**Executive Member Decision Session**
**TSAR Traffic Signal Refurbishment – Wigginton Road/Crichton Avenue**

## Annex A

This list shows the extents of the external consultation undertaken for the Wigginton Road/Crichton Avenue TSAR scheme. An internal consultation across multiple CYC services was also conducted with local ward councillors for Guildhall, Clifton and Rawcliffe and Clifton Without wards 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
Glenn Coaches
Visit York
Be independent
North Yorkshire Police
Pullman Buses
Sustrans
First Group
NHS
North Yorkshire Fire Service
East 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 drawings referred to in this consultation can be found at Annex B and C of this report.

**TSAR Consultation – Wigginton Road / Crichton Avenue junction**

As part of the Traffic Signal Asset Renewal (TSAR) Programme we have been investigating the refurbishment of the Wigginton Road / Crichton Avenue Junction. This stakeholder consultation exercise is being undertaken to inform the Decision Session Report for Executive Member for Transport.

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 Puffin style near side red / green man displays. We also take the opportunity to make small changes to the junctions and resurface footways and carriageways as needed.

The attached drawings show two different options that we'll be looking to take to Executive Decision Session later in the year. The options are as follows:

Option 1 – Drawing YK2221-P-001

A straight refurbishment of the junction replacing the traffic signal equipment and creating a maintainable ducting network.

This option will provide little change to the existing operation or layout of the junction.

Option 2 – Drawing YK2221-P-002

As Option 1 but with additional changes including:

- Provide signal controlled pedestrian crossings over:
    - Wigginton Road northern arm
    - Crichton Avenue
- Removal of the small pedestrian island on Crichton Avenue
- Signal control of the access coming out from the scrap yard. This is currently an un-controlled access and would need to be signal controlled in order to safely include the new signal controlled pedestrian crossings. Signalling this arm would need:
    - New double yellow lines to be installed on this arm

- A tree to be removed to improve visibility out of the access road
- Amendments to the kerbline on the entry / exit of this arm

This option would provide safer crossings for pedestrians but would increase delays to motor vehicles (general traffic and buses) and lead to larger queues on the approaches to the junction. The junction is still likely to operate within capacity but delays and queues, especially on the northbound Wigginton Road arm will be longer.

I would appreciate if you could review the drawings attached and provide me (copying in the TSAR mailbox tsar@york.gov.uk) with a written response by **Friday 11th September 2020**. If you have any questions on the proposals please feel free to contact me prior to responding formally.

## Summary of Consultation Replies

1. **York Civic Trust**

   Organisation does not have strong views on either of the two options presented.

   Support for option 2 would be provided if it can be shown that there is sufficient pedestrian activity to justify the additional delay to general traffic, buses and cyclists.

   Aware that there are currently concerns from cyclists relating to the safety and gradients on the route from Crichton Avenue to the orbital cycle route to Foss Islands.

   **CYC Engineer Response**
   The issue with the gradient of the Crichton Avenue to the orbital cycle route appears to have been dealt with as subsequent site visits by the TSAR design team has found the cycle slipway to have been fully resurfaced.

2. **Reliance Buses**

   Would not be in favour of any scheme that created more delays to the traffic on this corridor.

The road as it is a vital route into the city for buses, not only on the city network but on the interurban runs as well.

Passengers rely heavily on the Hospital provision this provides – any changes that introduced more delay would cause us to rethink our routes and possibly affect the frequency to the hospital going forward.

**CYC Engineer Response**
Option 2 will increase delay at the junction especially on the outbound Wigginton Road arm. This will impact on journey times for all modes (buses, cyclists and general traffic) on this approach.

**3. York Cycle Campaign**

Traffic entering the short dead end road is minimal and infrequent and we are only aware of it affecting cyclists/pedestrians crossing due to them blocking the path.

We would lean towards Option 1 which doesn't unnecessarily impede the flow of pedestrians/cyclists from the Foss Path to Crichton Avenue with traffic controls.

Also having less phases it will likely have less impact on traffic flow along Wigginton Road which benefits cyclists on that road as well as motorists.

Improvements for Option 1 would include;

- Extending the double yellow lines so that the crossing between Crichton Avenue/Foss Island Path is clearly covered in the same way as they are extended in option 2.
- Taking the opportunity to improve that crossing up to the standard of priority crossing - ideally raising the crossing with a hump so that it is level with the paths, including give way markings at each side of the crossing, and refurbishing the painted surface over the crossing which is worn (if it is not be raised as a hump), providing additional signage as suitable.
- An early release light for cyclists on all light phases would be very beneficial at this junction as it will give cyclists on the main carriageway more time to turn off onto the cycle infrastructure without being cut up by motorists thinking they are following the 'default' flow of traffic.

**CYC Engineer Response**
In response to the YCC changes to option 1 proposals.

- Double yellow lines can be reviewed and extended to reduce the likelihood of the crossing being blocked by parked cars however, cars parking over the crossing has not been observed by officers or is seen as likely given it would substantially block the entrance to the road.
- Visibility for vehicles turning into the crossing point is poor. The crossing is also on an angle that would make a raised, priority crossing impossible to install safely for vehicles entering the scrap yard access. Refresh of the surface treatment can be undertaken as part of the TSAR works to maximise the view of the crossing.
- Early starts for cyclists do not meet the current criteria for inclusion for the main Wigginton Road approaches.
    - There is no known cyclist accident issue at this site specifically for conflict of turning vehicles.
    - Cycling numbers are very low using the junction. A total of 204 cyclist movements are recorded moving through the junction in total across 12 hours.
    - On Wigginton Road there are no lead in cycle lanes to the advanced cycle boxes. The lane widths are narrow due to the bridge structure and there is no ability to widen. As such, cyclists are less likely to be able to use any early start for cyclists.

**4. CYC Development Control (HV)**

Option 2 provides potential to assist with additional crossing demand from any additional development sites which are constructed and will increase junction demand in the future.

**CYC Engineer Response**
No response required.

**5. CYC Highways Maintenance (JP)**

Currently, the pedestrian movements (particularly those over Crichton Avenue, due to poor sight lines) can be difficult, although I don't think there is a massive demand. As long as the detection equipment is doing its job, I wouldn't expect that the pedestrian arms would be called on that often, which would hopefully mean that traffic flows might not be too adversely affected.

I have a preference to support Option 2, as I think the junction would operate much more safely.

**CYC Engineer Response**
There is an expected increase in rise in pedestrian movements due to the ongoing redevelopment in the area. The pedestrian stage will be demand dependant so only be called when required.

6. **CYC Transport Service (AV)**

When the Nestle South development site is built there will be an increase in flows across Wigginton Road to access the facilities and shops on Burton Stone Lane and Crichton Avenue.

The crossing facility on Crichton Avenue helps anyone living in the terrace of large houses on Wigginton Road north of Crichton Avenue and those using the car park between it and Crichton Avenue, many of whom are visiting the hospital.

**CYC Engineer Response**
No response required.

7. **CYC Highways and Structures (AW)**

Indicated works are far enough away from the abutment of the Crichton Avenue railway bridge to be of no concern.

Indicated works on the bridge over the Foss cycle path appear to be close to/within the abutment but a safe distance away from the arch of the bridge. If during the installation of the new signal pole brickwork was found and in need of removal, this should be raised as an issue and would need to be checked. It could therefore be worth making test excavations at the installation site to ensure this will not delay construction.

Trees at the Foss cycle path bridge may need to be trimmed to assist with clear visibility of the signal head and this may also be beneficial for street lighting at the foot of the bridge on the cycle path itself.

**CYC Engineer Response**
The signal pole to be installed on the bridge over the Foss Bike path is to be located in the same position as the pole which is already in situ therefore the excavation of further brick work will hopefully not be an issue. If possible a test excavation may be carried out.

Across the site, minimum excavation levels for ducting and sockets will be used and no significant resurfacing measures are anticipated. The detailed design will be annotated to identify that if brick work is excavated at any point this needs to be raised as an issue immediately.

## 8. CYC Major Transport Projects (RH)

I can't really see any overriding rationale of Option 2 and signalising the access road, which surely doesn't have enough traffic to warrant it's own separate signal, especially at the expense of reducing through-capacity at this junction.

Has there been much call from pedestrians for controlled crossings at this junction? Or a poor safety record? If not I would conclude that pedestrians can't find it particularly difficult to cross now. Introducing 2 new phases here I would opine is probably unwarranted.

**CYC Engineer Response**
There is an expected increase in rise in pedestrian movements due to the ongoing redevelopment in the area. The pedestrian stage will be demand dependant so only be called when required.

## 9. CYC Parks and Open Spaces

The councils Arboricultural Policy states in a number of clauses with regard works that the council cannot remove trees or plan highway works which will cause damage to Public trees.

My worry is mainly for the tree root protection areas and tree protection plan which should be accounted for in any development plans (Bs5837). The Burton Stone Lane Lime trees have very high amenity Values of around £60k each (CAVAT Values should be calculated).

Recent politics state we need 50k more trees in York and we are to protect those trees we do have especially when Mature (90 plus years in this case?)

Where required crown lifts should be the preferred option before removal of trees is considered.

**CYC Engineer Response**
During detailed design we will consult directly with parks and open spaces regarding all trees in the location of the works. The lime trees quoted in the response are actually at the other side of the Crichton Road bridge to where any works will be undertaken.

**10. Sustrans**

Have the designs have been assessed using the Junction Assessment Tool (JAT) which is in Appendix B of the Department for Transports LTN1/20 Cycling Infrastructure Design?

**CYC Engineer Response**
The junction has significant constraints which means it scores poorly using the JAT especially for cyclists on Wigginton Road. The presence of narrow carriageway and footway widths over the existing structure on Wigginton Road mean that changes are not possible without a major scheme.

It should be considered that the majority of cyclist trips in this area by pass the use of the road junction by using the alternatives provided by the Orbital Route and other off road facilities.