

Decision Session – Executive Member for Transport & Planning

11 May 2017

Report of the Corporate Director of Economy and Place

**York Road, Strensall, Proposed Pedestrian Crossings
Summary**

1. This report seeks approval to install a series of pedestrian crossing points on York Road Strensall.

Recommendations

2. The Executive Member is asked to approve:
 - i. Installation of new pedestrian crossing points, and enhancement of existing crossings, along York Road in Strensall as shown on the plan in Annex A.
 - ii. Allocation of funding from the speed management and pedestrian crossing budgets to supplement the ward funding that is allocated for provision of pedestrian facilities.

Reason: to improve pedestrian access to public transport and local amenities and to reduce traffic speeds.

Background

3. For many years York Road, Strensall has been subject to complaints about speed of traffic and about a lack of safe crossing facilities. Local concerns about road safety are understandable but there are no recorded injury collisions on this route (three years to end April 2016).
4. Speeds on York Road are above 30mph due to the overall width of the highway corridor and the fairly straight road with good visibility and little, if any, on street parking. The wide verges highlight the lack of direct access from properties, the footways are remote from the carriageway

and with few crossing points drivers have the impression that it is safe to travel in excess of 30mph. Between the railway level crossing to the north and the roundabout at Ox Carr Lane at the southern end, in a length of approximately 830m there are four existing crossing points. These have dropped kerbs on both sides of the carriageway but are not close to the bus stops or the local shops (shown in green and lettered E on the plan at Annex A).

5. A speed management scheme was proposed last year to introduce cycle lanes along both sides of the road. This would have visually narrowed the road but was not well supported when consultation was undertaken locally. In the feedback residents highlighted the lack of crossing facilities as an issue.
6. A feasibility study to determine whether a pedestrian crossing should be provided near to the Barley Rise junction to improve access to the local shops was subsequently requested by the Ward Committee. Currently there is no suitable crossing point of any sort on York Road near to the shops on Barley Rise. The surveys indicated that pedestrians who did cross were mainly able bodied adults who crossed to the junction mouth of Barley Rise, thus avoiding crossing a grass verge or a long diversion to a more suitable crossing point.
7. The study concluded that a formal pedestrian crossing facility is not justified or appropriate at the proposed location. The numbers of pedestrians currently crossing, and the numbers of vehicles using this route, are too low to recommend a Zebra or Puffin crossing as a safe or appropriate option. A refuge would require considerable widening and there are currently insufficient numbers crossing here to justify this type of facility. Therefore the conclusion was that a simple crossing with dropped kerbs would provide a suitable improved facility. In addition improving crossing provision along the length of York Road with a number of crossing points will improve access to public transport and thus increase bus patronage. By improving pedestrian access to local facilities fewer short car journeys can be expected.
8. The speed management element of the proposals has been developed alongside the crossing feasibility and this has resulted in recommending a series of simple crossings, highlighted with bollards. This approach will influence driver perception of this area and should lead to a reduction in traffic speeds. Discussions with the local ward members has resulted in a commitment to contributing ward funding towards these proposals.

Proposals

9. A series of crossing points are proposed as shown on the plan at Annex A. To highlight the crossings and assist in the reduction in speeds the crossings will be highlighted with wooden bollards wherever there is space to accommodate these. Pedestrian activity adjacent to the carriageway highlighted in this way should reduce speeds. The latest speed surveys were borderline for engineering intervention and this proposal should help to reduce speeds to within the police enforcement category.
10. The highest priority locations are four crossings associated with the three bus stop locations and one north of the northern Barley Rise junction to improve access to local shops. The approximate cost of these five crossing points is £17000.
11. Second priority is two crossings towards the northern end to provide facilities at this end of the route, and to improve the speed reduction outcome. The approximate cost of these is £6000.
12. To achieve a consistent approach and improve the impact on speed it is also proposed to upgrade four existing crossing points and include bollards where there is space. The estimated cost of these upgrades is £4000.
13. Finally two further new crossings are proposed which link to existing footpaths that join York Road and these will further enhance speed reduction. The approximate cost of these is £6500. The total cost to install all the proposed crossings is estimated at £34000.

Consultation

14. Consultation was undertaken with: local residents (53 properties fronting York Road who were consulted on the speed management scheme proposed in 2016); selected external consultees including the emergency services, bus operators and Network Rail; the ward members and the parish council.
15. The responses received are as follows:

Residents

Two responses were received. One resident said that *'speed of the traffic I do find worrying and anything that can be done to reduce it I*

would very much appreciate'. The second felt that 'there is not enough pedestrian activity to warrant the extensive number of options being proposed' though 'a crossing at the Barley Rise junction closest to the local shops, would be most beneficial'.

Strensall with Towthorpe Parish Council

The response included the comment that the Parish Council is *'in favour of additional road crossing points to reduce the kerb height for disabled users of wheelchairs and parents with pushchairs'* but feel that the proposals do not address the need for a formal pedestrian facility, such as a Zebra crossing, or a pedestrian refuge. The response also made it clear that the Parish Council is very sceptical about the possible impact on traffic speed.

Cllr P Doughty

'I was disappointed that there was no recommendation for a dedicated crossing through ward funding near Barley Rise which had been asked for locally, however I do acknowledge the survey statistics in the report provided on numbers of people crossing.

I see benefits in the current proposals over doing nothing at all. The dropped kerbs and paths over verges in locality to bus stops should be an assistance to some older people, those with mobility issues and people with pushchairs for example. My view is that I would be supportive of some ward funding contribution towards the wider scheme if this is something welcomed widely.'

17. Network Rail

This response was concerned with the construction and any possible traffic control measures that would be close to the level crossing.

Options

18. The options are:

- i) To provide all of the proposed crossings with the funding to be allocated from the speed management and pedestrian crossing budgets, approximately £12000 from each, with input from ward funding (£10000) which is allocated on the basis of the whole scheme being delivered.
- ii) To install the proposed crossings in priority order (as described previously in sections 10 – 12) if sufficient funding is not allocated to cover all of the proposals.

- iii) To do nothing - but this would continue to discriminate against those unable to access public transport and local facilities due to mobility impairment.

Analysis

- 19. The provision of a number of simple dropped crossings will lead to all residents having improved access to public transport and local facilities. In particular those with mobility impairments - such as those with walking difficulties and with wheelchairs or prams – will be able to access these facilities without a long diversion to avoid having to cross grass verges and full height kerbs. The presence of these crossings, highlighted with bollards, should influence driver perception resulting in lower speeds.
- 20. The consultation feedback suggests that people are sceptical about the speed reduction element but positive about the provision of crossing facilities. Speed surveys will be repeated post implementation to determine whether there has been a successful reduction in traffic speeds.
- 21. Option 1 is recommended as there should be sufficient funding available to complete this scheme alongside other identified speed management and pedestrian crossing schemes. The ward funding has been allocated on the basis of delivering the whole proposal as a single scheme.

Council Plan

- 22. **A Council That Listens To Residents** - The speed management programme is determined through a partnership approach between North Yorkshire Police, North Yorkshire Fire and Rescue and the Council. This partnership responds to speed complaints from the public.
- 23. Previous consultation in 2016 on a different proposal resulted in requests for improved pedestrian crossing facilities. The local ward funding has resulted in the feasibility of a crossing, as requested by local residents, to be fully assessed.

Implications

- 24. **Financial** - If the recommendations are approved costs will be covered by contributions from the Speed Management and Pedestrian Crossing budgets in the Transport Capital Programme, plus a contribution from the Ward budget. The Speed Management and Pedestrian Crossing 17/18

budgets both have allocations of £50000 (plus 16/17 carryover), and will each contribute £12000. The Ward budget contribution is £10000 on the understanding that all of the crossing points are implemented as a single scheme.

- 25. **Equalities** Positive implications to reduce discrimination against those with mobility impairments by improving access to public transport and local facilities.
- 26. **Crime and Disorder** Positive impact as fewer drivers will be breaking the speed limit.
- 27. There are no **Legal, Human Resources, Information Technology** or **Property** implications.

Risk Management

- 28. In compliance with the Council’s risk management strategy, the following risks have been identified as associated with the recommendations in this report, and are set out in the table below:
 - Authority reputation – this risk is in connection with public perception of the Council if work is not undertaken following the review of a site passed through the Road Safety Partnership and the feasibility work funded by the Ward, and is assessed at 10.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Probable	10

- 29. 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 28.04.17

Wards Affected: Strensall

All



For further information please contact the author of the report

Annexes

Annex A: Plan: Proposed Pedestrian Crossings