing but feel clarity is required on where cyclists enter/exit the crossing and that merging pedestrians and cyclists on the crossing is likely to create confusion.

Suggestion provided that the angle at which the dropped kerb meets Lilac Avenue needs to be reduced as far as possible to assist any persons using an adapted cycle. Link provided to the Wheels for Wellbeing Guide to inclusive cycling which indicates access to a dropped kerb needs to be at least 1.5m wide and proportionally wider when the approach creates an oblique angle.

Request made to avoid the overuse of hazard paving as it can be problematic for disabled cyclists.

CYC Engineer Response

The design team are recommending a Toucan crossing at this location as we believe that it is the most appropriate layout given the likely cycle movements and mix of cyclists and pedestrians. The design team have looked at segregated pedestrian / cyclist facilities but these produced overly complex and difficult to use arrangements that would not benefit cyclists or pedestrians.

Regarding the dropped kerbs on Lilac Avenue we are already widening this section significantly to 3m from the current width of 1.5m. As part of the

detailed design we'll amend the angle of incident to assist with adapted cyclists joining / leaving the cycle route. We'll also review the use of tactile hazard warning paving in conjunction with the Council's cycling / walking officer and safety team. We need to balance the needs of cyclists and those with visual impairments but hopefully we can reach an appropriate solution.

3. Public Health Department CYC

Great to see the junction being refurbished and active travel pathways being increasingly prioritised. This junction in particular should encourage people walking and cycling to take routes down Lilac Avenue over some of the busier routes through the city and contribute to improving the perception of York as a cycling city.

Question raised regarding whether there is an opportunity to replicate the cycling pathway on the eastside of Lilac Avenue on the west side also.

CYC Engineer Response

The footway to the West of Lilac Avenue is not a shared use facility and as such we wouldn't look to link cycle facilities into this section.