

## **Executive Member Decision Session**

**Date 19/03/2020**

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

### **TSAR Traffic Signal Refurbishment – Hull Road/Lilac 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, cycling facility alterations have been proposed that offer an improvement.

A decision is required to approve the proposed alterations.

#### **Recommendations**

4. 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. It also provides improvements to cycling and walking infrastructure.

#### **Background**

5. A report was brought to the Executive Member for Transport and Planning on 12<sup>th</sup> 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, 31 sets of signals have been refurbished and a further 6 are programmed in for the 20/21 financial year.

### **Consultation**

8. 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.
9. However, due to changes to the cycling facilities at the crossing and the surrounding area a consultation has been carried out to offer key user groups an opportunity to have their say on the proposed scheme.
10. A summary of the consultation feedback can be found in Annex A.

### **Options**

11. The following options are available:
12. Option 1 – Approve the proposed crossing refurbishment shown in drawing Annex B
13. Option 2 – Do not approve the presented option

## Analysis

### Option 1

#### Description of Changes

14. Refurbish the existing pedestrian / cyclist crossing into a standard Toucan crossing provided with all new equipment, including signal heads, poles, cabling, cabinets, detectors, communications and ducting.
15. The crossing width will be increased to accommodate cyclists and pedestrians and tactile paving replaced to bring these facilities in line with modern standards.
16. Formalisation of the shared cycleway/footway on the northern side of Hull Road east of the junction with Lilac Avenue.
17. This includes removing the small triangular area of grass to open the area up to users. The green space will be relocated to the back of the footway. Cyclist provision to join / leave the carriageway both on Hull Road and Lilac Avenue will be provided.
18. Formalise the pedestrian / cyclist areas into shared use footways on the southern side of the crossing including the pedestrian / cyclist link to Thief Lane. This will include bringing all the footways to a single level and allow cyclists and pedestrians to formally mix rather than the current arrangement. Cyclist on / off slips to the Hull Road carriageway will be provided.
19. Appropriate signing, road markings and tactile paving will be installed to designate shared space at multiple sites across the site
20. Signal Controller to be relocated from within the verge south of the crossing to the footway/cycleway leading to Thief Lane to maximise footway width and ease of maintenance.
21. The estimated cost of the work to the Traffic Signal at Hull Road near Lilac Avenue detailed in Annex B is £80,000.00

## Reasoning

22. Replacement of the traffic signal technology is the fundamental purpose of this project, as per item 6.
23. The betterment of cycling facilities associated with the Toucan crossing at this location constitutes an 'easy win' improvement in line with City of York Council's user hierarchy. The facilities are brought in line with current standards.

## Impact on vehicular traffic

24. There will be minimal impact on vehicular traffic with the installation of the refurbished crossing.

## Impact on Pedestrians

25. The option will have minimal improvement to pedestrian delay time.
26. The formalisation of shared use facilities is seen to be a minor improvement for pedestrians.

## Impact on Cyclists

27. The option will have minimal improvement to cyclist delay time.
28. The formalisation of shared use facilities is seen to be a minor improvement for cyclists. It does provide an overall improvement to the cyclist route facilities that will hopefully encourage cyclist use of the route.

## Safety Considerations

29. The site does not have a known accident problem. However, by improving cyclist and pedestrian facilities it is hoped that the site will be easier and safer for vulnerable users.

## **Other options already discounted**

30. It was considered to retain the existing cycle / pedestrian layout and simply replace the traffic signal equipment. However, this would provide a layout that was difficult for cyclists and pedestrians to understand and would not provide adequate facilities.

31. It was considered to signal control the Hull Road / Lilac Avenue junction and provide a cyclist link to Thief Lane. This was discounted as it would cause increased delay to all users and have a significant increase in the cost of the works (£170K estimated). The benefits of this option were seen as small given the likely impacts and costs.

## **Council Plan**

32. 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**

### **33. Financial**

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

### **34. Human Resources (HR)**

There are no HR implications

### **35. 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.

### **36. Legal**

There are no legal implications

### **37. Crime and Disorder**

There are no Crime and Disorder implications

### **38. 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.

**39. Property**

There are no property implications

**40. 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**

41. 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.

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**Corporate Director of Economy and Place**  
**Report** ✓ **Date** 09.03.20  
**Approved**

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

**Hull Road**

**For further information please contact the author of the report**

**Annexes**

Annex A – Consultation Details and Response  
Annex B – Preliminary Design

**List of Abbreviations Used in this Report**

TSAR - Traffic Signal Asset Renewal