

Report of the Corporate Director - Place

Monkgate Roundabout Cycle / Pedestrian Safety Scheme

Summary

1. This report updates the Executive Member on work undertaken to develop the previously agreed option to reduce the number of accidents at Monkgate Roundabout, and includes the results of consultation. The report also seeks approval of a recommended layout for construction.

Recommendations

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

Reason: To improve facilities for cyclists and pedestrians and to reduce the number of accidents involving cyclists.

Background

3. A feasibility report was presented to the Director Decision Session on 2 December 2014. The study had considered various options to reduce the number of collisions involving cyclists and to improve conditions for pedestrians at the Monkgate roundabout. These measures were wide in their degree of complexity, ranging from simple solutions such as creating two circulatory lanes on the roundabout, to amending the shape of the central island, to signalling the junction. The Director was asked to approve the progression of a combination of the proposed measures, outlined below and shown in Annexes B and F of the study report, through detailed design and implementation as part of the Local Safety Scheme programme.

4. The measures aim to reduce the number of traffic lanes onto the roundabout from Huntington Road from three to two (reducing the conflicts by 50%), and to provide an off-road cycle facility on Huntington Road to enable safer access to existing facilities on Foss Bank and Monkgate.
5. When Officers began consultation on the proposals, it became clear that there would be a number of difficult issues to resolve. Firstly, the telephone call box at the southern end of Huntington Road would need to be removed and the estimated cost from British Telecom (BT) was £2200.
6. Secondly, widening the footway on Huntington Road and Heworth Green away from the carriageway would require a supporting structure to retain the footway, as the difference in level between it and the adjacent river-side grassed area increases towards the bridge. This would involve considerable expense.
7. In addition to this, the Environment Agency requested information to show that there would be no nett loss of storage area in the flood plain. Any reduction of storage within the flood plain would require compensatory storage to be provided on site or in a location hydraulically linked. This requirement would be very difficult to provide.
8. In light of these considerations, Officers concluded that the measures to improve the off-road facilities should be modified. The proposed amendments also reflect feedback through internal consultation. The revised proposals are shown in **Annex A** and are described below:
 - The shared use path on the eastern footway of Huntington Road has been shortened. This will still enable cyclists to leave the carriageway prior to the roundabout and access the existing off-road facilities on Heworth Green, Foss Bank and Monkgate. A cycle lane has been included on-road to provide a continuous lane that joins up with the existing cycle lane on Heworth Green.
 - The proposed lane markings on Huntington Road have been amended to better reflect the numbers of vehicles using the junction from that approach. Hence the left hand lane would be reserved for straight ahead and left turning vehicles, while

the right hand lane would be intended for right turning vehicles, particularly those heading for Monkgate.

- A central cycle lane for right turning cyclists has been added to cater for confident cyclists who would not want to follow the alternative, off-road route around the outside of the roundabout.
 - Officers are also proposing modifications to both traffic islands to assist cyclists and pedestrians to cross Huntington Road and Heworth Green more safely.
9. A safety audit has been undertaken. The results have been considered and the scheme has been changed where appropriate. These changes include the introduction of a mandatory cycle lane on Huntington Road to enable cyclists to bypass any queuing traffic to use the off-road route. Some of the remaining recommendations will be passed on to colleagues for their specialist action.

Consultation

10. A consultation exercise was carried out with Ward Councillors, external organisations and local residents. The responses, along with Officer comments, are summarised in **Annex B**.

In total, 40 properties on Monkgate and Huntington Road were consulted. Generally the responses, including those of the ward members, support implementation of the proposed scheme. One resident raised a few concerns but was supportive of the measures.

Options

11. The options available to the Executive Member are:

Option (i) – approve the scheme as shown in Annex A

Option (ii) – approve the scheme as shown in Annex A, but with any minor amendments deemed appropriate by the Executive Member. 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. If not, they are to be brought back to a future meeting for further consideration.

Option (iii) – do nothing

Analysis

12. Option (i) would reduce the number of conflict points between vehicles approaching the roundabout and circulating cyclists, while also providing less confident cyclists with an off-road route to go around the junction. This would have the effect of reducing the number of accidents that occur at this roundabout, and perhaps encourage less proficient and less confident cyclists to take up cycling.
13. Option (ii) would provide the benefits of Option (i) but would also allow for modifications the Executive Member may suggest. It also allows for the Executive Member to further consider the points raised at consultation.
14. Option (iii) would not meet the objectives of the scheme. Failure to address the concerns would result in a continued risk of accident at this busy junction and would not provide the measures to make crossing safer.

Council Plan

15. The links to the priorities in the Council plan are
 - **A Council That Listens To Residents** – the proposal to improve crossings at the junction for pedestrians originated from one of the nearby primary schools. This shows that the Council is working in Partnership with local communities and listening to concerns.

Implications

16. This report must have the following implications
 - **Financial** - It is estimated that the cost of implementing the recommended option (i) is £23,200, including the changes made following the safety audit.

There is sufficient budget set aside in the capital programme for 2016/17. The Finance Manager has been consulted and has no issues.

- **Human Resources (HR)** - There are no Human Resources implications
- **Equalities** - There are no equalities implications
- **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

17. 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 6, 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

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report:**

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**Report
Approved**



Date 14.09.16

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Guildhall

Background Papers:

Decision Session - Director of City and Environmental Services' report on 2nd December 2014.

Annexes

Annex A: Drawing no TP/DEC 130041/21.
Annex B: Summary of Consultation Results.