



**Notice of a public
Decision Session - Executive Member for Transport**

To: Councillor D'Agorne (Executive Member)

Date: Tuesday, 3 November 2020

Time: 10.00 am

Venue: Remote Meeting

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **5:00 pm on Friday 30 October 2020.**

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm Friday 30 October 2020.**

1. Declarations of Interest

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which he may have in respect of business on this agenda.

2. Minutes

(Pages 1 - 8)

To approve and sign the minutes of the meeting held on 20 October 2020.

3. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.

Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation at remote meetings. The deadline for registering at this meeting is **Friday 30 October 2020**.

To register to speak please visit

www.york.gov.uk/AttendCouncilMeetings to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Remote Public Meetings

Please note that, subject to available resources, this remote public meeting will be webcast including any registered public speakers who have given their permission. The remote public meeting can be viewed live and on demand at www.york.gov.uk/webcasts.

During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

4. Scarborough Bridge to Bootham Park Cycle Route Improvements (Pages 9 - 34)

This report outlines a series of proposals to improve and promote a pedestrian and cycle route between York Station and Bootham Park / York Hospital.

5. TSAR Traffic Signal Refurbishment - Wigginton Road / Crichton Avenue YK2221 (Pages 35 - 58)

This report proposes the refurbishment of the Traffic Signal Controls at the Junction of Wigginton road and Crichton Avenue.

6. Economy & Place Transport Capital Programme – 2020/21 Monitor 1 (Pages 59 - 74)

This report sets out progress to date on schemes in the 2020/21 Economy & Place Transport Capital programme, and proposes adjustments to scheme allocations to align with the latest cost estimates and delivery allocations.

7. Greendykes Lane – Proposed Puffin Pedestrian Crossing (Pages 75 - 88)

This report presents the outcome of the feasibility study, likely cost, and impact of providing a pedestrian puffin crossing on Green Dykes Lane, near its junction with Thief Lane.

8. York Road, Haxby – Proposed Zebra Crossing (Pages 89 - 102)

This report presents the findings of the preliminary investigations in to the feasibility, likely cost, and impact of providing a Zebra crossing on York Road, Haxby, near its junction with Calf Close.

9. Urgent Business

Any other business which the Executive Member considers urgent under the Local Government Act 1972.

Democracy Officer:

Robert Flintoft

Contact details:

- Telephone – (01904) 555704
- Email – robert.flintoft@york.gov.uk

For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak;
- Business of the meeting;
- Any special arrangements;
- Copies of reports and;
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

City of York Council

Committee Minutes

| | |
|---------|---|
| Meeting | Decision Session - Executive Member for Transport |
| Date | 20 October 2020 |
| Present | Councillors D'Agorne |

25. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda.

He declared a personal non-prejudicial and non-pecuniary interest in Agenda Item 5. The Emergency Active Travel Fund, in that he had regularly attended the meetings of the York Cycle Campaign and the York Bus Forum; both of which had made written and verbal representations at this meeting.

26. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport held on 8 September 2020 be approved and signed at a later date by the Executive Member as a correct record.

27. Public Participation

It was reported that there had been four registrations to speak at the meeting under the Council's Public Participation Scheme.

Agenda item 4). Hopgrove Lane South - Proposed Left Turn Lane at the junction of Malton Road.

Dr Karen Nash, local resident, spoke in support of this proposal and commented that she had noticed a significant increase in traffic since the Vanguard development at Monks Cross had opened and expressed concern that traffic levels would further increase once the new stadium with community facilities was fully open. Traffic was regularly backed up the whole length of Hopgrove Lane and posed problems in terms of noise, pollution and accessibility to properties.

Cllr Fisher, Ward Member for Strensall, echoed the points made by the previous speaker. He had petitioned for this proposal three years ago and had gained 170 signatures, demonstrating the clear need for this proposal. The officer recommendation had been that no further action be taken on the grounds of cost and that the junction improvements would only be of benefit to car users, however, residents in the area had no choice but to use a car to get to Monks Cross as there were no buses, footpaths or safe cycle lanes. He requested that the Executive Member either approve the proposed scheme or request further traffic modelling as to how the general transport and specific traffic situation at Hopgrove could be improved, with consideration to traffic lights and a cycle lane on Malton Road. He also requested that the right turn not be prohibited.

Agenda item 5). Emergency Active Travel Fund

Mr Dave Merrett, local resident welcomed the majority of proposals in the officer report, particularly the provision of cycle lanes on Shipton Road north accompanied by the reduction in speed limit. However, he had serious concerns regarding the removal of the ghost island and various right turn boxes between the Rawcliffe Lane junction and the Rawcliffe Bar park and ride site as approximately 90 per cent of potential users would be residents living either side of the cycle lane on Shipton Road. There were a number of facilities on the west side of the road, therefore the ability to cross, for pedestrians and cyclists who may want to turn in and out of Shipton Road, was crucial, and would be made unsafe by this proposal and would result in a reduction of cyclists. He was also disappointed with the removal of the temporary cycle lane at Castle Mills Bridge on Tower Street and requested that bus and cycle lane measures be considered.

Mr Peter Sheaf, representative of York Cycle Campaign, echoed the points made by the previous speaker and added that he appreciated that the officer report had an openness to cycling as a viable means of transport throughout the City. Regarding the officer recommendation of option 1 at Castle Mills Bridge on Tower Street Castle Bridge, he advised that further consideration be given to option 2 'to continue with the temporary restriction, with a periodic review'.

The Executive Member thanked each of the speakers for their contributions which he had noted for consideration under each of these agenda items.

28. Hopgrove Lane South - Proposed Left Turn Lane

The Executive Member considered a report, which had been prepared, in accordance with the decision by a former Executive Member in 2018, in response to a petition. The report presented the findings of preliminary investigations into the feasibility, likely cost, and impact of providing a left filter traffic lane on Hopgrove Lane South at its junction with Malton Road.

The options available for consideration included:

- a) Approve the proposal:
Approve the proposal for detailed design and implementation (and allocation of the necessary budget in the 21/22 Capital Programme)
- b) Request further information to inform final decision:
Request a further report back after strategic traffic modelling is carried out (to help inform a final decision on the scheme being progressed and included in a future Capital Programme). As part of this modelling work other ways of modifying the operation of the junction would also be explored, such as prohibiting certain movements.
- c) Abandon the proposal:
Abandon the proposal now, and inform petitioners of the reasons (limited benefits, road safety concerns, costs etc.)

The Executive Member enquired what option b), requesting further information, would entail. The Head of Transport responded that option b) would involve making use of the new traffic model available in the New Year which focuses on traffic flows in the area and which could be used to look at that particular junction.

Having reviewed and considered key pieces of work undertaken as part of the feasibility assessment and having considered the points raised in written submissions received from: the Huntington and New Earswick Ward Councillors: Cllr Keith Orrell, Cllr Carol Runciman and Cllr Chris Cullwick; Cllr Doughty, Strensall Ward Member; the Stockton on the Forest Parish Council; together with the oral representations heard under the 'Public Participation' agenda item, all supportive of this scheme, the Executive Member instructed officers not to

progress the proposal any further. He wished to continue consultation with local residents and Ward Members to explore alternative measures to improve the specific traffic situation for local residents. He mentioned that options may include prohibiting the right turn which was given as the main cause of delay, on a trial basis, putting in place temporary wands to block the right turn with clear signage that traffic has to turn left. Officers advised that blocking the right turn could be costly as there would need to be a physical barrier rather than a temporary measure, along with the cost of signage which could make it more costly to do on a trial basis.

- Resolved:
- (i) that the findings of the preliminary feasibility investigations were noted and that officers were instructed not to progress the proposal any further.
 - (ii) that officers would continue to consult with local residents and Ward Members on experimental work in the area.

Reason: The feasibility study responds to a petition received in 2018 requesting the provision of an extra traffic lane on Hopgrove Lane South aimed at reducing the delay currently experienced by drivers turning onto Malton Road. The officer recommendation is based on the assessment that, on balance, the time-savings for drivers would not outweigh the road safety concerns or justify the cost. There is also a risk that the proposal could attract more through traffic to Hopgrove Lane South, and have negative impacts on nearby villages.

29. Emergency Active Travel Fund

The Executive Member considered a paper which discussed a number of schemes taken forward by City of York Council under the Emergency Active Travel Fund (EATF). The paper made recommendations on the future of a number of temporary schemes within the EATF programme, specifically whether some of the traffic management measures in the programme should continue to be provided, or should be removed, and how capital schemes within the programme should be developed towards implementation.

The report explored individual measures in respect of the following schemes:

- The current one-way restriction (and contra-flow cycle lane) on Coppergate
- The Castle Mills Bridge provision of a westbound cycle lane
- The North-South city centre cycle route
- The Shipton Road park and pedal scheme

with a range of options and recommendations as set out within the officer report.

A written representation had been received on behalf of the York Bus Forum, who had made specific suggestions in relation to new temporary close to the existing stops in Piccadilly/ Merchantgate, and permanent bus stops to form part of a review of the current bus stops in the Clifford Street /Piccadilly/ Merchantgate area. They were also supportive of the introduction of bus priority measures, both as part of the Castle Gateway improvements, and to minimise the additional journey time for eastbound bus services diverted from Coppergate and had a number of suggestions in relation to how these measures should include bus priority on the Tower Street diversion. Finally, they suggested that, as part of the Castle Gateway improvements, consideration should be given to replacing the current park and ride No 3 bus stop in Tower Street. The Executive Member confirmed that these points would be added to the list of considered actions.

The Executive Member had noted the concerns of Mr Dave Merrits in his oral submission, regarding the removal of the ghost island and various right turn boxes between the Rawcliffe Lane junction and the Rawcliffe Bar and confirmed that all options would be explored to ensure the safety of pedestrians and cyclists.

Regarding extending the scheme on the current one-way restriction (and contra-flow cycle lane) on Coppergate, the Executive Member confirmed that the Council would purchase the cones and relevant equipment rather than make costly payments to lease this. Improvements to signage would also be made.

The second tranche of EATF funding:

Officers reported that no further information had been received, beyond the generic response to all local authorities, which had been published as a supplement to the agenda for this meeting, regarding the second tranche of EATF funding which the Council applied for in early August. The November Decision Session would consider the capital implications should this funding not be awarded.

Resolved:

That the Executive Member:

Resolved:

That the Executive Member:

- (i) Noted the updates on the Emergency Active Travel 1 shown in Table 1.
- (ii) Agreed that the temporary one way restriction on Coppergate be extended and a consultation/ design process commenced to assess the feasibility of making the restriction permanent through a scheme in CYC's Local Transport Plan capital programme

Reason: The temporary scheme has successfully facilitated social distancing on Coppergate and offers the potential to improve the amenity of Coppergate and economic viability of businesses postpandemic. The provision of a contraflow cycle lane in the scheme also helps cyclists making East-West trips across the city-centre.

- (iii) Agreed that the temporary cycle lane at Castle Mills Bridge on Tower Street be removed, but consideration be given to bus priority measures and cycle lanes as part of the Castle Gateway improvements to the area.

Reason: cyclists make up a small proportion of road users on this busy section of the inner ring road, and delays experienced as traffic levels have built back up particularly for buses at peak times can be reduced by removing the lane pending consideration of bus priority measures.

- (iv) Agreed that the proposed scheme for improvements to York's North – South cycle route be taken forward to implementation, with the proposed restriction to Navigation Road taken forward to a consultation and normal decision making process.

Reason: This will allow timely delivery of the majority of the scheme whilst allowing a transparent decision to be made about the key safety element which requires a Traffic Regulation Order to implement the measures on Navigation Road.

- (v) Agreed that the proposed scheme for improvements to cycle lanes on Bootham be taken forward to implementation, with a consultation commenced on the rest of the Shipton Road cycle lane scheme, including the element which would require changes to residents' parking on parts of Bootham.

Reason: This will allow timely delivery of the cycle route south of Clifton Green to tie in with proposed the St Mary's – Bootham crossing, whilst allowing a transparent decision to be made about changes to parking and lanes on Bootham and Shipton Road north of the junction with Rawcliffe Lane, through the normal decision making process.

- (vi) Noted the list of schemes applied for to DFT under Emergency Active Travel 2 and agreed to write to the Secretary of State and request this scheme is fast tracked.

Reason: To enable work to commence as quickly as possible implementing new safe routes within the timescales required.

- (vii) Agreed to commence design work on some of the schemes within the EATF 2 programme, with initial design work on the A1237 scheme for safer walking and cycling on the bridge over the river and railway in particular, with a decision about implementing these schemes to be made at a future Decision Session, if funding is identified.

Reason: This would allow timely delivery of the schemes if EATF tranche 2 funding is forthcoming or schemes are otherwise identified as priority for other funding.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 9.30 am and finished at 10.55 am].



Decision Session – Executive Member for Transport**3 November 2020**

Report of the Corporate Director of Economy and Place

Scarborough Bridge to Bootham Park Cycle & Pedestrian Route Improvements**Summary**

1. This report outlines a series of proposals to improve and promote a pedestrian and cycle route between York Station and Bootham Park / York Hospital. This scheme will complement and enhance the approaches to the recently completed and award winning¹ Scarborough Bridge upgrade from the city centre with the following improvements proposed:
 - A. Junction of Bootham / St. Mary's / The Drive – proposed signalisation of this junction to provide a controlled exit and safer crossing of the A19 Bootham.
 - B. Ramp from Marygate Lane to St. Mary's / St. Mary's Lane – proposed new ramp over the existing steps, utilising St. Mary's as a quiet cycle/pedestrian and accessible route.
 - C. Railway Walk – proposed relining of Marygate car park to enable a widening of the existing shared-use path which borders the car park and the railway embankment.
2. Following public consultation undertaken recently, approval is now sought from the Executive Member for Transport to proceed with the final detailed design and proceed to the construction stage of these projects.

Recommendations

3. The Executive Member is asked to:
 - i) Consider the results of public consultation on these proposals;
 - ii) Approve the proposed schemes as outlined and progress to detailed design;

- iii) Approve the construction of the proposed schemes as outlined, if no significant changes are needed as a result of the detailed design.

Reason: The recommended schemes will enhance and promote a cycle/pedestrian and accessible route from York Station to Bootham Park and York Hospital, whilst complementing the recent upgrade of Scarborough Bridge and its approaches from the city centre. The improvements to this route will improve access and options for active travel users – cyclists and pedestrians, as well as those with mobility issues.

Background

4. The £4.4 million Scarborough Bridge upgrade was completed in August 2019 and has transformed sustainable access between York Station and York Central development site, and sites across the river Ouse such as the city centre and York Hospital. The scheme delivered a new wider shared-use foot and cycle bridge incorporating ramped access and which replaced the former substandard narrow footbridge which could only previously be accessed by steep narrow stairs from the flood-prone riverside. This successful project has received a number of accolades throughout 2020 to date¹.
5. An opportunity arose through the Department for Transport's *Transforming Cities Fund* (TCF) - which aims to drive up productivity through improved public and sustainable transport connections between urban centres and suburbs - and is part of the Government's Industrial Strategy and the National Productivity Investment Fund. The council worked with West Yorkshire Combined Authority to submit a Tranche 1 bid based on making improvements to the approaches to Scarborough Bridge and were successfully awarded an allocation of £280,000, match funded by £20,000 from the council's own Capital Programme.
6. Included within this allocation is funding to improve the existing floodgate adjacent to Scarborough Bridge at Earlsborough Terrace. Agreement has now been made with the Environment Agency for them to design out the existing threshold here so that the step is completely removed at the transition between the 'wet' and 'dry' side of the floodgate, making this approach to the bridge more cycle and disabled friendly.
7. A significant majority of users of Scarborough Bridge have their origin or destination from the north, i.e. towards the Bootham

direction – 71% of cyclists (and 57% of pedestrians). This equates to approximately 500 cyclists per day. This illustrates that there is a significant demand for improvements to the route which connects Scarborough Bridge to the Bootham area (and beyond to York Hospital).

8. An existing route (Sustrans NCN 658) exists which utilises Railway Walk (the path adjacent to Marygate car park), passing underneath the railway using a subway, then uses Bootham Terrace to reach the A19 Bootham. However this does divert away from the accepted desire line and some users may not feel comfortable using the underpass, especially at night.
9. The proposed new route which we are wishing to improve and promote as the preferred route is more direct and utilises a quieter street, St. Mary's, which also intersects with the A19 precisely opposite the existing cycle route through Bootham Park which we aim to connect to. There would be scope to reroute the signed NCN route this way following completion of the scheme.

Proposals

A. Signalisation of Bootham / St. Mary's / The Drive

10. The existing pedestrian crossing at Bootham (close to the junction with St. Mary's) is of the pelican variant and has been in place for numerous years, in need of renewal. Its position is such that it is off the desire line for cyclists and pedestrians who use the route from Bootham Park towards York Station. Currently the junction does not provide ease of crossing for cyclists.
11. A crossing upgrade was considered in 2009/10 and an outline design to provide a parallel crossing was agreed in principle by the then Cabinet Member. However, the detailed design was not completed at the time and the scheme was not implemented due to the predicted costs exceeding the budget available, as well as concerns that few cyclists would make use of the dedicated facility.
12. Recent discussions with the developers of Bootham Park Hospital have made it clear that the cycle and pedestrian route along The Drive will remain, be enhanced, and would likely become increasingly well-used once the redevelopment of this site has taken place. No vehicular access to the site is proposed through the Grade II listed gates from/onto Bootham. The proposal is for these gates to be fixed open to allow cyclists to use this larger access (currently cyclists are required to share the smaller side gate with

pedestrians), with a bollard to prevent any vehicles from entering. The stone setts to the front of the gates would be retained.

Options considered – Option 1, signalisation of the junction

13. Proposal to introduce traffic signals at this currently uncontrolled junction to provide a controlled and safer crossing of, and exit onto, the A19 for cyclists [Annex A(1)]. This will also provide residents/visitors of St. Mary's with a vehicular controlled exit onto Bootham (where it can at times be difficult due to inbound queues).
14. The proposals put out for public consultation indicated that three on-street residents-only car parking spaces on St. Mary's would need to be removed closest to the junction due to the requirement for the proposed stop-line to be set back into the junction to allow for vehicles to wait at the signals and allow any large vehicles (i.e. refuse vehicles) turning into the street to make the manoeuvre without them coming into conflict.
15. The existing nearby pedestrian (pelican) crossing on Bootham is almost life-expired so is in need of renewal. With this option to signalise the nearby junction of St. Mary's, it seems prudent to renew this crossing as a puffin, move it slightly closer to the junction, and bring it into the same control as the new signals, to retain as much capacity on Bootham as possible.
16. It is proposed that all signals equipment by The Drive would be forward of the Grade II listed gates, within the public highway. With no vehicular access here, low-level cycle-only signals would be appropriate and it is likely that detection of cyclists here would be by above ground camera technology, as thermal imaging has been used successfully at other sites.

Options considered – Option 2, toucan crossing

17. This option comprises replacing the life-expired pelican crossing with a shared-use pedestrian and cyclist toucan crossing. This would not require the removal of any car parking spaces as the interface with St. Mary's would remain unchanged.
18. This option would require the removal of a large mature tree (which has a Tree Preservation Order associated) on the south-west corner of the Bootham/St Mary's junction and potentially significant utilities diversions.

Analysis & recommendation

19. Option 2 requires cyclists to divert from their desire line and in doing so perform four ninety degree turns in a short distance and share sections of footway with pedestrians. It is considered that this facility is unlikely to attract widespread use by cyclists. The loss of a mature tree is also undesirable in this location.
20. Installing signals at the junction (Option 1) would encourage cyclists to use this direct route as there would no longer be a need to detour off their desire line to use the existing pedestrian crossing facility, whilst attempting to share footway safely with pedestrians. This would increase the attractiveness of the route and would make crossing the road here safer, particularly for younger and less confident cyclists.
21. Initial pre-consultation with Ward Members and Cycling Groups indicated that Option 1 (signalisation) would be their favoured option.
22. The Traffic Signals team were asked to investigate signalling options here. Their analysis indicated that the clear disadvantage of Option 1 being the loss of a small number of residents' parking on St. Mary's. St. Mary's is a fairly narrow two-way street with residents' parking on one side for the majority of its length which is well used. There is no nearby road space available to compensate any loss of residents' parking.
23. Option 1 was further reviewed to cater for use of the Bootham Park access (The Drive) by some vehicles. The report advised that a high demand of calls from pedestrians along Bootham would disrupt the main road traffic, albeit there is already a pedestrian crossing in this location. Although there are several statutory undertakers with plant in the immediate area of the Bootham/St. Mary's junction, it is possible that their services may not require alteration if this option is progressed. That is, the necessary additional signalling equipment could probably be accommodated without impacting on services.
24. A safety review has been carried out on both options and it was found that both options provide suitable ways of controlling the junction but offer differing levels of safety for different road user groups. Option 1 provides more control and a direct route but creates some conflict between cyclists and motor vehicles. The alternative Option 2 creates more conflict between pedestrians and cyclists and takes cyclists off the desire line to safely cross Bootham.

25. NOTE: Following consultation the proposed layout in Option 1 has been revisited and it is now felt that the position of the St. Mary's stop-line and space for queuing vehicles could be adjusted, with the loss of only two parking spaces (instead of three) and inclusion of a part-width cycle Advanced Stop Line to get cyclists ahead of any waiting vehicles and reduce the likelihood of left turning vehicles coming into conflict with cyclists [Annex A(2)]. Furthermore, three previously unused Guest House parking spaces on St. Mary's have very recently been converted to general use in August 2020. As such Option 1 actually represents a net gain of one parking space for general use by residents compared with the pre-August situation.
26. **Option 1** is the Officer's recommended option (revised to include the cycle Advanced Stop Line and the loss of two parking spaces on St. Mary's).

Cost estimate - £165,000

27. Until detailed design has been carried out, the estimated cost for the recommended option is just an estimate at this stage (i.e. statutory undertaker diversion costs are unknown at this time). This figure includes an estimate of what the stats might cost.

Safety Assessment

28. See paragraph 24 above. A stage 2 Road Safety Audit will be undertaken during detailed design of the chosen option prior to construction.

B. Ramp from Marygate Lane to St. Mary's

29. St. Mary's, being a lightly trafficked quiet street and located exactly opposite The Drive, would be the most direct route for cyclists, pedestrians and those with mobility issues. However currently at the bottom of St. Mary's, where it meets Marygate Lane, there is a significant level difference between the carriageways of the two streets, separated by a retaining wall, with two separate flights of steps connecting these two streets (with existing wheeling ramp on the longer flight).

Options considered – Option 1, Shorter ramp in south-east corner

30. This option proposes the construction of a shared-use (low gradient) ramp over the existing shorter flight of stairs (south-east corner) from St. Mary's to Marygate Lane to enable cyclists, pedestrians and those with mobility issues to use St. Mary's as their preferred

quiet route [Annex B]. This ramp would turn a corner where it meets Marygate Lane and descend towards Railway Walk / the subway to Bootham Terrace. Additionally we would undertake some localised resurfacing of the carriageway to improve users' experience. The longer flight of stairs (north-west corner) would remain for able-bodied pedestrians to access St. Mary's more directly and circumvent the new ramp if they choose to do so.

Options considered – Option 2, Longer ramp in north-west corner

31. This option involves ramping over the existing longer flight of stairs (north-west corner) and descending the ramp away from Railway Terrace and the subway to Bootham Terrace. The shorter flight of stairs (south-east corner) would remain for able-bodied pedestrians.

Options considered – Option 3, Alternative ramp location

32. Other options considered would involve breaking-through the existing retaining wall in an alternative location to the two existing flight of steps.

Analysis & recommendation

33. In terms of Option 1, the short flight of stairs, as well as Marygate Lane is adopted public highway (thus, we can use Highways powers in order to undertake these works). Although the bottom of St. Mary's is not adopted, the land-owner is supportive of our proposal.
34. Option 2 would be complicated by land ownership issues - the longer flight of steps are not adopted highway. Furthermore, practicalities in terms of greater level difference at this location; the requirement for a longer ramp; and the less attractive desire lines / counter-intuitive need to make tighter turns, means that this would not be the Officer's recommended option.
35. Option 3 should be discounted due to similar practicalities to the above; ownership/responsibility for the retaining wall; and the need to remove several mature trees here (which have Tree Preservation Orders associated).
36. **Option 1** is the Officer's recommended option.

Cost estimate - £99,000

37. This cost includes an estimate for works to utility apparatus, based on their figures, which includes an early ordering discount from one of them. (Note, the lead-time to get the discount is probably 3 months).

Planning

38. Advice has been sought from Development Services. They have confirmed that this ramp could be regarded as falling within Part 12 Class A of the Town and Country Planning (General Permitted Development) Order 2015 (Development by Local Authorities). As such this is classed as permitted development for public highway purposes and further planning consent is not required.

Safety Assessment

39. A stage 1/2 Road Safety Audit has been conducted. It concluded that there were no significant safety problems with the design.

C. Widening of Railway Walk shared-use path

40. Railway Walk is a shared-use unsegregated cycle and pedestrian path which runs parallel to Marygate car park and connects Scarborough Bridge to Marygate Lane. It is currently between 2.4m and 2.6m wide. The nearest adjacent row of parking bays (approximately 70 spaces) within Marygate car park alongside the birdsmouth wooden fence have been temporarily coned off for several months now to create a 'pop up cycle lane' as an Emergency Active Travel measure in response to the Covid 19 pandemic and the requirement for social distancing.

Options considered – Option 1, Modest widening of path

41. This option involves widening this path to a consistent 3.4m width by taking approximately 1.0m from the car park, requiring the moving of the birdsmouth fencing and a full relining of the car park. This would result in the permanent loss of 6 parking spaces. The aisle widths within the car park would be adjusted to the minimum that we can operate – no further reduction is possible without significantly impacting on the number of spaces in the car park. On the eastern side of the car park, echelon parking and a 1-way system has been included to allow the minimum aisle widths to be maintained elsewhere without the loss of any further parking spaces. It is likely that we will also need to move a number of lighting columns which are positioned along the current boundary.
42. NOTE: Following consultation the proposed layout in Option 1 has been slightly adjusted to allow gaps in the birdsmouth fencing (and hatching out of the car parking space) at the end of each circulatory section of the car park to allow regular safe pedestrian and disabled access to and from Railway Walk / Marygate car park. Appropriate

warning signs will also be included here. The proposed Option 1 can now be seen at Annex C.

Options considered – Option 2, Greater widening of path

43. Options were considered for a wider path and a number of proposals for relining Marygate car park were explored and software vehicle-tracked. The best-case scenario (of a 4.5m wide path) resulted in a net permanent loss of an estimated 44 car parking spaces. The nearest row of spaces (western side of the car park) would be amended to parallel parking, reducing their number. Any further take of land from the car park would result in an even greater loss of parking spaces.

Analysis & recommendation

44. The loss of 6 car parking spaces from Marygate car park has the potential to negatively impact income the council earns from this car park. However at present the car park is infrequently at full occupancy and so the loss of only 6 spaces would have a mostly negligible impact.
45. Any greater take (above 1.0m) from Marygate car park would result in the loss of at least 44 car parking spaces due to the need to reorientate the parking spaces here. This is considered unacceptable by council Officers in terms of the potential loss of car parking income.
46. Option 1 is considered the optimum compromise between the ambition to widen Railway Walk path whilst avoiding significant loss of parking spaces from Marygate car park.
47. **Option 1** is the Officer's recommended option.

Estimated cost – £60,000

48. This particular sub-project was not included in the original bid for TCF funding, nor the Change Request to WYCA which resulted in a budget of £300,000 being allocated to this package of proposals (including works to the Environment Agency's floodgate). Thus at present there is no budget for undertaking these work to Railway Walk.
49. However, there is a small underspend on the main Scarborough Bridge project budget (of circa £50,000). Due to the proximity of Railway Walk to the bridge, it would be considered suitable to utilise

some of this underspend to fund these works. Any further small shortfall could be funded from the council's transport capital programme.

Safety assessment

50. At 3.4m, the proposed widened path of Option 1 would be of a suitable width for an unsegregated shared-use cycle and pedestrian path, which would also be consistent with the unsegregated nature of nearby cycle facilities, including Scarborough Bridge and its approach ramps (of 3.0m width). Recent DfT guidance issued as LTN 1/20 gives recommended minimum widths of shared-use routes (of up to 300 cyclists per hour) of 3.0m. However it should be noted that this route is constrained on both sides (by a high boundary fence; and a low birdsmouth fence) thus reducing some of it's usable width for cycling.
51. It is suggested that the path would not be suitable for segregation given the available widths and existing pedestrian and cyclist flows. It would result in below recommended minimum widths. However 'Keep Left' signs could be introduced on an unsegregated path to promote social distancing.

Consultation

52. Covid-19 restrictions have meant that public consultation has had to be conducted entirely online. This was launched on 24 September 2020. The standard list of stakeholders and interest groups were emailed the materials and referred to the council website where plans were available. A leaflet was hand delivered to all residences on St. Mary's, St. Mary's Lane as well as nearby properties on Bootham (within 50 metres of the junction), and Marygate Lane. These properties were identified as those most likely impacted by any proposed changes. Press releases and social media articles were released to encourage members of the public and users to comment on the proposals. Consultation closed on 12 October 2020, although any responses received after this time have still been included.
53. 96x individual responses were received from the public, with the majority of these comments being in support of the proposed scheme. Many important suggestions/comments/concerns, as well as objections, were received from multiple sources and these have been collated into common themes and can be seen at Annex D along with an Officer's response to each.

54. Additionally a collective objection was received on behalf of 20x St. Mary's households which raised a number of concerns. Again, the main points raised and Officer's response is included in the above Appendix.
55. *York Cycle Campaign* responded welcoming the proposals. Regarding Bootham junction, they made the suggestion to include an early release cycle signal. Regarding the ramp, they suggested signage indicating priorities and/or a convex mirror at the top of the ramp to avoid conflicts. Regarding Railway Walk, they suggested Keep Left signage and signs at every entrance to the path indicating its shared-use.
56. *Transport 2000* responded stating their support for all proposals.
57. *Sustrans* responded making a number of technical design comments which will be taken onboard at detailed design. Regarding Bootham junction, they made the suggestion to include an Advanced Stop Line for cycles and an additional pedestrian crossing of Bootham to the north of the junction. Regarding the ramp, suggestions were made for an alternative ramp orientation; or to increase the length and width of the proposed ramp. Regarding Railway Walk, they recommended a wider path width than currently proposed.
58. *Ward Councillor D Craghill* welcomed the scheme. She raised a number of questions about the proposals and their interface with the listed gates on Bootham; as well as requesting an additional pedestrian crossing of Bootham to the north of the junction. Regarding the ramp, she questioned the width of the proposal and asked if it would accommodate various non-standard cycles. Furthermore, regarding Railway Walk, she requested a segregated pedestrian and cycle route through the car park.
59. *York Civic Trust* welcomed in principal the proposals and supports the aim to improve this strategic route. Regarding Bootham junction, the Trust suggests bringing the pedestrian crossing closer to the junction and requests that the historic setts in front of The Drive are retained. They questioned whether the gates here would be fixed in an open position at all times. They asked that the heritage credentials of the area be adequately addressed with regards new signage being of appropriate size, placement and volume. Concerning the ramp, the Trust supports the principle but requests that the heritage of this location is respected in the ramp's

design. Regarding Railway Walk, the Trust supports the proposals and asks for clear signage.

Council Plan

60. "A Prosperous City For All"; "A Focus on Frontline Services". The proposed improvements between Scarborough Bridge and Bootham Park supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents. Enhancements to the efficiency of the sustainable transport network in addition to promoting a traffic-free and safe access to and from the station and the York Central development site will improve the reliability and accessibility to other council services across the city.

Implications

Financial

61. Funding for delivery of the project has been allocated from the Transforming Cities Fund - £280,000 (administered by West Yorkshire Combined Authority) with a small contribution from the council's Capital Programme - £20,000.
62. The scope of this project did not include alterations to Railway Walk and as such we can not spend TCF monies on these particular works. However it is proposed to utilise underspend from the main Scarborough Bridge capital budget to undertake these improvements.
63. The loss of 6 car parking spaces from Marygate car park has the potential to negatively impact income the council earns from this car park. However at present the car park is infrequently at full occupancy and so the loss of only 6 spaces would have a mostly negligible impact.
64. However, the prospect of losing a significant number of spaces permanently (i.e. ~70 spaces are temporarily coned off at present) is not supported as it would lead to a permanent reduction in revenue from this car park. I.e. a reduction of ~44 spaces represents a 12-13% reduction of capacity and a key income generating asset. This would lead to a potential annual reduction in revenue of between £44k-£88k (depending on occupancy). If this option were to be pursued, it would need to be elevated to full Executive for their decision.

Human Resources (HR)

65. There are no known human resource implications.

One Planet Council / Equalities

66. The proposals will be designed with equalities in mind. The primary purpose of the proposals are to improve access for all users, including those with mobility issues, and promoting sustainable transport.

Legal

67. There are no known legal implications.

Crime & Disorder

68. There are no known crime and disorder implications.

Information Technology (IT)

69. There are no known IT implications.

Property

70. Responsibility for Marygate car park falls under Property Services. The reallocation of approximately 1.0m from the car park to *public highway* is mostly negligible and would still fall under the council to maintain (Highways Services).
71. However, any greater land take from the car park would be an unacceptable loss to car park capacity and it's potential income, especially given budget pressures which the council faces. Additionally, looking to the future, this would represent a significant loss of developable area, should we seek to redevelop this area in the long term. As stated in paragraph 64 above, this would need to be considered by full Executive.

Conservation & Heritage

72. The proposals fall within the city's Central Historic Core Conservation Area. The area has a number of listed buildings, especially on Bootham and St. Mary's, with the gates and railings of Bootham Park being Grade II listed. Any works need to be sympathetically designed. The Council's Conservation Architect was concerned that the proposed ramp onto Marygate Lane related poorly to the Conservation Area.

Other

73. There are no other known implications.

Risk Management

74. The main risks that have been identified in this report are financial, relating to potentially higher project costs as a result of unforeseen utility diversions; and those relating to a failure to meet expectations which could lead to damage to the Council's image and reputation.

Contact Details

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Chief Officer Responsible for the report:

James Gilchrist
Assistant Director for Transport, Highways &
Environment
(james.gilchrist@york.gov.uk)

Report **Date** 23.10.20
Approved

Specialist Implications Officer(s):

Financial Implications:
Patrick Looker, Finance Manager

Property Implications:
Nicholas Collins, Head of Asset & Property Management

Wards Affected:

Guildhall

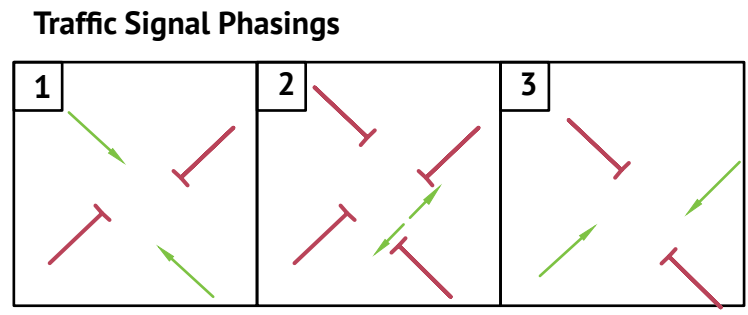
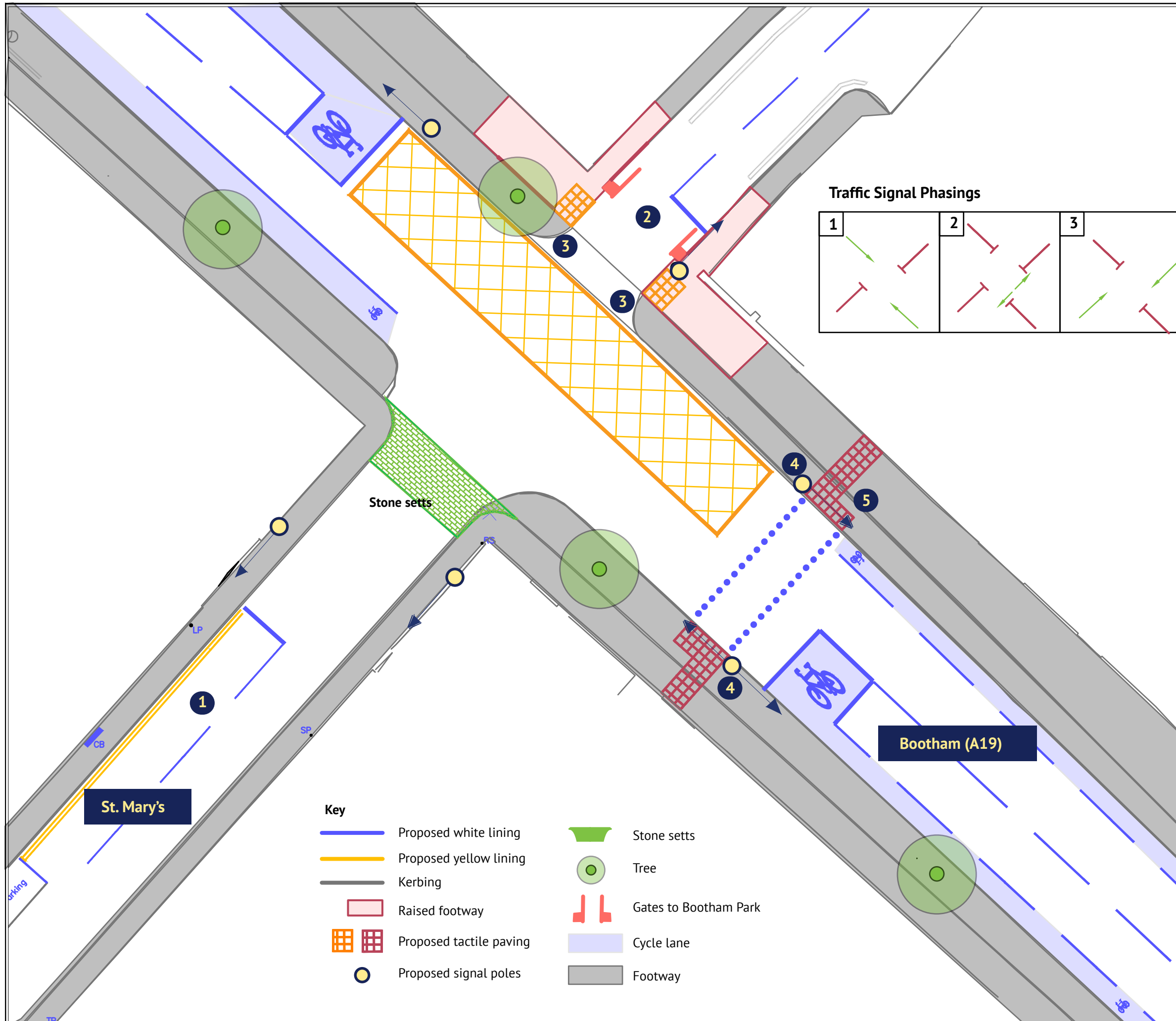
Annexes:

- Annex A(1) Option 1 | Layout plan: proposed signalised junction of Bootham & St. Mary's
- Annex A(2) Option 1 | Revised parking / stop-line layout, St. Mary's

| | |
|---------|---|
| Annex B | Option 1 Plan & side elevation: proposed ramp from Marygate Lane to St. Mary's |
| Annex C | Option 1 Layout plan: proposed widening of Railway Walk and relining of Marygate car park |
| Annex D | Results of public consultation |

- ¹ * Certificate of Excellence in the ICE Yorkshire & Humber Civil Engineering Awards
* Highly Commended in the national CIHT Engineering Award
* Certificate of Merit in the national Structural Steel Design Awards

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- NOTES:**
- 1 Three parking spaces to be removed
 - 2 Proposed heritage style bollard
 - 3 Proposed low level signs - no entry except cycles
 - 4 Pedestrian push button unit
 - 5 Pedestrian signal controlled crossing

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FOR CONSULTATION

| Revision | By | Checked | Approved | Date | Description |
|----------|----|---------|----------|------|-------------|
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Project
**SCARBOROUGH BRIDGE SUB PROJECTS
 BOOTHAM CROSSING**

Drawing
OPTION A - SIGNALISED JUNCTION

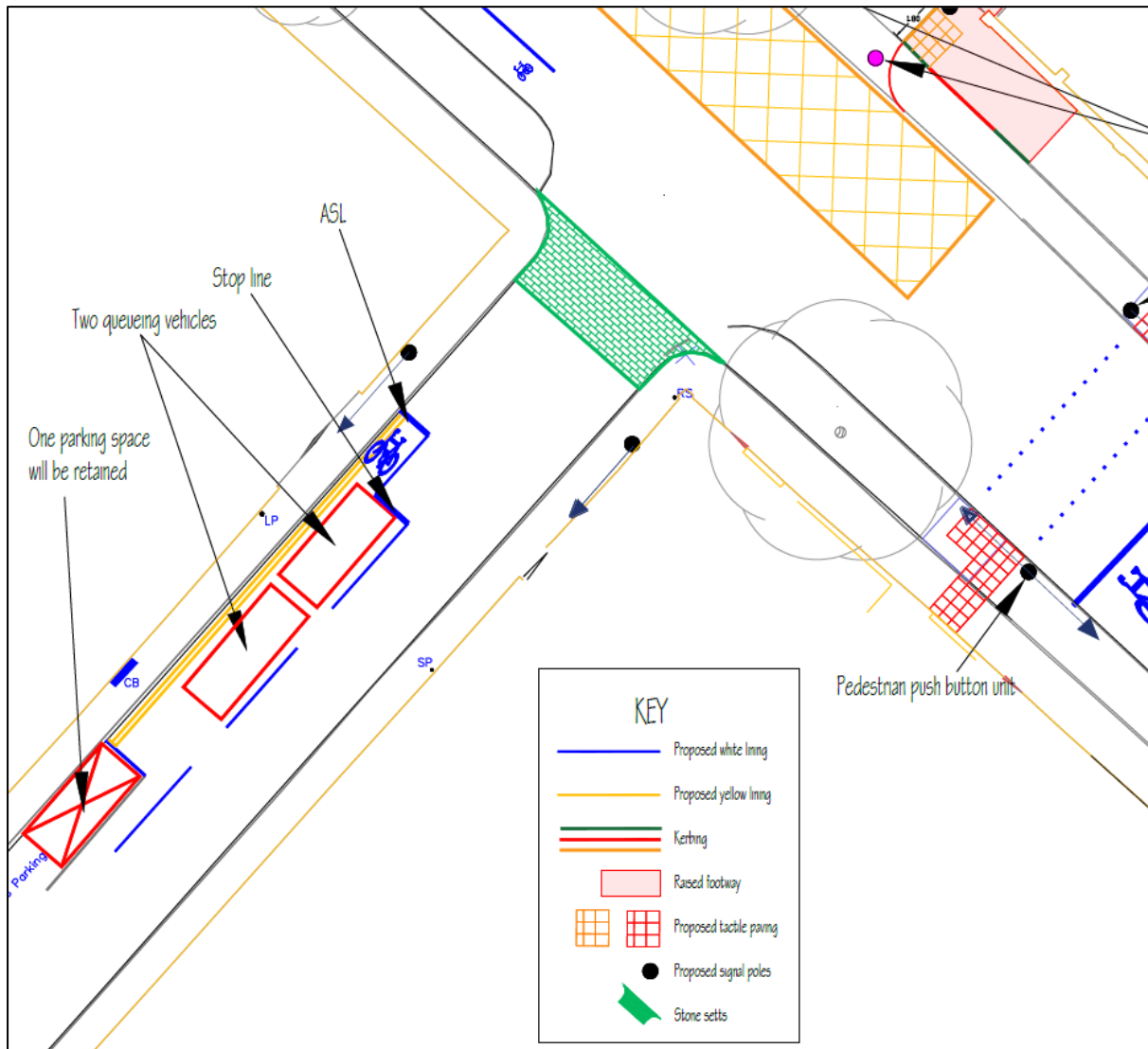
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 Checked by DM Date: AUG 2020
 Authorised by Date:

Drawing No. DEC180017/03 Revision -

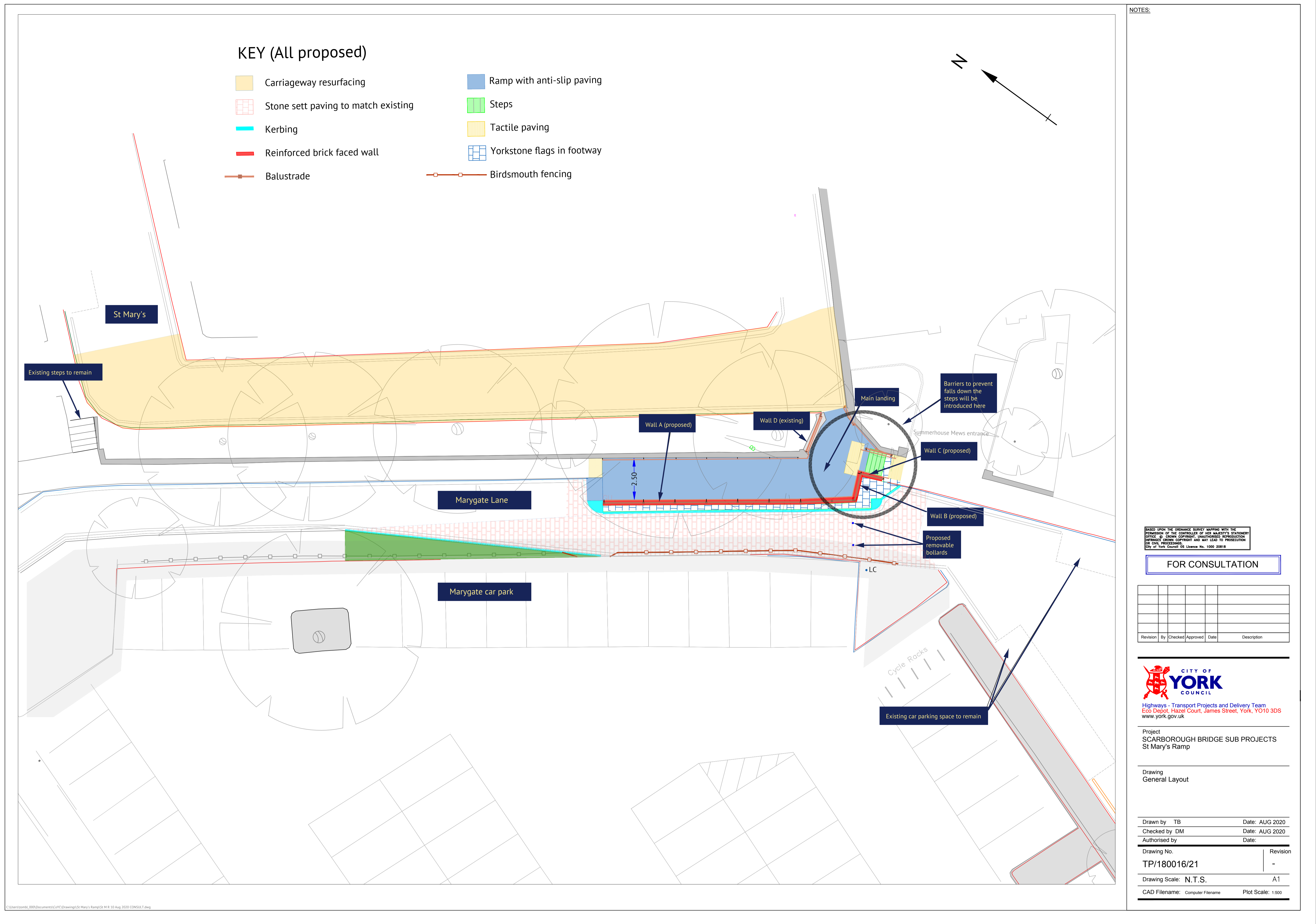
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St. Mary's – Revised Option 1 parking / stop-line layout



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NOTES:

BASED UPON THE CURRENT SITUATION SHOWN WITH THE PERMISSION OF THE CONTRACTOR OF THE PROPERTY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING CONDITIONS AND FOR OBTAINING ALL NECESSARY APPROVALS FROM THE LOCAL AUTHORITY AND FOR OBTAINING ALL NECESSARY APPROVALS FROM THE LOCAL AUTHORITY.

FOR CONSULTATION

| Revision | By | Checked/Approved | Date | Description |
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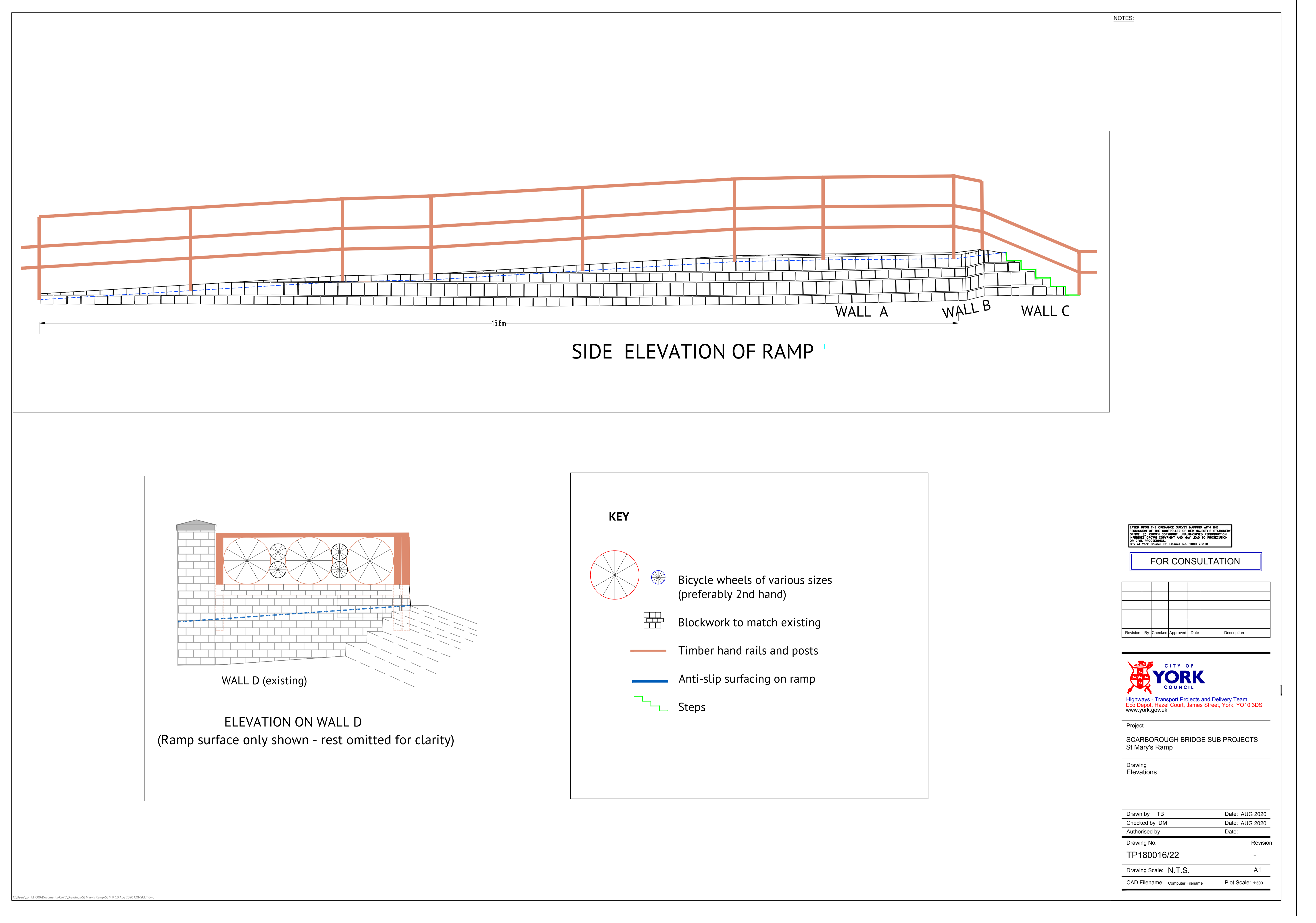
Project: SCARBOROUGH BRIDGE SUB PROJECTS
 St Mary's Ramp

Drawing: General Layout

Drawn by: TB Date: AUG 2020
 Checked by: DM Date: AUG 2020
 Authorised by: Date:

Drawing No. Revision
 TP/180016/21 -

Drawing Scale: N.T.S. A1
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BASED UPON THE CURRENT SITUATION SHOWN WITH THE PERMISSION OF THE CONTRACTOR OF THE PROPERTY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING CONDITIONS AND FOR OBTAINING ALL NECESSARY APPROVALS FROM THE LOCAL AUTHORITY AND FOR OBTAINING ALL NECESSARY APPROVALS FROM THE LOCAL AUTHORITY.

FOR CONSULTATION

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Project: SCARBOROUGH BRIDGE SUB PROJECTS
 St Mary's Ramp

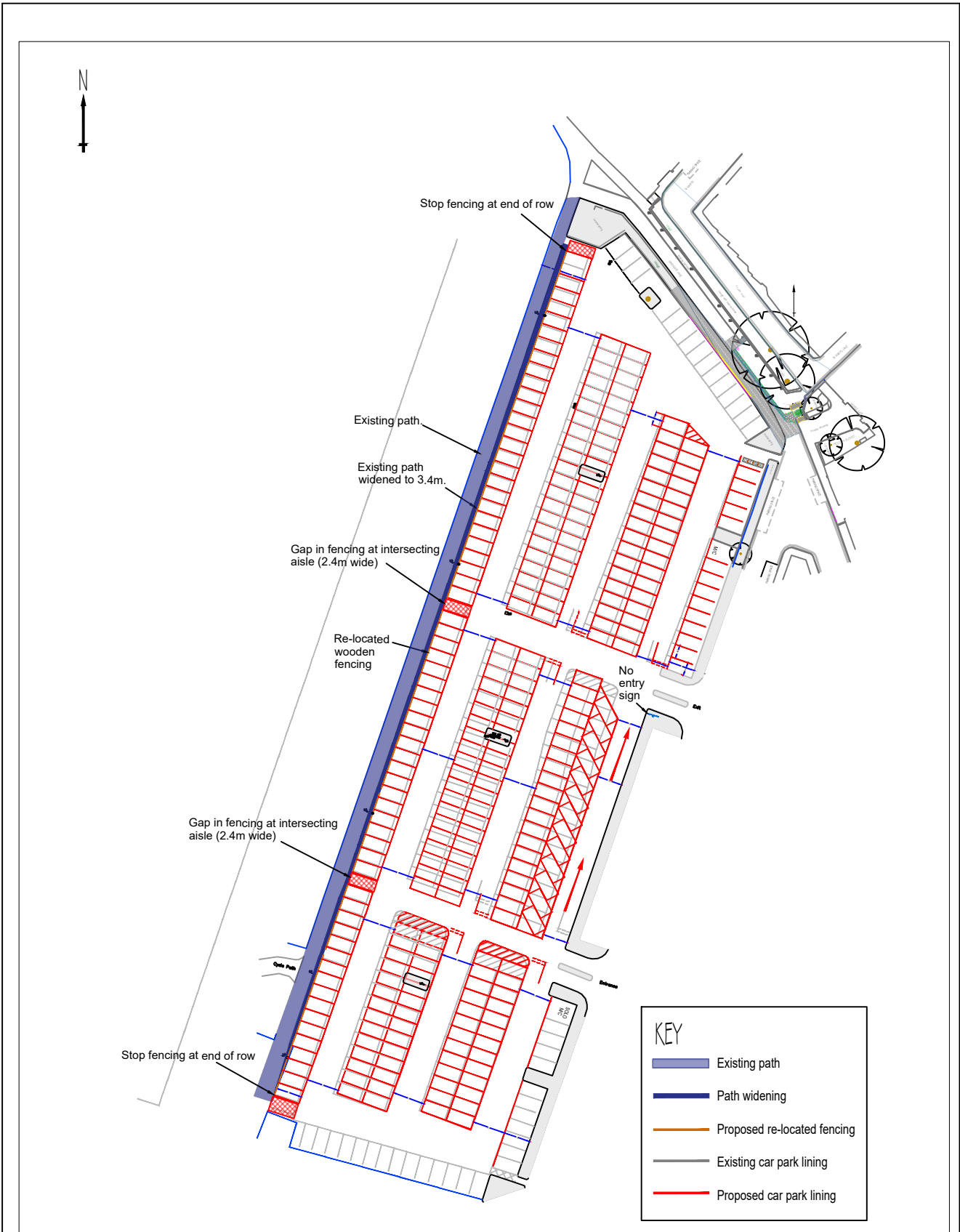
Drawing: Elevations

Drawn by: TB Date: AUG 2020
 Checked by: DM Date: AUG 2020
 Authorised by: Date:


Drawing No. Revision
 TP/180016/22 -

Drawing Scale: N.T.S. A1
 CAD Filename: Computer Filename Plot Scale: 1:500

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|---|---|-----------------------------|--------|-------|-----------|
|  <p>Highways - Transport Projects and Delivery Team Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p> | SCARBOROUGH BRIDGE SUB PROJECTS MARYGATE CAR PARK LINING CHANGES | | | SCALE | 1:1000 |
| | | | | DATE | SEP 2020 |
| | REV | AMENDMENTS | DATE | DRAWN | DRAWN |
| | A | Gaps in fencing re-arranged | Oct 20 | TB | M L-H, TB |
| DEC180018/01A | | | | CHECK | TC |

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Public Consultation Responses: received 24/09/20 - 21/10/20

96x individual responses received.

+ A joint reponse was submitted by residents of St.Mary's x20 properties (A few of these residents also submitted individual reponses so some comments may have been duplicated below).

| Comments | No. of comments | St. Mary's joint response | Officer's Response |
|---|-----------------|---------------------------|--|
| Support for all of the proposals | 63 | | Noted. |
| Specific support for construction of new ramp | 16 | | Noted. |
| Specific support for signalisation of Bootham junction | 13 | | Noted. |
| Proposed greater widening of Railway Walk path than proposed | 13 | | Any greater widening of the path, over & above the proposed taking of 1.0m from the car park, would result in an unacceptable permanent loss of car parking by a minimum of at least 44 spaces. This would have significant negative implications in terms of revenue generated from this car park and it's potential for the future. |
| Specific support for widening of Railway Walk path | 12 | | Noted. |
| Comments regarding Grade II Listed gates / route through Bootham Park grounds | 10 | ✓ | The developers of Bootham Park Hospital have made it clear that the cycle and pedestrian route along The Drive will remain, be enhanced, and would likely become increasingly well-used once the redevelopment of this site has taken place. No vehicular access to the site is proposed through the Grade II listed gates from/onto Bootham. Proposal that these gates are fixed open to allow cyclists to use this larger access (currently cyclists are required to share the smaller side gate with pedestrians), with a bollard to prevent vehicles. Low level cycle-only signals proposed forward of the gates. NOTE: No physical changes to the listed gates or railings proposed. Stone setts to be retained. |
| Objection to loss of on-street parking on St. Mary's | 10 | ✓ | There are currently 33 Household permits for St. Mary's properties and there are currently parking bays for approximately 33 vehicles. However, recently it was acknowledged that the 3 previously Guest House only parking bays on St. Mary's were unused as 0 Guest House permits had been issued here. As such, these 3 spaces have recently (August 2020) been brought into general community use and are now available for use by nearby residents. If signalisation (Option1) goes ahead, compared with pre-August, permit holders would actually have the same number of spaces available for their use. NOTE: Option 1 has now been adjusted which results in the loss of only 2 on-street parking spaces, thus residents would still have a net gain of 1 parking space compared with pre-August. |
| Specific objection to signalisation of Bootham junction | 9 | ✓ | Installing signals at the junction (Option 1) would encourage cyclists to use this direct route as there would no longer be a need to detour off their desire line to use the existing sub-standard pedestrian crossing facility, whilst attempting to share footway safely with pedestrians. This would increase the attractiveness of the route and would make crossing the road here safer, particularly for younger and less confident cyclists. |
| Conservation and heritage concerns | 8 | ✓ | It is acknowledged that the heritage credentials of this area should be adequately addressed and that any changes agreed need to be sensitively pursued using appropriate materials; positioning of equipment; size/location of signs etc. |
| Suggested alternative ramp orientation | 5 | ✓ | Ramping in a different orientation would be complicated by land ownership issues - the longer flight of steps are not adopted highway. Furthermore, there would be practicalities in terms of greater level difference at this location; the requirement for a longer ramp; and the less attractive desire lines / counter-intuitive need to make tighter turns. We do not seek to interfere with the retaining wall, nor the trees above (which have TPOs associated). |
| Objection to all of the proposals | 4 | | Noted. |
| Request for resurfacing of St. Mary's / St. Mary's Lane | 4 | | Some localised patching of the highway is proposed as part of this scheme, but a full resurfacing of these streets would be prohibitively expensive. |
| Concern regarding conflict between users and safety of corner of St. Mary's / St. Mary's Lane | 4 | ✓ | A stage 2 Road Safety Audit will be undertaken that will identify any safety concerns and mitigation to be included in the detailed design. NOTE: A convex mirror is to be considered as a potential addition to the scheme (at the top of the ramp, at the corner of St. Mary's and St. Mary's Lane) to improve inter-visibility for all users in this area. |
| Suggest bringing Bootham pedestrian crossing nearer junction | 4 | | This suggestion was considered early in development stage and discounted due to the necessity to remove a large mature tree (which has a TPO associated) and costly diversion of utilities to accommodate moving the pedestrian crossing and installation of the new apparatus. |

| | | | |
|--|---|---|--|
| Concern that public engagement was not sufficient / lacking detail | 4 | ✓ | Covid-19 restrictions meant that public consultation had to be conducted entirely online. This ran from 24 September to 12 October 2020 (although any comments received after this time were still included). The standard list of stakeholders and interest groups were emailed the materials and referred to the council website where plans were available. A leaflet was hand delivered to all residences on St. Mary's, St. Mary's Lane as well as nearby properties on Bootham (within 50 metres of the junction), and Marygate Lane on 27 September. These properties were identified as those most likely impacted by any proposed changes. Press releases and social media articles were released to encourage members of the public and users to comment on the proposals. A further plan of the proposals to reline Marygate car park was added to the website on 28 September. |
| Suggest signalising Bootham Terrace junction instead | 4 | | The most direct route between York Hospital and York Station is on the route identified in this scheme, through Bootham Park, crossing Bootham and down St. Mary's. Proposals to use Bootham Terrace as the preferred route would result in cyclists having to use a section of the busy A19 Bootham between The Drive and Bootham Terrace and this is deemed a less appealing and less direct route. |
| Specific objection to construction of new ramp | 3 | ✓ | A ramp is the only solution to address the level differences between St. Mary's and Marygate Lane, for cyclists and disabled users. |
| Ramp proposed is too narrow / pinchpoint at top | 3 | ✓ | We are restricted with the available widths on Marygate Lane (between car park and existing retaining wall) and the need to preserve the historic route of Marygate Lane as well as maintaining vehicular access to the substation. As such, the proposed new ramp is designed to be as wide as it feasibly can be. At the top of the ramp, at it's interface with St. Mary's / St. Mary's Lane it is acknowledged that there is a pinchpoint, but this is unavoidable due to the need to maintain the existing retaining wall (albeit the top of the wall here will be reduced in size / design to improve visibility around this corner). |
| Comment that currently not an issue for vehicles emerging from St. Mary's onto Bootham | 2 | ✓ | The main objective of the proposals is to improve this route for cyclists and pedestrians. The proposed signalisation of this junction will enable cyclists to safely traverse the busy A19 Bootham. |
| Comments regarding safety of Scarborough Bridge ramp(s) | 2 | | A widening of Railway Walk path, especially where it joins the cycle-only ramp to Scarborough Bridge, will mean more maneuverability space for users in this area. |
| Disabled resident who would greatly benefit from ramp | 2 | | Noted. |
| Waste of money / Suggest money would be better spent elsewhere | 2 | | The scheme has funding specifically allocated and ringfenced to it for enabling more people to cycle or walk on this route. Therefore the funding cannot be used for other schemes or spent elsewhere within the council. Should the scheme not go ahead, the money would be reallocated elsewhere within the West Yorkshire region. |
| Greater engagement with York Hospital / better facilities | 2 | | Although this is slightly outside scope of this project, the iTravel team within the council has good relations with York Hospital and can push for improved facilities. |
| Request for resurfacing of Bootham Terrace | 2 | | Outside scope of this project. |
| Has there been origin / destination survey done of this route? | 2 | ✓ | A significant majority of users of Scarborough Bridge have their origin or destination from the north (i.e. towards the Bootham direction) – 71% of cyclists and 57% of pedestrians. This illustrates that there is a significant demand for improvements to the route which connects Scarborough Bridge to the Bootham area (and beyond to York Hospital). For example on average (during non-Covid times) there are between 600 and 800 cyclists per day using the Scarborough Bridge river crossing - that equates to an average of approx. 500 cyclists per day travelling to/from the Bootham direction. |
| Concern that bottom of St. Mary's is in private ownership / does the council have permission to undertake these works? | 2 | ✓ | Whilst the bottom section of St. Mary's is in private ownership and not technically adopted highway, all users retain the right to use this road. We have discussed the proposals with the landowners who have been supportive of our proposals. We have in principle agreed to undertake some accommodation works including a short length of resurfacing, tree pruning and gully cleaning work. These measures are one-off works and will not form part of an ongoing maintenance regime by the Council. All other works can be undertaken using Highways powers, within the adopted highway. |
| Suggested improvements at Leeman Road | 1 | | Outside scope of this project. Likely to be included in forthcoming York Central development proposals. |
| Other comments outside the scope of this scheme | 1 | | Outside scope of this project. |



Decision Session – Executive Member for Transport**3 November 2020**

Report of the Corporate Director of Economy and Place

TSAR Traffic Signal Refurbishment – Wigginton Road/Crichton Avenue**Summary**

1. The traffic signalling equipment at this site is life expired, has become difficult and costly to maintain and needs to be replaced.
2. The TSAR (Traffic Signal Asset Renewal) programme is the means by which life expired traffic signal assets across the city are refurbished.
3. Although the programme is primarily about asset renewal, there is scope to take advantage of 'easy wins' whilst refurbishing the equipment. To that end, an option which looks to include new pedestrian crossing facilities has been proposed as one of the two options put forward.

A decision is required to approve the proposed alterations.

Recommendations

4. The Executive Member is asked to:

Approve Option 2 including the additional TRO implementation/extension for no waiting at any time along the south west access road as noted at points 24 and 25 of this paper.

Reason: This option achieves the core aim of replacing the life-expired traffic signal asset such that it can continue be operated and repaired economically.

This option also includes the introduction of pedestrian crossings at the junction which provides further benefits for users and links directly with the CYC Council Plan in its aim to improve opportunities for Getting

around Sustainably. This addition is generally supported by those individuals and groups responding to the preliminary design consultation however, concerns were raised about the impact these changes would have on general traffic and bus journey times.

Background

5. A report was brought to the Executive Member for Transport and Planning on 12th November 2015 to seek approval to undertake the 5-year 'TSAR' (Traffic Signal Asset Renewal) programme.
6. This programme entails a replacement of life expired traffic signal assets around York. The focus is on replacing equipment that is liable to imminent failure, rather than seeking to improve congestion or achieve a similar transport improvement goal. However, where 'easy wins' can be achieved at the same time as replacing obsolete equipment, these will be taken advantage of.
7. To date, 33 sets of signals have been refurbished and a further 5 are programmed in for the 20/21 financial year.

Consultation

8. Due to the possible introduction of pedestrian crossings at the location alongside previous issues regarding vehicle capacity at the junction, a consultation has been carried out to offer local ward councillors, internal and external stakeholders an opportunity to have their say on the proposed scheme.
9. A summary of the consultation feedback can be found in Annex A.

Options

10. The following options are available:
11. Option 1 – Approve the proposed like for like signal refurbishment shown in the drawing at Annex B
12. Option 2 – Approve the proposed signal refurbishment with additional controlled pedestrian crossings shown in the drawing at Annex C
13. Option 3 – Do not approve either of the proposed signal refurbishments presented.

Analysis

Option 1

Description of Changes

14. Refurbishment of all on site Traffic Signal Equipment
15. The estimated cost of the work to the Traffic Signal at the junction of Wigginton Road and Crichton Avenue detailed in Annex B is £120,000.00

Reasoning

16. Replacement of the traffic signal technology is the fundamental purpose of this project, as per item 6.

Impact on vehicular traffic

17. This option has no direct impact on vehicular capacity at the junction however the update of the site will establish a link to the communications network to ensure reliable fault monitoring and better junction monitoring.

Impact on Pedestrians

18. The option will have no impact on Pedestrians

Impact on Cyclists

19. The option will have no impact on Cyclists

Safety Considerations

20. Input on this preliminary design was sought from City of York Council's Road Safety Audit team who indicated the design should provide minimal benefits but does not address the safety of pedestrians crossing Crichton Avenue or the uncontrolled use of the scrap yard arm.

Option 2

Description of Changes

21. Refurbishment of all on site Traffic Signal Equipment
22. Provision of new Pedestrian Crossing facilities across the Wigginton Road and Crichton Avenue arms of the junction. These will be activated via pedestrian push buttons and so will only activate when requested.
23. Introduction of signal controlled egress from the access road at the South West corner of the junction. This will be activated by vehicle detection sensors and will therefore only place an additional signal phase when a vehicle is present.
24. Introduction of a new TRO for no waiting at any time along 20 metres of the Northern side of the access road at the South West corner of the junction.
25. Extension of the existing TRO for no waiting at any time along 20 metres of the Southern side of the access road at the South West corner of the junction.
26. A summary of these TRO implementations can be found in Annex D
27. Removal/Adaptation of a tree along the access road at the South West corner of the junction to improve visibility of the junction.
28. Removal of the Central Traffic Island on Crichton Avenue.
29. The estimated cost of the work to the Traffic Signal at the junction of Wigginton Road and Crichton Avenue detailed in Annex C is £150,000.00.

Reasoning

30. Replacement of the traffic signal technology is the fundamental purpose of this project, as per item 6.
31. The introduction of pedestrian crossings and a newly signalled arm of the junction offers future proofing for further residential developments in the local area.

32. The introduction of new pedestrian crossings also enhances the CYC Council plan in its aim to improve Getting Around Sustainably specifically impacting the number of pedestrians walking to and from the City Centre.

Impact on Vehicular Traffic

33. Introduction of pedestrian crossings and a new signalled arm of the junction will require additional signal phases which will in turn increase overall wait times at the junction.
34. Traffic modelling of the site indicates that the signal phase changes will not bring the junction above statistical capacity however there will be additional delays and longer queues for motor vehicles using the junction.
35. During the AM peak, average queue lengths at the junction will increase slightly between 1 and 5 vehicles. During the PM peak, these averages increase by between 3 and 8 vehicles. In both instances the Wigginton Road outbound arm is impacted by the largest increases.
36. Cycle times for the signals will also vary during these AM and PM peaks to provide additional capacity at the junction to reflect the additional number of vehicles moving through the junction.
37. The introduction of the new signal on the access road at the South West Corner of the junction will benefit vehicles exiting this road as they will no longer have to emerge into moving traffic at an opportune moment.

Impact on Pedestrians

38. The new pedestrian crossings introduced will provide a safe link between the residential housing and car park to the north of the junction and the access route for York Hospital to the south of the junction.
39. The new crossing will only operate on an on demand basis when the signal phase is requested using the push button equipment. The pedestrian crossing phase will therefore not operate during every signal cycle of the junction.
40. The site is also located in close proximity to the Nestle South development which will generate additional foot traffic wishing to use the amenities found along Crichton Avenue and Burton Stone Lane.

Impact on Cyclists

41. As the junction is currently served by off road cycle infrastructure on all arms the suggestion of the TSAR team is that cyclists should try and use these wherever possible.
42. On road cyclist movements through the junction currently make up less than 1% of demand (204 movements in 12 hours) with the majority of cyclists using the off road facilities available at the site.

Safety Considerations

43. Input on this preliminary design was sought from City of York Council's Road Safety Audit team who indicated the design may lead to slight delays to vehicles at busier times, but the safety benefits to pedestrians and users of the access road are considered to outweigh any potential issues. Minor design changes to the access road arm could be beneficial to pedestrians and cyclists using the Orbital Cycle Route. Overall this option is considered to have greater safety benefits.

Other options already discounted

44. Previous input from ward councillors regarding the operation of this junction has requested improvements which will increase capacity of the junction however the junction itself is not the capacity constraint within the network.
45. During peak periods the junction is impacted by inbound vehicles arriving at and exiting the York Hospital site with vehicles queueing back through the junction as they cannot continue along Wigginton Road.
46. Wigginton Road outbound traffic and those vehicles wishing to turn right into Crichton Avenue from Wigginton Road could benefit from additional filter lanes at the signals however there is no scope for additional lanes within the current highway boundary.
47. The situation of the junction across two bridges presents a significant engineering challenge and if the option to widen the highway in this area was pursued, a significant investment as part of a major transport project would need to be made to make this a reality.
48. It is the opinion of the TSAR design team and various CYC internal stakeholders from the Transport department that any further design

relating to these major works would not illustrate a good cost/benefit outcome

49. Consultation responses were received regarding the crossing of the access road at the south west corner of the junction by pedestrians and cyclists. These movements will not be signal controlled on two counts. Firstly the number of motor vehicles entering and exiting the access road is very low. Secondly, the installation of required signal infrastructure would use up valuable foot/cycleway space in an area that is already constrained by the layout of the existing carriageway/bridge architecture.
50. Cyclist movements from Wigginton Road Northbound on to the cycle way heading westbound along Crichton Avenue are supported by an off road cycle route which leads down to the Foss Cycle path access ramp and back up on to the access road at the south west corner of the junction. If cyclists wish to remain on the carriageway to transition from Wigginton Road Northbound to Crichton Avenue Westbound, they are required to wait for the green signal as there is not currently enough available space to introduce a cycle slipway alongside the footway to connect the two. Once presented with a green light, cyclists can immediately join the cycle way via the dropped kerb at the north side of the access road.

Council Plan

51. Replacing life-expired traffic signalling assets allows the Authority to continue to manage the traffic on its highway network, minimising congestion and ensuring user safety. Therefore carrying out these works fulfils the 'Getting around sustainably' key outcome of the Council Plan.

Implications

52. Financial

The TSAR programme is funded by the council's capital programme, which was approved at Budget Council on 27 February 2020 and sufficient funds are available in the 2020/21 transport capital programme for the construction of this scheme.

53. Human Resources (HR)

There are no HR implications

54. One Planet Council / Equalities

All junctions are designed with equalities in mind. The recommended designs follow the most up to date guidance with respect to disability access. The technology included in all designs includes aids to persons with visual and mobility impairment.

55. Legal

There are no legal implications

56. Crime and Disorder

There are no Crime and Disorder implications

57. Information Technology (IT)

The Information Technology implications of constructing the proposed designs has been considered and are included in the Project Plan. No issues are envisaged.

58. Property

There are no property implications

59. Other

Disruption during construction – Constructing the TSAR schemes inevitably means a certain level of work on the Highway, with an associated level of delay and disruption to pedestrians and vehicular traffic. Such works will be scheduled and planned to minimise this disruption, and sufficient information and notice will be given to affected parties.

The inclusion of new pedestrian crossing facilities as part of design option 2 will support both current demand and perceived future demand from nearby residential developments. Possible S106 funding support for the inclusion of these crossings from the nearby Nestle development was sought however this is not possible as the contribution of the developer has already been agreed and cannot be renegotiated unless significant changes to the planning application are proposed.

Risk Management

60. There are no known significant risks associated with any option presented in this report.

Project Risks are recorded in the Project Risk Register and are handled by the Project Team and monitored by the Transport Board.

Contact Details

Author:

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Transport
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Chief Officer Responsible for the report:

James Gilchrist
Assistant Director, Transport, Highways
and Environment

Report
Approved

Date 22.10.20

Neil Ferris

Corporate Director of Economy and Place

Report
Approved

Date 23.10.20

Wards Affected: List wards or tick box to indicate all

All

Guildhall
Clifton
Rawcliffe and Clifton Without

For further information please contact the author of the report

Background Papers:

All relevant background papers must be listed here. A 'background paper' is any document which, in the Chief Officer's opinion, discloses any facts on which the report is based and which has been relied on to a material extent in preparing the report (see page 5:3:2 of the Constitution).

Annexes

All annexes to the report must be listed here.

Annex A – Consultation Details and CYC Engineer Response

Annex B – Preliminary Design Option 1

Annex C – Preliminary Design Option 2

Annex D – Preliminary Design TRO requirements

List of Abbreviations Used in this Report

TSAR - Traffic Signal Asset Renewal

TRO – Traffic Regulation Order

**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 kerblines 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 signalling 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.

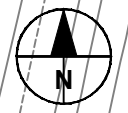
10. Sustrans

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.



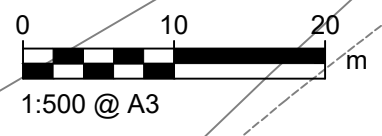
Allotment Gardens

WIGGINTON ROAD

CRICHTON AVE

WIGGINTON ROAD

ALL TRAFFIC SIGNAL EQUIPMENT TO BE REFURBISHED.



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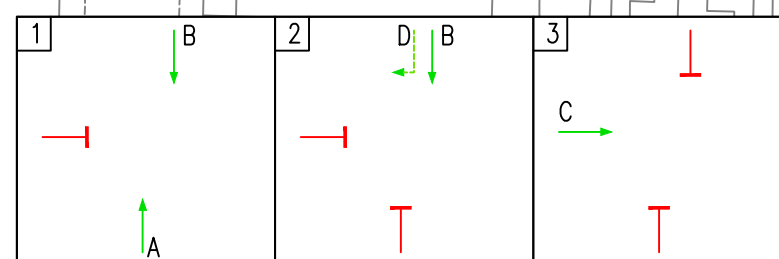
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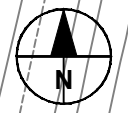
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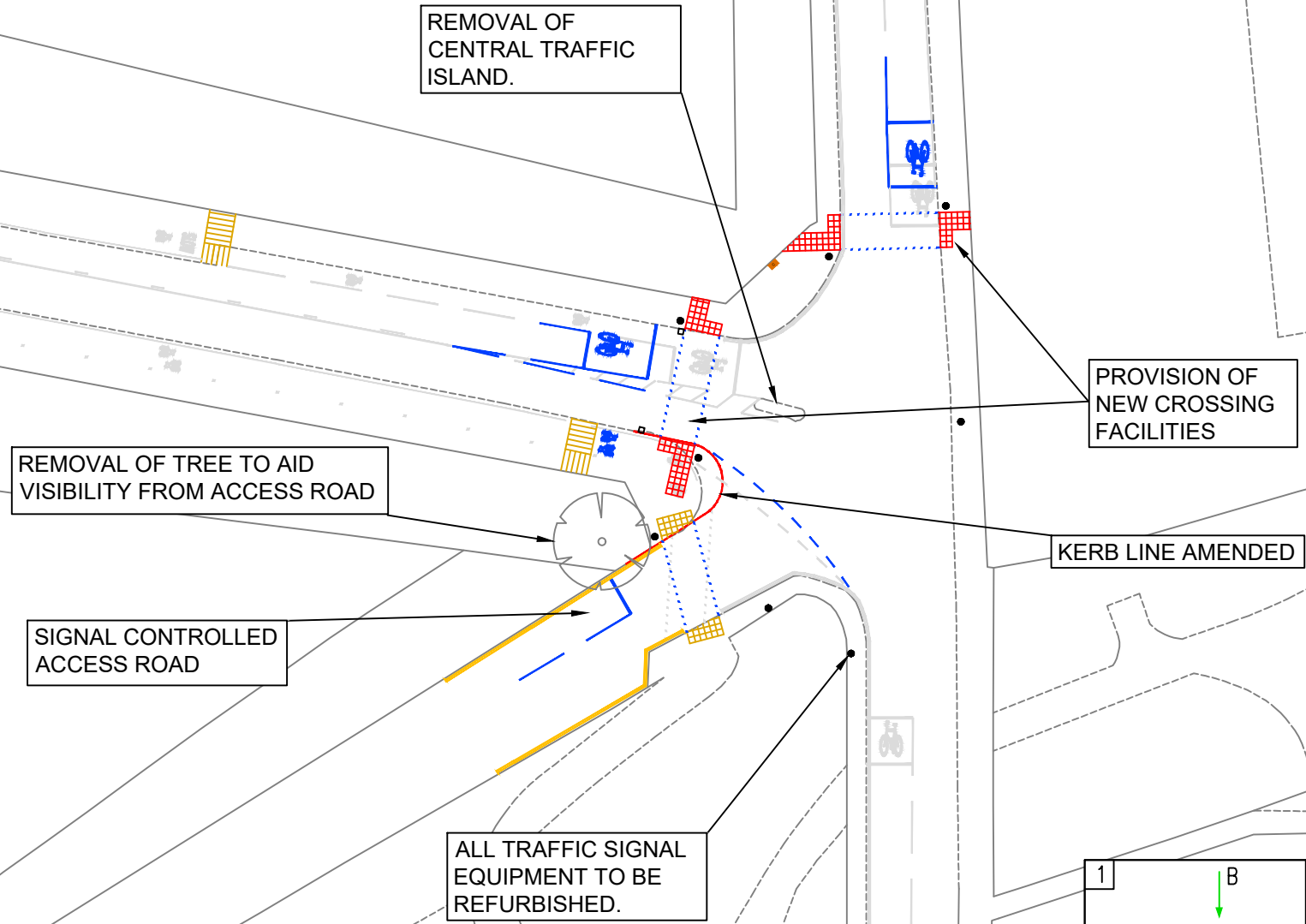


Allotment Gardens

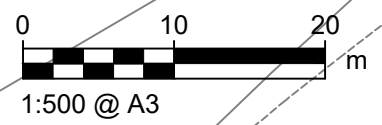
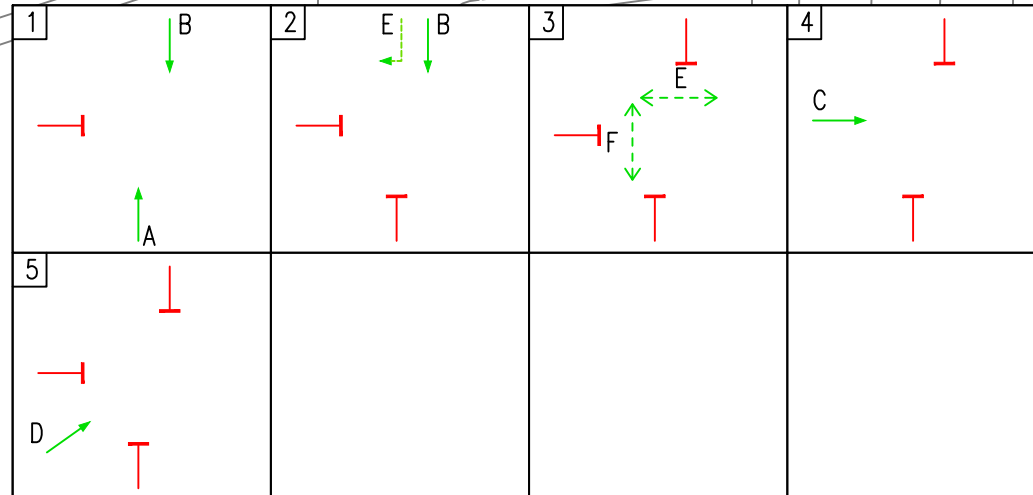


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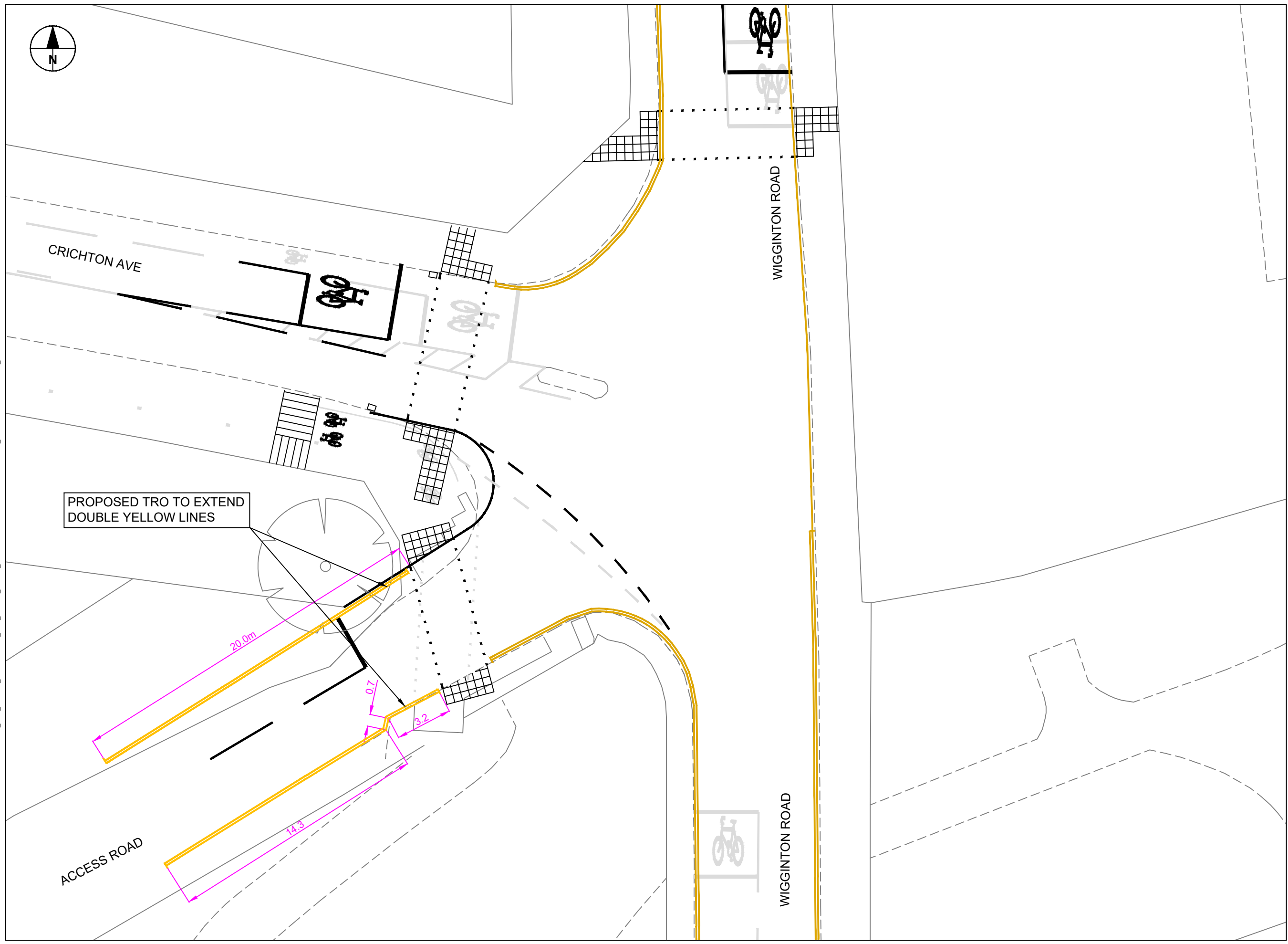
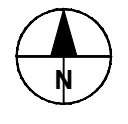
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**Decision Session - Executive Member for
Transport****3 November 2020**

Report of the Corporate Director of Economy & Place

Transport Capital Programme – 2020/21 Monitor 1 Report**Summary**

1. This report sets out progress to date on schemes in the 2020/21 Economy & Place Transport Capital programme, and proposes adjustments to scheme allocations to align with the latest cost estimates and delivery allocations.
2. The report also provides an update on the progress of schemes in the Emergency Active Travel Fund programme.

Recommendations

3. The Executive Member is asked to:
 - 1) Approve the amendments to the 2020/21 Economy & Place Transport Capital Programme.
 - 2) Note the progress of schemes in the Transport Capital Programme and the Emergency Active Travel Fund programme.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the council's Transport Programme.

Background

4. The COVID-19 lockdown significantly affected the capacity of the Transport and Highways teams to deliver the schemes in the Transport Capital Programme. Although progress has been maintained on many of the schemes resources had to be redirected to deliver additional urgent items, such as the Emergency Active Travel Fund schemes, in direct response to the outbreak. At the same time delivery capacity continues to be affected by social distancing and self isolation requirements. This has

placed a significant amount of pressure on the Transport team who have worked at speed to deliver multiple schemes which under normal circumstances would have taken many months. These works, such as the delivery of footstreet extensions, have been broadly welcomed by businesses as supporting the York economy that fared particularly well over the summer compared to other Cities. To get the programme back on schedule it is proposed to commission additional resources to deliver the schemes which were delayed by the COVID 19 outbreak and the new schemes being brought into the programme.

5. Following approval at Budget Council on 27 February 2020, the Transport Capital Budget for 2020/21 was confirmed at £21,282k. The budget was then increased to £28,538k in August 2020 when the Executive Member was presented with the Consolidated Transport Capital Programme, which included all schemes and funding that had carried over from 2019/20.
6. The approved budget includes funding from the Local Transport Plan (LTP) grant and council resources, and significant funding from various external sources, including grant funding from the government's Office of Low Emission Vehicles (OLEV) and the European Regional Development Fund (ERDF) for the Hyper Hubs project, the National Productivity Investment Fund, the West Yorkshire Transport Fund, and funding from the Department for Transport for the Outer Ring Road Dualling scheme.

2020/21 Major Schemes

7. Due to the impact of the COVID-19 lockdown measures, progress on the major schemes in the capital programme has been slower than anticipated due to the lockdown restrictions preventing works from going ahead, and staff resources being focused on COVID-19 measures and the Emergency Active Travel Fund programme.
8. The City Centre Access scheme has been affected by the expansion of the city centre Footstreets area as part of the council's COVID-19 measures to provide additional space for pedestrians to accommodate social distancing measures. The scope of the scheme has been reviewed to assess the impact of these changes, and the outcome will be reported to the Executive. The design of the Racecourse security measures is ongoing, and the scheme will be implemented later in the year.
9. Although there have been some delays due to the lockdown measures, bus operators are now progressing the conversion works required to bring

their bus fleet up to the emissions standard required for the city centre Clean Air Zone. Grant funding was also awarded to Reliance for the purchase of new buses, which are now in operation.

10. The Hyper Hubs project to provide additional electric vehicle charging infrastructure at Monks Cross and Poppleton Bar Park & Ride sites is being progressed, though the use of Poppleton Bar as a COVID-19 testing site means the timescales for this scheme may be subject to change. The council is in discussions with the testing site management team to discuss changes to the site to allow the Hyper Hub project to be implemented while the testing station is in use. The council was also successful in obtaining additional funding from the York & North Yorkshire Local Enterprise Partnership (LEP) for an additional Hyper Hub at York Hospital, which is being progressed following approval by the Hospital Trust Board in September.
11. The council awarded grant funding to First York in 2019/20 for the purchase of a fleet of electric buses for Park & Ride services. While progress was delayed as the manufacturer had to close down during the lockdown period, the factory has now reopened and the first batch of new buses are now in use on the Askham Bar Park & Ride route. It is expected that all the new buses will have been delivered by November.
12. Public consultation has been carried out on the Transforming Cities funded proposed improvements to cycling and walking facilities between Scarborough Bridge and Bootham Park. These include: signalisation of the Bootham/St Mary's/The Drive junction; a new ramp at the southern end of St Mary's; and a relining of Marygate car park to enable a slight widening of the adjacent Railway Walk path. It is proposed to implement the schemes as set out in the separate report on the agenda for this meeting.
13. Work on the Smarter Travel Evolution Programme is continuing as planned. The upgrades to traffic signal wireless communications will be completed in November, and a test version of real time transport model is now live. The tender for the Data Platform work is being prepared, and the work will be progressed later in the year.
14. Work on the Station Frontage scheme is ongoing, and the project team has been working on finalising the delivery strategy, which is expected to have a three phase approach for the highway and station works. An updated planning application for the scheme was submitted in spring 2020, which will be determined later in the year. A report will be taken to

Executive in November to request decisions on the funding and delivery approaches for the scheme.

15. The project team have been working on the development of the Outer Ring Road junction upgrades and dualling as a single scheme. This has involved preparation for procurement of a number of suppliers, principally technical and engineering services for the design of the scheme. The outline programme is as follows:
 - Planning approval: Summer 2021
 - Detailed design complete: Early 2022
 - Compulsory Purchase Order made: Spring 2023 (If Required)
 - Commence construction: Summer 2023
 - Completion: Summer 2025
16. The team has also developed an engagement strategy for preparation of a planning application and this is now underway, with a report to Executive on the proposals planned for early 2021. Public Consultation is due to commence shortly.

2020/21 Transport Schemes

17. As with the major schemes, progress on the transport schemes was delayed at the start of 2020/21 due to the impact of the lockdown measures introduced in March due to the COVID-19 pandemic. Several schemes where implementation was planned in early 2020/21 (following feasibility and design in 2019/20) were delayed as it was not possible for the work to be carried out while complying with social distancing and other lockdown requirements. Feasibility and design work on new schemes was also delayed as staff resources were focussed on the COVID-19 measures and the schemes included in the Emergency Active Travel Fund programme. However, as the lockdown restrictions were reduced over the summer, it has been possible to progress and implement schemes as planned.
18. The proposed improvements at Park & Ride sites were delayed following the closure of some of the sites and the use of the Poppleton Bar P&R site as a COVID-19 testing facility, however these schemes will be progressed later in the year. A programme of improvements to bus shelters will continue throughout the rest of the year, including an upgrade to the Peasholme Green bus shelter, and the School Bus Exhaust Refits will continue when possible.

19. Despite the delays due to lockdown, it has been possible to progress some of the schemes in the Traffic Management block. The CCTV Upgrades have been completed with the upgrade of 23 cameras, which will improve the reliability of the traffic monitoring network, and traffic signal upgrades have been completed at two locations, with work at the Hull Road/ Osbaldwick Link Road junction to be completed by the end of October.
20. A backlog of signing and lining schemes has built up over recent years. It is proposed to increase the allocation for this work to £70k to resolve.
21. Following approval at the June 2020 Decision Session, temporary road closures to reduce traffic 'rat-running' through The Groves were put in place at the start of September. However, additional works have been required to replace some of the temporary barriers with concrete blocks, and additional staff time has been required to adjust the signing and lining to address comments raised by residents and businesses. As a result, the scheme cost has increased, and it is proposed to increase the allocation for this scheme to £70k. A contribution of £10k is also available from the Emergency Active Travel Fund programme.
22. Following the allocation of additional funding for cycling and pedestrian schemes in the Summer 2019 budget, a priority list of cycle schemes for development and implementation was approved earlier this year, and details of these schemes have now been added to the Transport Capital Programme.
23. Although progress on schemes in the Walking & Cycling block was delayed as staff resources were focused on the COVID-19 measures and the Emergency Active Travel Fund proposals, the scheme to install a new zebra crossing on Haxby Road (at Clarence Gardens) was completed in July, and feasibility and design work is continuing on the other schemes in the programme for implementation at a later date. Progress on the Bishopthorpe Road Cycling scheme has been delayed and it is now not anticipated that the scheme will be constructed in 2020/21. The allocation is therefore reduced to £100k.
24. The Pedestrian Crossing Review allocation includes funding for the York Road Haxby pedestrian crossing scheme, and a contribution to the ward committee-funded Green Dykes Lane crossing scheme, both of which are reported separately to this meeting.

25. Progress on schemes in the Safety Schemes block was also delayed earlier in the year, but the Lord Deramore's School Safety scheme and the Hull Road/ Owston Avenue safety scheme have now been completed, and work continues to develop the other schemes in the programme for implementation later in the year.
26. Following the completion of the Castle Mills Bridge Maintenance scheme earlier this year, the Blue Bridge was removed and replaced with a temporary bridge in May to allow maintenance works to be carried out off-site. This work has now been completed.

Emergency Active Travel Fund – Tranche 1 Schemes

27. A number of schemes to increase space available to pedestrians and improve facilities for cyclists were implemented over summer 2020, following the council's successful bid for funding from Tranche 1 of the government's Emergency Active Travel Fund for measures to support walking and cycling whilst social distancing restrictions were still in place. The council has also submitted a bid for Tranche 2 of the Emergency Active Travel Fund for funding to allow further improvements for pedestrians and cyclists to be implemented.
28. A detailed report on the Emergency Active Travel Fund programme was considered by the Executive Member at the Decision Session on 20 October. It is proposed to allocate £40k of Local Transport Plan funding to continue the delivery of some of the Tranche 1 schemes and undertake feasibility work on two of the Tranche 2 schemes (A1237 Great North Way to A19 Cycle Route and Acomb Road cycle route) for future delivery. It is proposed to increase the Future Years CYC Scheme Allocation to accommodate this additional work which would be replaced with EAT Tranche 2 funding if awarded.
29. Annexes 1 and 2 to this report show the revised 2020/21 transport capital programme, including the Emergency Active Travel Fund programme.

Consultation

30. The capital programme is decided through a formal process using a Capital Resources Allocation Model (CRAM). CRAM is a tool used for allocating the council's capital resources to schemes that meet corporate priorities.

31. Funding for the capital programme was agreed by the council on 27 February 2020. While consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

Options

32. The Executive Member has been presented with a proposed programme of schemes, which have been developed to implement the priorities of the Local Transport Plan (LTP3) and the Council Plan.

Analysis

33. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the City Centre Access & Safety Scheme; implement the Clean Air Zone and Hyper Hubs schemes; progress the Smarter Travel Evolution Programme; and progress the Outer Ring Road upgrades and Station Frontage major schemes.

Council Plan

34. The Council Plan has Eight Key Outcomes:

- Well-paid jobs and an inclusive economy
- A greener and cleaner city
- Getting around sustainably
- Good health and wellbeing
- Safe communities and culture for all
- Creating homes and world-class infrastructure
- A better start for children and young people
- An open and effective council

35. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents. The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.

36. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.

37. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

Implications

38. The following implications have been considered.
- **Financial:** See below.
 - **Human Resources (HR):** In light of the financial reductions in recent years, the Executive Member's attention is drawn to the fact that the majority of Highways and Transport staff are now funded either through the capital programme or external funding. This core of staff are also supplemented by external resources commissioned by the council to deliver capital projects, which provides flexible additional capacity and reflects the one-off nature of capital projects.
 - **Equalities:** There are no Equalities implications.
 - **Legal:** There are no Legal implications.
 - **Crime and Disorder:** There are no Crime & Disorder implications.
 - **Information Technology (IT):** There are no IT implications.
 - **Property:** There are no Property implications.
 - **Other:** There are no other implications.

Financial Implications

39. Following the successful bid for the Emergency Active Travel Fund Tranche 1 grant, the council was awarded £193k grant funding, of which £156k is capital grant funding with the remaining £37k being revenue funding. It is proposed to add the capital funding to the Transport Capital Programme to align with the corporate capital programme budget.
40. The proposed changes to the budget allocations have been accommodated in the existing budget by reducing the allocation to the Bishopthorpe Road Cycle scheme in 2020/21. As a result, the overprogramming has reduced to £141k.
41. If the proposals in this report are accepted, the Economy & Place Transport Capital budget in 2020/21 would increase by £156k to **£28,694k**, as shown in Annex 1 to this report.

Risk Management

42. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks as the schemes are progressed throughout 2020/21.

Contact Details

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James Gilchrist

Assistant Director, Transport,
Highways and Environment.

**Report
Approved**



Date 21.10.20

Neil Ferris

Corporate Director – Economy & Place

**Report
Approved**



Date 22.10.20

Specialist Implications Officer(s) List information for all

Wards Affected: *List wards or tick box to indicate all*

All

For further information please contact the author of the report

Background Papers:

E&P 2020/21 Capital Programme Budget Report – 19 March 2020

E&P 2020/21 Capital Programme Consolidated Report – 11 August 2020

Annexes

Annex 1: 2020/21 Transport Capital Programme Budgets

Annex 2: 2020/21 Transport Capital Programme Schemes

Annex 1 - Council Approved 2020/21 Transport Capital Budget

| Funding | 20/21 Consol. Budget £1,000s | Amendm ents £1,000s | Revised Budget £1,000s |
|--|---------------------------------------|---------------------------|------------------------------|
| Local Transport Plan Grant | 1,570 | | 1,570 |
| Developer Funding (Section 106) | 122 | | 122 |
| Clean Bus Technology Grant | 312 | | 312 |
| City Centre Wayfinding | 284 | | 284 |
| Local Transport Plan Schemes (CYC Funding) | 439 | | 439 |
| Walking & Cycling Schemes (CYC Funding) | 500 | | 500 |
| Bishophill/ Micklegate Public Realm Improvements | 230 | | 230 |
| CCTV Upgrades Programme | 157 | | 157 |
| Car Park Improvements | 278 | | 278 |
| Electric Vehicle Charging | 1,435 | | 1,435 |
| Traffic Signal Asset Renewal Programme | 1,292 | | 1,292 |
| City Fibre Network | 360 | | 360 |
| Bridge Maintenance | 971 | | 971 |
| City Centre Access & Security | 1,758 | | 1,758 |
| Clean Air Zone | 1,630 | | 1,630 |
| Hyper Hubs | 2,628 | | 2,628 |
| Scarborough Bridge Cycle Routes | 688 | | 688 |
| Smarter Travel Evolution Programme | 2,195 | | 2,195 |
| WYTF - Station Frontage | 5,834 | | 5,834 |
| WYTF - Outer Ring Road Upgrades | 4,080 | | 4,080 |
| Outer Ring Road Dualling | 1,775 | | 1,775 |
| Emergency Active Travel Fund (Capital Grant) | - | 156 | 156 |
| Total | 28,538 | 156 | 28,694 |

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| Scheme Ref | 2020/21 Transport Capital Programme | 20/21 Consol. Budget | Draft M1 Budget | Funding Source |
|------------|-------------------------------------|----------------------|-----------------|----------------|
| | | £1,000s | £1,000s | |

| Public Transport | | | | |
|--------------------------------------|---------------------------------------|-----|-----|--|
| PR01/20 | P&R Site Upgrades | 190 | 190 | Local Transport Plan/ Council Resources/ Section 106 |
| PT01/17 | P&R Advance Signage | 80 | 80 | Local Transport Plan |
| PT01/20 | Bus Stop Improvements | 111 | 111 | Local Transport Plan/ Section 106 |
| Public Transport - Carryover Schemes | | | | |
| PT03/18 | Peasholme Green Bus Stop Improvements | 39 | 39 | Section 106 |
| TM08/15 | School Bus Exhaust Refits | 217 | 217 | Government Grant |
| PT02/14 | Tour Bus Conversions (on hold) | 95 | 95 | Government Grant |

| | | |
|-------------------------------|------------|------------|
| Total Public Transport | 732 | 732 |
|-------------------------------|------------|------------|

| Traffic Management | | | | |
|--|---|-------|-------|---|
| TM01/20 | AQ Monitoring | 20 | 20 | Local Transport Plan |
| TM02/20 | Signing & Lining | 20 | 70 | Local Transport Plan/ Council Resources |
| TM05/19 | Bishophill/ Micklegate Access & Public Realm (Victoria Bar) | 230 | 230 | Council Resources |
| TM03/20 | CCTV Upgrade | 157 | 157 | |
| TM09/19 | Car Park Improvements (Pay-on-Exit) | 278 | 278 | |
| TM04/20 | Electric Vehicle Charging | 1,435 | 1,435 | York & North Yorkshire LEP Grant; Council Resources |
| TM05/20 | TSAR Programme | 1,292 | 1,292 | Council Resources |
| Traffic Management - Carryover Schemes | | | | |
| TM03/19 | Car Park Direction Signs | 30 | 30 | Local Transport Plan |
| TM06/19 | City Centre Footstreets VMS | 10 | 10 | |
| TM07/19 | Wigginton Road Multi-Modal Study | 50 | 50 | |
| TM08/19 | Fulford Road Corridor Improvements | 45 | 45 | |
| TM10/19 | Hopgrove Lane South Review | 10 | 10 | |
| TM14/19 | The Groves Traffic Restrictions (Experimental TRO) | 20 | 70 | Local Transport Plan/ Council Resources |
| TM10/17 | Improved City Centre Signage (Wayfinding) | 284 | 284 | Council Resources |
| TM07/18 | Hungate CCTV | 42 | 42 | Section 106 |

| | | |
|---------------------------------|--------------|--------------|
| Total Traffic Management | 3,923 | 4,023 |
|---------------------------------|--------------|--------------|

| Pedestrian & Cycle Schemes | | | | |
|----------------------------|--|-----|-----|---|
| CY01/20 | Cycle Schemes | 600 | 600 | Local Transport Plan/ Council Resources |
| | University East-West Campus Link | | | |
| | City Centre North-South Cycle Route | | | |
| | Rougier Street/ Tanners Moat Cycle Gap | | | |
| | Fishergate Gyratory Pedestrian & Cycle Improvements | | | |
| | Hospital Fields Road Cycle Improvements | | | |
| | Orbital Cycle Route - Lawrence Street/ James Street/ Regent Street Crossing Improvements | | | |
| | Accessibility Improvements (Cycle Barriers) | | | |
| | Terry's - Riverside Path Ramp Improvements | | | |
| | Skeldergate - Cycle Improvements at Build-outs | | | |
| | Fulford Road - Frederick House Development Improvements | | | |
| | Tang Hall Lane / Foss Islands Path Access Improvement | | | |
| | Nunthorpe Grove / Southlands Rd Point Closure Improvements | | | |
| | Nunnery Lane - conversion of Victor Street Puffin to Toucan | | | |
| | Manor Lane/ Shipton Road Junction Improvements | | | |
| Cycle Margin Works | | | | |

| Scheme Ref | 2020/21 Transport Capital Programme | 20/21 Consol. Budget | Draft M1 Budget | Funding Source |
|------------|-------------------------------------|----------------------|-----------------|----------------|
| | | £1,000s | £1,000s | |

| | | | | |
|---|--|-----|-----|---|
| CY02/20 | Cycle Minor Schemes | 25 | 25 | Local Transport Plan |
| CY03/20 | Business Cycle Parking | 20 | 20 | |
| PE01/20 | Pedestrian Minor Schemes | 50 | 50 | |
| PE02/20 | Pedestrian Crossing Review | 170 | 170 | Local Transport Plan/ Council Resources |
| Pedestrian & Cycle Schemes - Carryover Schemes | | | | |
| CY02/19 | Navigation Road Cycle Route | 20 | 20 | Local Transport Plan |
| PE02/19 | University Road Footway | 25 | 25 | |
| PE03/19 | Haxby Road (Clarence Gardens) Crossing | 50 | 50 | |
| CY06/19 | Bishopthorpe Road Cycle Route | 350 | 100 | Council Resources |
| CY01/16a | Acomb Road Cycle Route | 5 | 5 | |

| | | |
|---|--------------|--------------|
| Total Pedestrian & Cycle Schemes | 1,315 | 1,065 |
|---|--------------|--------------|

| Safety Schemes | | | | |
|-----------------------|-----------------------------------|----|----|---|
| SR03/18 | St Paul's Primary School | 2 | 2 | Local Transport Plan/ Council Resources |
| SR06/18 | St Barnabas Primary School | 13 | 13 | |
| SR01/19 | Clifton Green Primary School | 13 | 13 | |
| SR01/20 | St Marys Primary - Askham Richard | 10 | 10 | |
| SR02/20 | OLQM – Hamilton Drive | 4 | 4 | |
| SR03/20 | Primary School – Road Closures | 3 | 3 | |
| SR04/20 | 21/22 Programme Development | 5 | 5 | |
| SR07/18 | Lord Deramore's Primary School | 45 | 65 | |
| SR08/18 | Fulford School Access | 5 | 5 | |

| Safety & Danger Reduction Schemes | | | | |
|--|--|----|----|----------------------|
| LS01/19a | Foss Islands Road / Navigation Road LSS | 50 | 50 | Local Transport Plan |
| LS01/19b | Fawcett Street / Paragon Street LSS | | | |
| LS01/19c | Hull Road / Field Lane Roundabout LSS | | | |
| LS02/19 | A1237 / A19 Roundabout LSS | | | |
| LS01/20 | Review of Cluster Sites | | | |
| LS02/20 | Monkgate Roundabout Review | | | |
| LS03/20 | Stage 4 RSA Reviews | 55 | 55 | Local Transport Plan |
| LS04/17 | Hull Road/ Owston Avenue LSS | | | |
| DR01/20 | Reactive Danger Reduction | | | |
| DR02/20 | 21/22 Programme Development | 2 | 2 | Local Transport Plan |
| DR03/20 | Stockton Lane VAS | 17 | 17 | |
| DR01/17a | Haxby to Strensall - Cross Moor Lane & Haxby Moor Road | 1 | 1 | |
| DR01/17c | Haxby Road Speed Cushions | 7 | 7 | |

| Speed Management Schemes | | | | |
|---------------------------------|--|----|----|---|
| SM01/20 | Elvington Lane Speed Cushions | 50 | 50 | Local Transport Plan/ Council Resources |
| SM02/20 | Sim Balk Lane Speed Cushions | 10 | 10 | |
| SM03/20 | Speed Mgt Scheme Development for 2021/22 | 15 | 15 | |
| SM04/20 | Vehicle Activated Signs Review | 10 | 10 | |
| SM04/17 | Hempland Avenue Speed Management | 30 | 30 | |
| SM01/18 | Alness Drive Speed Management | 5 | 5 | |
| SM03/19 | Osbaldwick 20mph Zone | 5 | 5 | |

| | | |
|-----------------------------|------------|------------|
| Total Safety Schemes | 360 | 380 |
|-----------------------------|------------|------------|

| Scheme Ref | 2020/21 Transport Capital Programme | 20/21 Consol. Budget | Draft M1 Budget | Funding Source |
|------------|-------------------------------------|----------------------|-----------------|----------------|
| | | £1,000s | £1,000s | |

| Scheme Development | | | | |
|--------------------|---------------------------------|-----|-----|---|
| Var | Future Years Scheme Development | 50 | 90 | Local Transport Plan/ Council Resources |
| Var | Previous Years Costs | 50 | 50 | Local Transport Plan |
| - | Staff Costs | 200 | 200 | |

| | | |
|---------------------------------|------------|------------|
| Total Scheme Development | 300 | 340 |
|---------------------------------|------------|------------|

| | | |
|---|--------------|--------------|
| Total Integrated Transport Programme | 6,630 | 6,540 |
|---|--------------|--------------|

Maintenance Schemes

| Structural Maintenance | | | | |
|------------------------|----------------------------|-----|-----|-------------------|
| BR01/18 | Special Bridge Maintenance | 971 | 971 | Council Resources |
| SM01/19 | City Fibre Network | 360 | 360 | |

| | | |
|-------------------------------------|--------------|--------------|
| Total Structural Maintenance | 1,331 | 1,331 |
|-------------------------------------|--------------|--------------|

Major Schemes

| Major Schemes | | | | |
|---------------|--|-------|-------|---|
| TM07/18 | City Centre Access | 1,758 | 1,758 | Council Resources |
| CZ01/19 | Clean Air Zone | 1,630 | 1,630 | Council Resources/ Government Grant |
| TM07/16 | Hyper Hubs | 2,628 | 2,628 | Council Resources/ Government Grant/ York & North Yorkshire LEP Grant |
| PR01/18 | Low Emission Bus Scheme | 200 | 200 | Local Transport Plan |
| CY04/15 | Scarborough Bridge Footbridge Cycle Routes | 708 | 708 | Government Grant/ Local Transport Plan Grant/ Council Resources |
| STEP | Smarter Travel Evolution Programme | 2,195 | 2,195 | Government Grant |
| YC01/17 | Station Frontage | 5,834 | 5,834 | Government Grant |
| OR01/17 | Outer Ring Road Upgrades | 4,080 | 4,080 | Government Grant |
| OR02/17 | Outer Ring Road Dualling | 1,775 | 1,775 | Government Grant/ Council Resources |

| | | |
|----------------------------|---------------|---------------|
| Total Major Schemes | 20,808 | 20,808 |
|----------------------------|---------------|---------------|

| Scheme Ref | 2020/21 Transport Capital Programme | 20/21 Consol. Budget | Draft M1 Budget | Funding Source |
|------------|-------------------------------------|----------------------|-----------------|----------------|
| | | £1,000s | £1,000s | |

| |
|---|
| Emergency Active Travel Fund Tranche 1 |
|---|

| EATF Tranche 1 | | | | |
|---|--|--|-----|------------------|
| Capital Grant | | | | |
| Space For Pedestrians | | | | |
| Bishopthorpe Road | | | | |
| Pedestrian Pinch Points | | | | |
| City Centre Traffic signals | | | | |
| Footstreet Enhancements | | | | |
| Pedestrian High Flow Areas | | | | |
| Extension (Blake Street/Lendal) | | | | |
| Extension (Goodramgate/Colliergate/Church St) | | | | |
| Extension to Castlegate | | | | |
| Extension to Fossgate | | | | |
| Staffing of entry points | | | | |
| Park & Cycle Corridor Improvements | | | | |
| Shipton Road | | | | |
| Tadcaster Road | | | | |
| Malton Road | | | | |
| General Cycle Network Improvements | | | | |
| Castle Mills Bridge (Westbound) | | | | |
| North South City Centre Cycle Route inc. Navigation Road measures | | | | |
| Coppergate One Way with Contraflow Cycle Route | | | | |
| Improved signage on City Centre Bridges (Lendal, Ouse, Skeldergate) | | | | |
| The Groves Experimental TRO | | | | |
| Cycle Parking (City Centre) | | | | |
| Sheffield Stands | | | | |
| Park & Ride Cycle Parking | | | | |
| Rawcliffe Bar | | | | |
| Monks Cross | | | | |
| Askham Bar | | | | |
| Cycle Counters | | | | |
| | | | 156 | Government Grant |

| | | |
|-----------------------------|--|------------|
| Total EATF Tranche 1 | | 156 |
|-----------------------------|--|------------|

| | | |
|------------------------|---------------|---------------|
| Total Programme | 28,769 | 28,835 |
|------------------------|---------------|---------------|

| | | |
|------------------------|------------|------------|
| Overprogramming | 231 | 141 |
|------------------------|------------|------------|

| | | |
|---------------------|---------------|---------------|
| Total Budget | 28,538 | 28,694 |
|---------------------|---------------|---------------|



**Decision Session – Executive Member for
Transport**

03 November 2020

Report of the Corporate Director – Economy and Place

Ward Committee scheme FS-19-05 / HR-19-06:

Green Dykes Lane – Proposed Puffin Pedestrian Crossing

Summary

1. This report presents the outcome of the feasibility study, likely cost, and impact of providing a pedestrian puffin crossing on Green Dykes Lane, near its junction with Thief Lane.

Recommendations

2. The Executive Member is asked to approve Option 1 detailed below and the design shown in Annex A.

Reason: to provide a safe and formal crossing point on Green Dykes Lane, which is in close proximity to the University of York and a local primary school.

Background

3. Over the years, City of York Council have received several requests for formal crossing facilities or a school crossing patrol (or both) to be provided on Green Dykes Lane, in the vicinity of the Thief Lane junction, to cater mostly for children being taken to St Lawrence's CE Primary School by their parents. Several changes have been made at the Green Dykes Lane / Thief Lane / University Road junction over the years.
4. Prior to 2002 alterations were made to the Green Dykes Lane kerb-line to build it out and reduce the crossing distance. Red anti-skid surfacing was also applied across the crossing to highlight its presence.

5. Between 2012 and 2014 an extended Keep Clear area was put in on the downhill side of Green Dykes Lane to stop queuing traffic which had backed up from the Hull Road junction from blocking the left and right turning traffic emerging from the western side of Thief Lane.
6. The junction has been investigated as a potential site for a school crossing patrol but was deemed to be too difficult to patrol as there are too many traffic movements for the patroller to take into consideration, so they would have to be located further down Green Dykes Lane away from the crossing desire line.
7. In November 2018 local ward members (Hull Road and Fishergate) commissioned a crossing assessment for the junction. Surveys were then undertaken and these are outlined in the 'Traffic Surveys' section.

Feasibility Assessment

8. As part of the feasibility study the following key pieces of work have been undertaken
 - Developing an outline design
 - Detailed traffic and pedestrian surveys
 - A Statutory undertakers utility search (to assess the extent and likely cost of protecting or diverting underground services affected by the scheme)
 - Undertaking a Road Safety Audit, to assess the road safety implications of the proposals
 - Producing a cost estimate for delivering the project
 - Initial consultation with local Ward Councillors (to gauge support and identify concerns)

Outline Design

9. The outline design developed from the feasibility study is shown on the plan in Annex A. This provides a puffin pedestrian crossing situated near numbers 22 and 27 Green Dykes Lane. This location offered the only suitable area to install a crossing facility taking into consideration the existence of significant utility apparatus in the verges and footways, access driveways to properties, and the

location of mature trees. It is also as close to the natural desire line for pedestrians to cross as is feasible. The existing tactile crossing points on the north side of Thief Lane will be removed to further facilitate the use of this proposed crossing point.

Unfortunately the zig-zag markings, which are a requirement for formal crossings to keep sight-lines clear, will remove on-street parking between the Kexby Avenue and Thief Lane junctions.

10. The carriageway surface across the proposed crossing and over the junction of Thief Lane, will be resurfaced and relined, thereby providing a new improved surface with enhanced skid resistance to make the area safer.

Traffic Surveys

11. In order to assess the traffic and pedestrian movements at and near the junction the following surveys were commissioned:
 - Full classified vehicle count over a 12 hour period (7am to 7pm)
 - Classified pedestrian count including crossing time and delay (7am to 7pm)
 - Traffic speed surveys on Green Dykes Lane and University Road (24 hour per day over a 7 day period)
12. The assessment of the junction followed the methodology adopted at the 11th August 2016 Executive Member decision session. The report can be found as Agenda Item 25.
13. The most appropriate type of crossing facility is determined using the PV^2 value where P represents the pedestrian flow and V the vehicle flow. Both the P and V values are amended to take into consideration the types of vehicle and types of pedestrian with higher scores given to larger vehicles and to more vulnerable groups of pedestrians.
14. Other factors are also taken into consideration when calculating the final adjusted PV^2 values for each junction arm. These include:
 - Casualty history over the previous 3 year period
 - Road width
 - Average crossing delay

- 85th percentile speed of traffic
 - Proximity to major pedestrian trip generators (schools, shops etc)
15. The results show that the adjusted PV² value for two of the four arms of the junction were sufficiently high enough to justify the provision of formal crossing facilities. A summary of some of the key findings are shown below.

| Junction Arm | Total Pedestrians Crossing (12hrs) | Proportion of Vulnerable Pedestrians | Total Vehicles (12hrs) | Proportion of large vehicles | Adjusted Average of three highest PV ² hourly values |
|-------------------|------------------------------------|--------------------------------------|------------------------|------------------------------|---|
| Green Dykes Lane | 371 | 16% | 8359 | 1.9% | 1.132 |
| Thief Lane (East) | 1151 | 0.4% | 707 | 0.1% | 0.007 |
| Thief Lane (West) | 2055 | 5% | 5467 | 3.7% | 0.972 |
| University Road | 292 | 0% | 7307 | 4.4% | 0.226 |

16. Whilst the highest flows of pedestrians were across the two Thief Lane arms of the junction the proportion of those crossing who fall into the vulnerable groups (children, elderly and disabled) were much higher for the Green Dykes Lane arm. When multiplied by the square of the number of vehicles Green Dykes Lane had the highest adjusted PV² score with the western side of Thief Lane slightly lower.

Utility Search

17. The utility search results and discussions with their representatives led to subsequent trial-hole excavations in the

verges/footways to determine and verify the positions and depths of services. The existence of very significant fibre-optic BT apparatus meant the crossing could only be positioned between the existing BT manhole chambers in the verge (adjacent to 29 Green Dykes Lane) and the vehicular crossing next to 27 Green Dykes Lane. Any option that involved relocating this apparatus could cost over £100k.

Road Safety Assessment

18. A Stage 1 Road Safety Audit has been undertaken on the outline design. This has highlighted a number of items, which can be addressed during the detailed design of the scheme.
19. The most significant concern was that traffic queuing back from the crossing through the junction could make it difficult for users, and that consideration should be given to considering an alternative design such as full signalisation of the junction.
20. The designer considers that any potential signal controlled junction in this location would be subject to the same challenges, but with increased difficulties providing visibility to signal heads and sight lines etc, and the significant costs in the region of over £200k.

Consultation

Ward Councillor consultation

21. Ward Councillors in the Hull Road and Fishergate wards were consulted. Responses were received from the following councillors, and their comments are below:
 - Cllr Michael Pavlovic (on behalf of the 3 Hull Road Ward Members) – the councillors of Hull Road and Fishergate Wards have called for a crossing on Green Dykes Lane for several years. It has seen a number of road traffic accidents involving vehicles, cyclists and pedestrians and it is vital for the safety of the community that this crossing is approved and delivered quickly. There is a primary school nearby which the children of Newland Park estate attend and they have difficulty in crossing the road safely. Some years ago the road had a school

crossing patrol. We fully support this scheme and have allocated sufficient funding for it

- Cllr Dave Taylor (on behalf of the 2 Fishergate Ward Members) - both the Councillors of Fishergate Ward have long since supported the public desire for a crossing on Green Dykes Lane primarily due to the proximity of St Lawrence's Primary School on Heslington Road.

External consultation

22. Letters were delivered to a number of local residents near the proposed location of the puffin crossing. Three responses have been received thus far as below.
23. One response has requested the pedestrian crossing assessment that informed the proposal to install a puffin crossing. This was issued to the resident.
24. One response has indicated their firm support for the proposal, but has also raised some concerns:
 - Noise pollution
 - Impact of zigzag markings restricting ability to park outside property, receive deliveries etc
 - Alternative solutions proposed
25. One response is in agreement with the need to address pedestrian safety at this junction, but has suggested alternative solutions (traffic lights, zebra crossing etc)

Officer Responses

26. Noise Concerns - Audible signals (bleepers) are an important indicator for pedestrians to understand when the green man is illuminated. They are particularly useful for blind and partially sighted users and form a requirement at all compliant crossings to assist these vulnerable users. City of York Council receives frequent requests from My Sight York and other residents for the inclusion of audibles at signal installations. Audible signals can, however, disrupt the lives of residents who live close to a crossing. To mitigate this, while still providing the benefit to users, we propose that:

- Audible signals will only sound between 08:00 – 20:00 inclusive.
 - During site set up the sound level will be adjusted appropriately and baffles fitted to the units to reduce the volume further.
27. Zig Zag markings impacting on loading/delivery etc - The installation of zig zag markings is a necessary element of the design, and ensures that vehicles do not park unnecessarily in this area, as it is such a busy route for children travelling to the local school, University students, and being on one of the busiest bus routes in York. This also allows approaching vehicles to see more clearly the crossing facility, and any waiting pedestrians. Most of the local residents in this vicinity have existing vehicular crossings that enable the safe access and egress of vehicles visiting these properties.
 28. Potential Alternative Locations - The area has been surveyed and studied in detail, and it has been concluded that the proposed crossing could not be installed in any other area of Green Dykes Lane. This is due to the existence of substantial utility apparatus in the adjacent verges, the location of driveway accesses and the position of mature trees.
 29. Pedestrians currently cross the roads at various points depending on their destination. This is mainly due to there being no formal crossing facilities. Informal dropped crossing points are provided on each arm with buff-coloured tactile paving. The existing informal crossing point on the northern section of Green Dykes Lane (with its junction of Thief Lane) will be removed as part of these proposals, and measures provided to direct pedestrians to the proposed safer and formal Puffin crossing facility.
 30. Alternative solutions - An option to fully signalise the junction has previously been considered. Advice from the Council's Traffic Signals team concluded that such a proposal would not work effectively and would significantly increase delays for users. The site's geometry and physical constraints would make provision of a signalised junction difficult and expensive, and is therefore not considered feasible.
 31. The proposed crossing would be located approximately 20m from the junction and follows Department for Transport guidance outlined in LTN 2/95. It would not be possible to locate any type of

crossing closer to the junction of Thief Lane due to the existence of significant utility apparatus and chambers in the verges.

Options

32. The options available to the Executive Member are:

- Option 1 – approve the scheme as shown in Annex A. This course of action is recommended because the scheme cannot be accommodated elsewhere due to the existence of utility apparatus and chambers, and physical features such as driveways and trees etc.
- Option 2 – approve the scheme as shown in Annex A, but with minor amendments. These amendments would be subject to a subsequent Technical Review by officers to ensure there were no significant drawbacks. If the Review found them to be acceptable, then those measures would be included in the scheme for implementation.
- Option 3 – do nothing. This is not recommended because there currently is no formal crossing facility in this area, which is a major route to the University of York and a local school, with a large number of pedestrians needing to cross safely, who are currently unable to do so. The proposal to install a puffin crossing is also fully supported by local ward members.

Analysis

Option 1

33. The advantages of Option 1 are that it provides a formal crossing facility that will be safer than the existing informal crossing for residents, especially parents and children on the way to and from school and for students walking between the University and their accommodation or the shops and other facilities on Hull Road. Improved safety will encourage more parents to walk their children to the nearby primary school which will have knock-on effects by reducing traffic around the school entrance at school start and finish times and improved air-quality as a result. The crossing will also concentrate crossing movements to one location rather than users crossing at various locations up Green Dykes Lane.

34. The disadvantage of this option is that it removes parking from Green Dykes Lane in the vicinity of the crossing and will potentially displace it into nearby side-streets.

Option 2

35. The advantage of Option 2 is that this gives the Executive Member some flexibility to ask for alternative measures to be investigated, although these may not necessarily be feasible.
36. The disadvantage of this option will be further delays to the crossing being provided whilst the alternatives are investigated.

Option 3

37. The advantage of Option 3 is that no further expenditure is required and parking on Green Dykes Lane remains unaffected
38. The disadvantage of this option is that it doesn't provide any improvements to the current crossing facilities and may discourage parents from taking their children to school on foot. This in turn will increase traffic levels around the school entrance at school start and finish time and will reduce air-quality.

Council Plan

39. The proposal contributes towards the following priorities in the 2019-23 Council plan:
- A greener and cleaner city – making walking more attractive will potentially help reduce car trips and improve air quality
 - Getting around sustainably – walking is the most sustainable mode
 - Good health and wellbeing – improvements to the crossing and associated increases in walking will help improve the physical and mental well-being of users
 - A better start for children and young people – children will be one of the main beneficiaries of the improved crossing
 - An open and effective council – improvements to the crossing have been requested by residents

Implications

40. The proposals in this report have the following implications:
- **Financial** - It is estimated that the cost of implementing the recommended option (i) is £80k including the changes made following the safety audit. It is proposed to fund the scheme using an allocation in the Ward Committee budget from Hull Road and Fishergate wards (£46k), and to allocate £34k from the Pedestrian Crossing Block within the Transport Capital Programme.
 - **Human Resources (HR)** - There are no Human Resources implications
 - **Equalities** - Green Dykes Lane is a busy route and acts as a barrier to some residents, school pupils and students who currently struggle to cross the road. Provision of a formal crossing, including tactile paving and near side indicators, will make it easier to cross the road.
 - **Legal** - The City of York Council, as Highways Authority, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984, and the Town and Country Planning (General Permitted Development) Order 1995 to implement the measures proposed.
 - **Crime and Disorder** - There are no crime and disorder implications.
 - **Information Technology (IT)** - There are no IT implications
 - **Property** - There are no property implications.
 - **Other** - There are no other known implications.

Risk Management

41. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:

- Health and safety – the risk associated with this is in connection with the road safety implications of the final layout, and has been assessed at 2.
- Authority reputation – this risk is in connection with local media coverage and public perception of the Council not undertaking a project that has been consulted upon and is assessed at 6.

| Risk Category | Impact | Likelihood | Score |
|--------------------------|---------------|-------------------|--------------|
| Health and safety | Insignificant | Unlikely | 2 |
| Organisation/ Reputation | Moderate | Unlikely | 6 |

42. These produce a risk score of 8, which being in the 6-10 category means that the risks have been assessed as being “Low”. This level of risk requires regular monitoring.

Contact Details

Author:

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Transport Projects
Tel 01904 553471**

Chief Officer Responsible for the report:

**James Gilchrist
Assistant Director of Transport,
Highways and Environment**

**Report
Approved**



Date 03.11.20

Specialist Implications Officer(s)

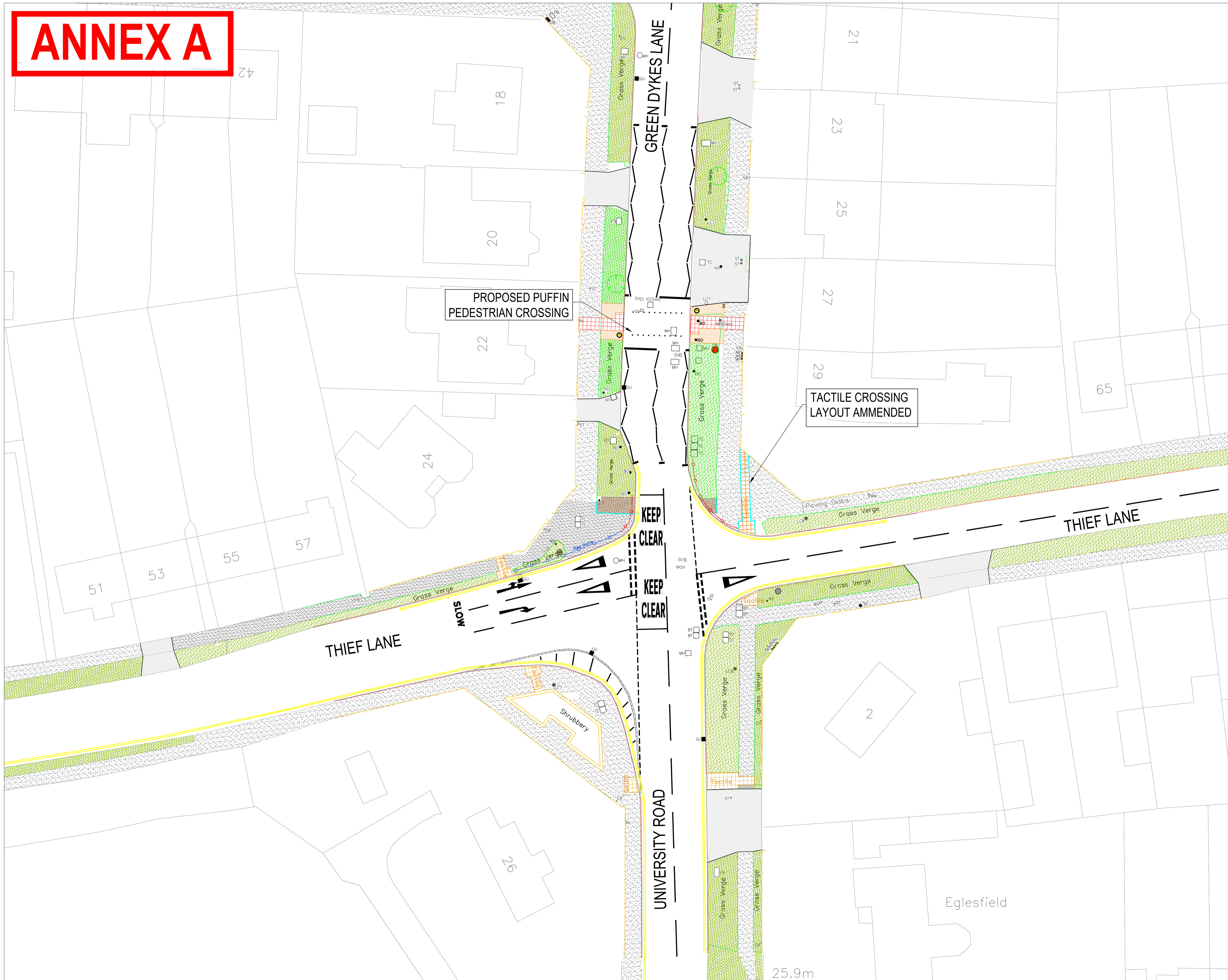
There are no specialist implications.

Wards Affected: Hull Road & Fishergate

Annexes

Annex A: Drawing no TP/1900038/GA/01/A

ANNEX A



NOTES:

KEY EXISTING

- EXISTING FOOTWAYS
- EXISTING VEHICULAR CROSSINGS
- EXISTING VERGE
- EXISTING BUFF COLOURED TACTILE PAVING
- EXISTING TREES
- EXISTING BT CHAMBER
- EXISTING TRAFFIC SIGN
- EXISTING INSPECTION CHAMBER (VARIOUS UTILITIES)
- EXISTING GAS MARKER
- EXISTING TELEGRAPH POLE
- EXISTING STREET LIGHTING COLUMN
- EXISTING BOLLARD IN VERGE
- EXISTING POST BOX
- EXISTING DOUBLE YELLOW THERMOPLASTIC LINING
- EXISTING PEDESTRIAN GUARDRAIL

KEY PROPOSED

- PROPOSED PEDESTRIAN GUARDRAIL
- PROPOSED RED COLOURED TACTILE PAVING FOR PUFFIN PEDESTRIAN CROSSING
- PROPOSED SIGNAL HEAD WITH PUSH BUTTON UNIT MOUNTED ON POLE
- PROPOSED FOOTWAY BUILDOUT AREAS TO FACILITATE CROSSING WAITING AREA FOR PEDESTRIANS
- PROPOSED NEW VERGE
- PROPOSED ZIG ZAG MARKINGS

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FOR INFORMATION

| Revision | By | Checked | Approved | Date | Description |
|----------|-----|---------|----------|-------|-------------------------|
| A | MLH | SJH | | 08/20 | SURVEY BACKGROUND ADDED |
| | | | | | |
| | | | | | |



Transport Projects
Eco Depot, Hazel Court, James Street, York, YO10 3DS
www.york.gov.uk

Project
GREEN DYKES LANE/THIEF LANE
PROPOSED PUFFIN PEDESTRIAN CROSSING

Drawing
PROPOSED GENERAL ARRANGEMENT

Drawn by: SJH Date: SEPT 2020
Checked by: - Date: -
Authorised by: - Date: -

Drawing No. TP/190038/01/GA/01/A Revision A

Drawing Scale: 1:200 Plot Scale: 1:00

CAD Filename: Computer Filename

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Decision Session – Executive Member for Transport**03 November 2020**

Report of the Corporate Director – Economy and Place

York Road, Haxby – Proposed Zebra Crossing**1. Summary**

This report presents the findings of the preliminary investigations in to the feasibility, likely cost, and impact of providing a Zebra crossing on York Road, Haxby, near its junction with Calf Close.

2. Recommendations

The Executive Member is asked to approve the scheme shown in **Annex A:**

Reason: to provide a safe and formal crossing point on York Road, Haxby, a road which is in close proximity the three local schools, a local residential home for the elderly, and Ethel Ward playing field which is the largest leisure facility in Haxby.

3. Background

- A petition containing 1052 signatures was received by council officers on 7th March 2018. The petition outlined the issues facing residents who have a need to cross York Road and requested that the Council provide a formal crossing on the stretch of road between the Ethel Ward playing field and Holly Tree Lane.
- The petition was reported to the Executive Member for Transport in May 2018. Approval was given for officers to undertake a formal pedestrian crossing assessment on the suggested section of York Road. Surveys of both vehicles and pedestrians were undertaken to enable the most appropriate pedestrian crossing facility and location for such a facility to be determined.

- The results of the assessment were reported back to the Executive Member in November 2018 and stated that a controlled crossing (zebra or puffin) could be justified either immediately north of Calf Close or immediately north of Holly Tree Lane. The Executive Member authorised officers to undertake further investigations to determine the most appropriate site for the crossing.

4. Feasibility Assessment

As part of the feasibility study the following key pieces of work have been undertaken

- A site survey of the area
- Developing an outline design
- Detailed traffic and pedestrian surveys
- A Statutory undertakers utility search (to assess the extent and likely cost of protecting or diverting underground services affected by the scheme)
- Undertaking a Road Safety Audit to assess the road safety implications of the proposals
- Producing a preliminary cost estimate for delivering the project
- Initial consultation with local Ward Councillors (to gauge support and identify concerns)

5. Outline Design

Of the three areas examined, this section of York Road is considered to be the most suitable location as other potential locations were adversely affected by driveways, bus stops, trees etc. This location is also on the natural desire line for pedestrians wishing to cross from the playing field area.

The outline design developed from the feasibility study is shown on the plan in **Annex A**. This provides a Zebra crossing situated near 38a York Road.

6. Traffic Surveys

In order to assess the traffic movements along and the pedestrian movements across York Road, the following surveys were commissioned:

- Pedestrian crossing assessment over a 12 hour period (7am to 7pm)
- Classified vehicle survey (7am to 7pm)
- Traffic speed surveys on York Road (24 hour per day over an 8 day period)

7. Utility Search

The utility search results and discussions with their Officers led to subsequent trial hole excavations in the verges/footways to verify the positions and depths of services. The subsequent detailed design of the crossing facility will remove the need to affect any utility equipment.

8. Road Safety Assessment

A combined Stage 1-2 Road Safety Audit has been undertaken to review the outline design. This has highlighted a small number of concerns, which can be easily mitigated during the design stage.

The most significant concern was that the position of the proposed zebra pole on the western footway would cause a pinch point in the footway width, and potential visibility issue for drivers exiting the adjacent nearest driveways. These issues were resolved by repositioning the pole/belisha beacon at the back of the footway with a cantilever arm, thereby creating sufficient space.

9. Consultation

Ward Councillor consultation

Ward Councillors in the Haxby and Wigginton Ward were consulted. Councillors Cuthbertson, Hollyer, and Pearson all strongly support the proposals. Councillor D'Agorne commented he 'was happy to support the recommendations of Ward Councillors based on their

local knowledge' in response to their recommendation of the location of the proposed crossing.

Officer consultation

| Topic | Officer response | No. of comments on topic: |
|--|--|----------------------------------|
| Support proposal | Noted | 1 |
| Introduce traffic calming measures/reduce speed limit to 20mph | The introduction of the crossing should help slow some drivers down which would have a positive impact on speed reduction. | 3 |
| Request for clarification of location of zig zag road markings, and any parking restrictions | Information provided as requested | 1 |
| <p>Information requested on:</p> <ul style="list-style-type: none"> • criteria used for selecting this location • results on the pedestrian and traffic surveys undertaken, • details and input made by Ward Members. • <p>Concern expressed regarding:</p> <ul style="list-style-type: none"> • access to properties and exiting driveways <p>impact on access for disabled.</p> | <p>It is considered that the Zebra crossing can be accommodated in the location shown on the plan without affecting driveway access.</p> | 1 |
| Concern regarding noise and light impact | Zebrite beacons are proposed which use LED lighting producing a more subtle illumination, becoming automatically darker at night, and no beeping noise is emitted. | 3 |
| Concern about previous publicity from the Ward Councillors indicating it appeared a decision had been made to install the crossing at this location. Request to view the full pedestrian and traffic surveys previously undertaken. | Responses to the external consultation will be reported back to this decision session where a decision would be taken on if to proceed, do further work/amendments, or not progress with the scheme. | 1 |

| | | |
|---|--|---|
| Response time to consultation letter was less than 2 full weeks | The consultation letters were verified as being hand delivered with the allowance of a full two week response time. | 2 |
| Alternative locations | The siting of a crossing facility between Holly Tree Lane and this proposal was considered but the presence of existing features such as bus stops and driveways ruled this option out. | 3 |
| Provision of pedestrian refuge instead of a crossing | The existing width of York Road carriageway would not permit a pedestrian traffic island to be provided. It is also considered that a Zebra crossing would be a safer solution at this location. | |

No concerns were raised by CYC Officers.

External consultation

Letters were delivered to a number of local residents near the proposed location of the zebra crossing, and 5 written responses were received – summarised below (Detail in Annex B):-

10. Options

The options available to the Executive Member are:

- Option (i) – approve the scheme as shown in Annex A. This course of action is recommended because of the three areas examined, this section of York Road is considered to be the most suitable location as other potential locations were adversely affected by driveways, bus stops, trees etc. This location is also on the natural desire line for pedestrians wishing to cross from the playing field area.
- Option (ii) – approve the scheme as shown in Annex A, but with minor amendments. These amendments would be subject to a subsequent Technical Review by Officers to ensure there were no significant drawbacks. If the Review found them to be acceptable, then those measures would be included in the scheme for implementation.

- Option (iii) – do nothing. This is not recommended because there currently is no crossing provided for a significant stretch of York Road to enable safe passage across the road. The request for a crossing was initiated by a substantial number of local residents, as evidenced by a petition containing 1052 signatures which was received by council officers on 7th March 2018. It is also fully supported by local ward members.

11. Council Plan

The decisions proposed support the council plan and some of its core outcomes. It supports

- **Getting Around Sustainably** as the proposal is to improve crossings at the junction for pedestrians
- **Open and Accessible Council** the proposal originated from one of the nearby primary schools. This shows that the Council is working in Partnership with local communities and listening to concerns.

12. Implications

This report must have the following implications:

- **Financial** - It is estimated that the cost of implementing the recommended option (i) is £29,000, including the changes made following the safety audit. There is sufficient budget set aside in the Ward funding from Haxby and Wigginton Wards. The Finance Manager has been consulted and has no issues.
- **Human Resources (HR)** - There are no Human Resources implications
- **Equalities** - York Road may act as a barrier to some residents who currently struggle to cross the road. Provision of a formal crossing will make crossing the road much easier.
- **Legal** - The City of York Council, as Highways Authority, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984, and the Town and Country Planning (General Permitted Development) Order 1995 to implement the measures proposed.

- **Crime and Disorder** - There are no crime and disorder implications.
- **Information Technology (IT)** - There are no IT implications
- **Property** - There are no property implications.
- **Other** - There are no other known implications.

13. Risk Management

In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:

- Health and safety – the risk associated with this is in connection with the road safety implications of the final layout, and has been assessed at 2.
- Authority reputation – this risk is in connection with local media coverage and public perception of the Council not undertaking a project that has been consulted upon and is assessed at 6.

| Risk Category | Impact | Likelihood | Score |
|-----------------------------|---------------|-------------------|--------------|
| Health and safety | Insignificant | Unlikely | 2 |
| Organisation/ Reputation | Moderate | Unlikely | 6 |

These produce a risk score of 8, which being in the 6-10 category means that the risks have been assessed as being "Low". This level of risk requires regular monitoring.

Contact Details

Author:

**Shaun Harrison,
Transport Projects
Tel 01904 553471**

**Chief Officer Responsible for the
report:**

**James Gilchrist
Assistant Director of Transport,
Highways and Environment**

**Report
Approved**



Date 24.10.20

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Haxby and Wigginton

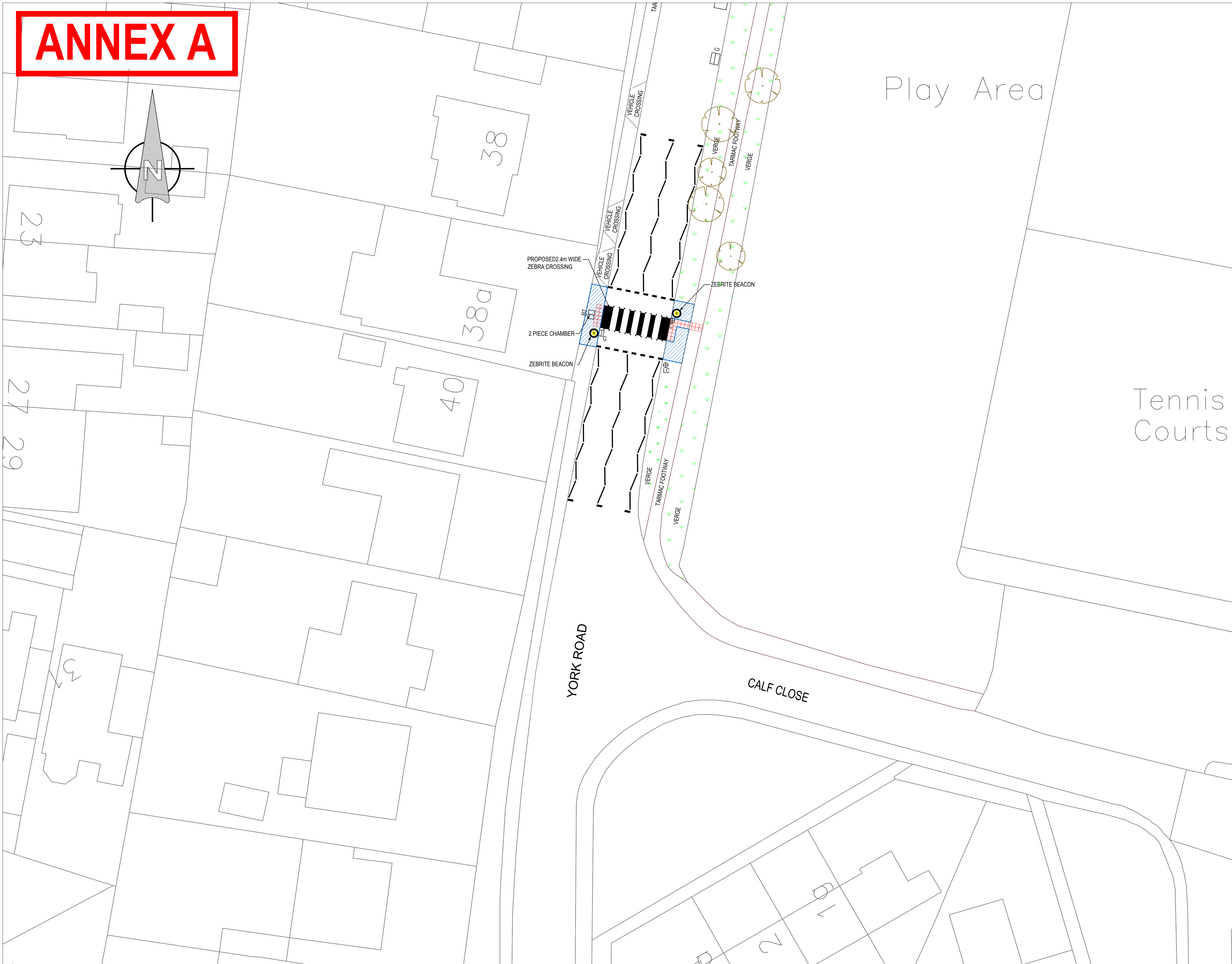
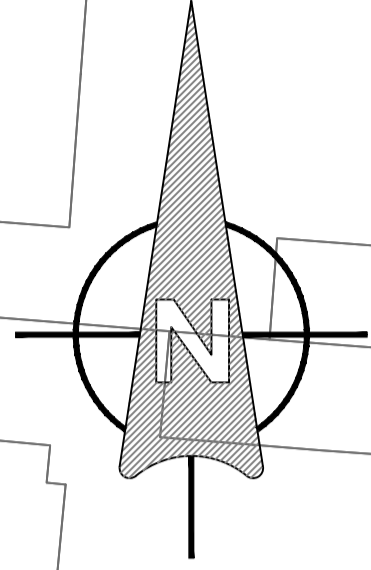
Background Papers:

Executive Decision Sessions 15th May 2018 (Agenda item 86) and 15th November 2018 (Agenda item 48)

Annexes

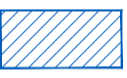
Annex A: Drawing no TP/190004/FINAL/01
Annex B Consultation Responses

ANNEX A



NOTES:
1. LAYOUT OF MAP IS BASED ON ORDNANCE SURVEY INFORMATION.

KEY:

 PROPOSED DROP CROSSING OF ZEBRA CROSSING WAITING AREA FOR PEDESTRIANS.

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CONSTRUCTION

| Revision | By | Checked | Approved | Date | Description |
|----------|----|---------|----------|------|-------------|
| | | | | | |
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| | | | | | |



CITY OF YORK COUNCIL
Transport Projects
Eco Depot, Hazel Court, James Street, York, YO10 3DS
www.york.gov.uk

Project
PROPOSED ZEBRA CROSSING YORK ROAD, HAXBY

Drawing
PROPOSED LAYOUT

Drawn by MLH Date: MAY 20
Checked by Date: -
Authorised by Date: -

Drawing No. TP/190004/FINAL/01 Revision -

Drawing Scale: 1:200 A1
CAD Filename: Plot Scale: 1:00

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Annex B: Consultation responses

- A) One resident on York Road wrote in and supported the proposals, and commented they 'believe that it will be a valued addition to the safety of pedestrians who wish to cross the road to and from the Ethel Ward playground and sports area. We look forward to it being in place'. They enquired if consideration may be given to the introduction of traffic calming measures and a reduction in speed to 20mph.
- B) An enquiry was received from a possible potential house purchaser of a property on York Road to clarify the location of any proposed zig zag road markings, and possible parking restrictions.
- C) An objection was received from the relative of a resident who lives close to the proposed crossing. She queried the time given to respond to the consultation letter was less than the indicated 2 weeks, has asked for information relating to the criteria used for selecting this location, results on the pedestrian and traffic surveys undertaken, details and input made by Ward Members, concerns regarding access to the property and exiting driveway, flashing and noise from beacons, and the general impact she says it could have on disabled access. She also goes on to suggest alternative locations and solutions, and reduction in speed limit on York Road.

Officer response:

The consultation letters were verified as being hand delivered with the allowance of a full two week response time. Confirmation was given that the Zebra crossing could be accommodated in the location shown on the plan without affecting driveway access. The siting of a crossing facility between Holly Tree Lane and this proposal were considered but the presence of existing features such as bus stops and driveways etc ruled this out. Explanation was given that Zebrite beacons would be used providing LED lighting producing a more subtle illumination, becoming automatically darker at night, and no beeping noise is emitted. The introduction of the crossing should help slow some drivers down which would have a positive impact on speed reduction. The previous Executive decision session meeting dates (and Agenda No.s) were referred to which authorised feasibility and further design work for these proposals. The proposal to proceed with this scheme will be a decision made by the Executive Member for Transport at the Executive Member Decision session on 03 November 2020. She was advised she could make a contribution to the meeting via the zoom online meeting platform or telephone.

- D) An objection was received from another resident of York Road with concerns about the potential noise and light impact on herself and her neighbour, and also if an alternative solution could be considered by installing a pedestrian refuge island.

Officer response:-

Clarification was given of the modern type of Zebrite LED beacons used, their subtle lighting etc, and that no beeping noises are made. An explanation was also given that the existing width of York road carriageway would not permit a pedestrian traffic island, and this would not be as safe a crossing facility as a Zebra.

- E) An objection was received from a York Road resident. She queried the time given to respond to the consultation letter was less than the indicated 2 weeks. Concerns were raised about previous publicity from the Ward Councillors indicating it appeared a decision had been made to install the crossing at this location. A request was made to view the full pedestrian and traffic surveys previously undertaken. Concerns were made of flashing beacons and beeping noise. Recommendations were made to locate the crossing elsewhere on York Road and install a 20mph zone.

Officer response:-

The consultation letters were verified as being hand delivered with the allowance of a full two week response time.

She was advised that Councillor Cuthbertson will be contacting her directly to address issues relating to the LibDem FOCUS newsletter. The consultation was not a fait accompli as Officers had looked at several site options and whittled it down to one following discussions with Ward members. Responses to the external consultation will be reported back to this decision session where a decision by the Executive Member would be taken on if to proceed, do further work/amendments, or to look at other sites.. Explanations were given on the number of areas considered for a crossing, the types of surveys undertaken, and the assessment criteria when considering the validity of a location for a crossing. The previous two Exec. Decision meeting dates were identified to explain how we have arrived to this point. Clarification was given on the use of modern zebrite beacons with subtle LED lighting that limit brightness, and there will be no audible beeping noises emitted. Assurance was given of enough suitable space being available to site a

crossing in this location, and it would not have a negative impact on accessing/exiting the driveway. She was advised that she could make a contribution to the meeting via the zoom online meeting platform or telephone.

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