

**Decision Session – Executive Member of
Planning & Transport**

17 May 2018

Report of Corporate Director of Economy and Place

York Road, Haxby Pedestrian Crossing Petition

Summary

1. This report acknowledges receipt of a 1052 signature petition requesting the provision of a zebra or pelican crossing on York Road, Haxby. The report also seeks approval for officers to investigate whether a formal crossing would be appropriate using the current guidance and if so, whether there is a suitable location for such a crossing on the section of road in question.

Recommendations

2. The Executive Member is asked to:
 - i) Option 1 - Acknowledge receipt of the petition and give approval to officers to investigate whether a crossing is justified on the section of York Road suggested and if a crossing is justified, to identify whether there is a suitable location. The outcome of this work will be brought back to the Executive Member for further approvals as appropriate.

Reason: To note the wishes of the signatories and to undertake the necessary investigative work to determine whether a formal crossing is justifiable and feasible.

Background

3. A petition was e-mailed through to council officers on the 7th March 2018 by Marie Dowling (the lead petitioner). The petition is in two parts, the first part is paper-based with 120 signatures and the second part is an online petition on the change.org website which had 932 signatories at

the time of writing this report. An example of the wording of the paper-based part is shown in Annex A.

4. The justification for provision of a formal pedestrian crossing is detailed on the website and reads as follows:

We have no safe crossing such as a pelican or zebra along the whole length of the very busy York Rd in Haxby and into the start of New Earswick - a distance spanning about a mile - and there have been significant known incidents of near misses and also of much more serious injury where people have simply been unable to get across York Rd safely. This is particularly true at busy times - between 7.30-9.30 in the morning and 3.30-6.00 in the late afternoon. As the volume of traffic going into Haxby has increased, the road does pose a problem for pedestrians, especially so for anyone vulnerable who is trying to get across - such as school children, the elderly or anyone who has a disability.

The area between Ethel Ward park and before the turning for Holly Tree Rd would be the logical place to put either a zebra or pelican crossing. It is worth pointing out that there are three schools in this area which children and young people need to cross for; Joseph Rowntree, Ralph Butterfield and Headland schools - as well as Ethel Ward park and the Scout hut (for Scouts, Cubs, Beavers and also playgroups). We also need to consider our elderly population and anyone else with vulnerabilities, as well as the fit and healthy who at busy times also struggle with the road due to the sheer volume of traffic (and occasionally it's speed). Besides the 3 local schools mentioned, there is a residential home for the elderly (Haxby Hall) and several bus stops and a post box in this local area - and sometimes people would simply like to be able to cross the road safely to call on a friend.

5. A plan showing the location of the section of York Road where the residents would like a crossing is attached as Annex B.
6. There is a logged request for a pedestrian crossing on York Road dating back to 2013 on the database of scheme requests, however, at the time of the original request there was no specific budget allocated in the Council's Transport Capital Programme for pedestrian crossings therefore the request wasn't taken any further.
7. As a result of there being no specific budget a significant number of requests built up. In 2016 an allocation was made in the Capital Programme specifically for pedestrian crossings, at the time there were 75 outstanding requests for pedestrian crossings on the database of scheme requests. A strategy to rationalise this long list was drawn up and approved by the then Executive Member at a decision session on

11 August 2016. The approved strategy sought to rationalise the list in order to identify, via a desktop review, an initial tranche of sites which were potentially suitable for crossing improvements. These sites were then assessed in more detail using the revised methodology which was approved at the same decision session.

8. Unfortunately the York Road, Haxby site did not make it into the initial tranche therefore was not put through the detailed assessment process.
9. Given the very high level of support for a crossing put forward in the petition there is now sufficient justification for this site to move to the next level where the relevant surveys can be commissioned to enable a detailed assessment of the site to be done.

Consultation

10. Ward members, party Transport spokespeople and relevant council officers were sent a copy of the report for them to provide any comments. To date no responses have been received.

Options

11. There are a few options available to the Executive Member:
Option 1 : Acknowledge receipt of the petition and instruct officers to undertake the relevant investigations to assess whether a crossing is justified and whether there is a suitable location for a crossing.
Option 2 : Acknowledge receipt of the petition but keep the proposed crossing site on the list of requests for future consideration.
Option 3 : Acknowledge receipt of the petition but reject the site.

Analysis

12. Option 1 : The advantage of this option is that it acknowledges the level of support for a crossing and will enable a response to be provided to the petitioners as to whether a crossing can be justified using current guidance and identify if there is a suitable location for such a crossing. The disadvantage of this option will be the cost of the survey work and assessment with no guarantee of a scheme at the end of the process.
13. Option 2 : The advantage of this option is that it acknowledges the level of support for a crossing and won't have an immediate financial impact as no investigative work will take place. The disadvantage of this option is that it will further delay any solutions to the crossing issues being found.

14. Option 3 : The advantage of this option is that it acknowledges the receipt of the petition and won't have a financial impact on the council's budgets. The disadvantage will be the fact that the level of support for a scheme and the wishes of the residents will be largely ignored.

Council Plan

15. The recommendations of this report contribute to the 3 priorities in the Council Plan as follows:
16. A prosperous city for all
- *Efficient and affordable transport links enable residents and businesses to access key services and opportunities* – the access routes to the schools, park and other services will be improved. This will encourage more people to walk which is the most affordable mode of transport.
 - *Environmental Sustainability underpins everything we do* – walking is the most sustainable form of transport and has the least impact on the environment.
17. A focus on frontline services
- *All York's residents live and thrive in a city which allows them to contribute fully to their communities and neighbourhoods* – improved links for pedestrians, especially near schools and other community facilities help residents to get the most out of the area in which they live and study.
 - *All children and adults are listened to, and their opinions considered* – the crossing request has been submitted primarily by residents from Haxby and Wigginton, by considering the petition and suggesting a way forward we are listening to their views.
 - *Everyone has access to opportunities regardless of their background* – walking is a form of transport which is accessible irrespective of one's background.
 - *Every child has the opportunity to get the best possible start in life* – walking to school has multiple benefits to children both in terms of health and social cohesion
 - *Residents are encouraged and supported to live healthily* – walking is the one of the healthiest forms of transport.

- *Residents are protected from harm, with a low risk of crime – pedestrian crossing improvements will help children and adults reduce crossing risk and may help better enforce speed limits along this section of road.*

18. A council that listens to residents

- *Focus on the delivery of frontline services for residents and the protection of community facilities – the recommendations show a willingness to help children access education safely and residents to access community facilities more easily.*

Implications

19. The implications of the measures recommended in the report are listed below:

- **Financial** – there will be costs associated with the assessment process which can be accommodated in the Transport Capital Programme.
- **Human Resources (HR)** – there are no HR implications
- **One Planet Council / Equalities** - pedestrian crossing improvements will help groups who may currently struggle to get across York Road at this location. Encouragement of residents to walk will help contribute towards the council's sustainability goals.
- **Legal** – there are no legal implications
- **Crime and Disorder** – there are no Crime and Disorder implications
- **Information Technology (IT)** – there are no IT implications
- **Property** – there are no property implications at this stage

Risk Management

20. In compliance with the Council's risk management strategy, no significant risks associated with the recommendations in this report have been identified.

Contact Details

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Corporate Director of Economy and Place

Report **Date** 30.04.18
Approved

Wards Affected: Haxby & Wigginton

All

For further information please contact the author of the report

Background Papers:

EMDS Report – Pedestrian Crossing Request Evaluation and Prioritisation Methodology, 11 August 2016.

Annexes

Annex A – Wording of petition

Annex B – Plan showing the section of York Road, Haxby to be assessed

List of Abbreviations Used in this Report

None