

**Decision Session – Executive Member for
Transport**

29 August 2019

Report of the Corporate Director of Economy and Place
Portfolio of the Executive Member for Transport

**Signal Replacement – The Mount / Scarcroft Road & The Mount / Dalton
Terrace**

Summary

1. The traffic signalling equipment at this junction is life expired and has become difficult and costly to maintain, it 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, junction alterations have been proposed that offer an improvement.
4. A decision is required to approve the proposed junction alterations.

Recommendations

5. The Executive Member is asked to approve Option 1.

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.

Background

6. 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.

7. 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.
8. To date, 23 sets of signals have been refurbished and a further 7 are programmed in for the 19/20 financial year.

Consultation

9. The scope of the works included within this proposal are relatively minor and in normal circumstances would not require an executive decision for approval, or an external consultation.
10. However, due to the sensitivity of the location a consultation has been carried out to offer key user groups an opportunity to have their say on the proposed scheme.
11. A summary of the consultation feedback can be found in Annex A.

Options

12. The following options are available:
13. Option 1 – Approve the proposed junction layout shown in drawing Annex B and Annex C.
14. Option 2 – Do not approve the presented option.

Analysis

Option 1

Description of changes

15. A full replacement of all traffic signalling technology, including signal heads, poles, cabling, cabinets, detectors, communications and ducting.
16. Minor realignment of pedestrian crossings and tactile paving to bring these facilities in line with modern standards.

17. Removal of the splitter islands on the north arm of The Mount / Dalton Terrace Junction.
18. Installation of a new toucan crossing over the junction of The Mount and Albermarle Road and kerb line amendments to accommodate the new crossing. The layout of the existing cycle route exit onto The Mount south of Albermarle Road will be reviewed during the detailed design stage.
19. Rationalising of street furniture on the eastern footway of The Mount. This includes relocation of benches, controller cabinets and street lighting poles, and the relaying of the cycle track between Scarcroft Road and Dalton Terrace.
20. Alterations to the mouth of Mill Mount Ct junction.
21. Relocation of the traffic signal controller at the Scarcroft Road Junction.
22. Replace the Advanced Start Line from the southbound The Mount / Scarcroft Road Junction, with an early cycle release signal and a segregated off road pedestrian/cycle route.
23. The estimated cost of the work to The Mount / Dalton Terrace Junction, detailed in Annex B, is £167,000.
24. The estimated cost of the work to The Mount / Scarcroft Junction, detailed in Annex C, is £200,000.

Reasoning

25. Replacement of the traffic signal technology is the fundamental purpose of this project, as per Section 2.
26. The addition of a toucan crossing over Albermarle Road constitutes an 'easy win', in that it provides a desirable pedestrian facility, in an area heavily used by students from the local schools, without any significant detriment to the functioning of the junction.
27. The signal pole and splitter Island on the North arm of the The Mount / Dalton Terrace prove difficult to maintain and provide substandard pedestrian facilities. Pedestrians use the island, believing it offers a safe place to cross, but it offers little protection and is too narrow.

28. The early cycle release signal allows cyclists to clear the junction in advance of left turning vehicles and to progress into the new 1.5m cycle lane which leads them into the segregated cycle route.
29. The surface of the off road cycle route is in poor condition and needs relaying. Some street furniture can be relocated to the back of the footway, opening up the space for pedestrians and removing potential hazards along the edge of the cycle route.
30. Tactile paving at the junction of Mill Mount Court will provide a warning to the visually impaired that they are crossing a road.

Impact on vehicular traffic

31. This option has a negligible impact upon the capacity of the junctions and the journey times of vehicles travelling through them.
32. The early release signal for cyclists and changes to the segregated cycle route and nearby street furniture are a minor improvement for cyclists.

Impact on pedestrians

33. The additional crossing over the Albermarle Road provides an additional crossing point that would improve pedestrian facilities.

Safety Considerations

34. The new traffic signalling technology that will be introduced will improve pedestrian safety.
35. Widening of the island on the south arm of the The Mount / Dalton Terrace to 1.5m
36. Relocation of street furniture to the back of the footway, away from the edge of the cycle lane, improves cyclist safety along this route.
37. A further Road Safety Audit will be carried out after detailed design and before construction. This is the means by which the design safety will be controlled.

Other options already discounted

38. Minor variations of the presented options have been considered that include different signal staging, equipment layouts and kerb alignments. The options presented are the most efficient variants and will be further optimised during detailed design.

39. An option to alter the kerb line at the Scarcroft Road junction and to realign the pedestrian crossing to the desire line was considered.

The option was discounted as swept path analysis highlighted an issue where large vehicles may overrun the footpath.

40. A variation of the option described in paragraph 35 was considered which additionally changed the staging, removing the left turn filter when the right turn out of Scarcroft Road was running.

The option was discounted as swept path analysis highlighted an issue where large vehicles may overrun the footpath.

41. Installation of pedestrian crossings across all arms of the Scarcroft Road junction was considered.

This options was discounted due to the low number of pedestrians counted on these informal desire lines, the loss of parking spaces, and the difficulty in replacing the nearby steps.

42. It was proposed to remove all signals from the junction and revert back to a standard T-junction.

This option was discounted due to the lack of visibility for traffic turning right out of the junction, the loss of pedestrian facilities and difficulties for buses turning right.

Council Plan

43. 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 'A focus on frontline services' priority of the Council Plan.

Implications

44. Financial

The TSAR programme is funded from the council's capital resources, and was approved in the 19/20 Capital Budget report to 14 February 2019 Executive. Sufficient funds are available to construct any of the presented options.

45. Human Resources

There are no HR implications

46. 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.

47. Legal

There are no legal implications.

48. Crime and Disorder

There are no Crime and Disorder implications.

49. Information Technology

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

50. Property

There are no property implications

51. 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.

Risk Management

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

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

Contact Details

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Report

Approved



Date

15/8/19

Wards Affected: Micklegate Ward

For further information please contact the author of the report

Background Papers:

Executive Member Report - 'Traffic Systems Asset Renewals and Detection Equipment Plan' – 12 November 2015

<https://democracy.york.gov.uk/ieListDocuments.aspx?CIId=738&MIId=9030>

Annexes

ANNEX A – Consultation Summary

ANNEX B -YK2225-P-01

ANNEX C -YK2225-P-02

List of Abbreviations Used in this Report

TSAR – Traffic Signal Asset Renewal

ASL – Advanced Stop Line