



Directorate of Economy and Place

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Ref: BBA/ North York

16<sup>th</sup> July 2018

Dear Resident

## Improvements on Wigginton Road

City of York Council is proposing to rebuild two junctions on Wigginton Road: the junction between Haxby Road, Wigginton Road and Clarence Street; and the junction between Wigginton Road and Fountayne Street.

We are consulting residents about the proposed changes. This letter invites your views on the proposals.

### Why we are doing the work:

This work is proposed for the following reasons:

- It will reduce journey times for traffic, particularly buses, on Wigginton Road;
- It will allow an improvement to pavements and crossings – and larger pedestrian islands at the Haxby Road/ Wigginton Road/ Clarence Street junction
- It will replace the traffic signals at the Haxby Road/ Wigginton Road/ Clarence Street junction, which are life-expired and need to be replaced.

### What we are proposing to do:

The current junction between Haxby Road, Wigginton Road and Clarence Street will be rebuilt to the plan shown with this letter.

This will involve:

- Realigning the outbound Haxby Road movement to make it straighter
- Replacing the existing pedestrian island with new, larger islands which can hold more people and will be easier to use for people with pushchairs or wheelchairs

- Replacing the traffic signals equipment, with updated equipment which will be more reliable
- Some resurfacing and also relining – in particular to make the advanced stop boxes for cyclists clearer

The junction between Fountayne Street and Wigginton Road will be rebuilt as shown on the plan with this letter:

The work at the Fountayne Street junction will involve removing the existing mini-roundabout and replacing it with a conventional priority junction. Doing this will not only remove a traffic feature which currently slows traffic down, but will also allow the cycle lanes on Wigginton Road to be continuous, with generally clearer priority for cyclists. The existing pedestrian crossing island will be retained here.

We will also work with the bus operators to reduce the time buses spend waiting at the pair of bus stops near to Feversham Crescent.

If you have any comments on the proposals please send a written response to <mailto:buses@york.gov.uk>, contact me by phone on 01904 552435 or by letter at the above address by **Friday 31<sup>st</sup> August 2018**.

Yours sincerely,



Julian Ridge, York Better Bus Area Programme Manager

### **Frequently asked questions:**

*What will the changes mean for people with impaired mobility?*

The larger traffic islands will make it easier for people with impaired mobility to cross the road.

*What will the changes mean for pedestrians?*

The larger traffic islands at the Wigginton Road/ Haxby Road junction, will be more pleasant to use than the existing islands. Replacing the mini-roundabout at Fontayne Street with a conventional priority junction will also reduce the potential for conflict between pedestrians and motor vehicles turning off Wigginton Road by making driver intentions at the junction clearer and reducing the speed of traffic

turning off Wigginton Road. The existing pedestrian island near the junction with Fontayne Street will be retained.

*What will the changes mean for cyclists?*

Existing cycle lanes will be retained and advanced stop lines and a feeder lane will be provided (as now) at the Wigginton Road/ Haxby Road/ Clarence Street junction. Removal of the mini-roundabout and the reduction in the amount of time buses spend waiting near Fontayne Street will also remove obstructions on the highway and improve visibility for cyclists, and will allow a continuation of the cycle lanes here. The signals controlling the cyclist only path onto Wigginton Road adjacent to the southern edge of the Hospital site would continue under this scheme.

*Will there be a bus lane on Haxby Road or Wigginton Road?*

No, a bus lane is not necessary to deliver this scheme.

*Will there be an impact on the trees on Wigginton Road and Haxby Road?*

No. the scheme imposes no impact on the trees.

*How is the scheme funded?*

The scheme is funded through York's Better Bus Area – a programme of measures which improve the reliability of bus services in the city.

*What will the scheme cost?*

It is currently estimated that the scheme will cost around £200,000 to implement.

*When will the work take place, and how long is it anticipated to take?*

The work could take place as soon as October and will take around one month to complete.

*How disruptive will the works be?*

- There will inevitably be some disruption to traffic whilst the scheme takes place, and some occasions when it will be necessary to use temporary traffic lights on Wigginton Road. Some resurfacing work may have to take place at night. CYC will phase the works to minimise disruption as much as possible but delays will unfortunately be inevitable. We are not anticipating that Wigginton Road will have to close entirely during the works, with the exception of, potentially, an overnight closure for resurfacing work.