

Executive Member Decision Session TSAR Traffic Signal Refurbishment – Hull Road/Osbaldwick Link Road

Annex A

This list shows the extents of the external consultation undertaken for the Hull Road at Osbaldwick Link Road TSAR scheme. An internal consultation across multiple CYC services was also conducted with local ward councillors 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
Visit York
Be independent
North Yorkshire Police
Pullman Buses
Sustrans
First Group
NHS
North Yorkshire Fire Service
Est 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 drawing referred to in this consultation can be found in Annex B

TSAR Consultation – Hull Road / Osbaldwick Link Road junction

As part of the Traffic Signal Asset Renewal (TSAR) Programme we have been investigating the refurbishment of the Hull Road / Osbaldwick Link Road Junction. This stakeholder consultation exercise is being

undertaken to inform the Decision Session Report for Executive Member for Transport and Planning.

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 Toucan style near side red / green man / cyclist displays.

The attached drawings shows the option that we'll be looking to take to Executive Decision Session in April 2020. The proposals are as follows:

- Full refurbishment of the traffic signal equipment at the junction. This will include changes to Toucan crossing equipment to facilitate near side red / green man / cyclist displays.
- Install MOVA (a junction control strategy) at the junction to reduced delay and improve safety of the traffic signals on this high speed road.
- Make minor changes to pedestrian / cyclist crossings in line with current guidance. This includes realigning the crossing over Osbaldwick Link Road and associated changes to the traffic island
- Bring the existing bus lane back into full operation including improved bus detection to allow for better bus priority. We will also look to improve the carriageway condition of the bus lane.

I would appreciate if you could review the drawing attached and provide me (copying in the TSAR mailbox tsar@york.gov.uk) with a written response by **Friday 13th March 2020**. If you have any questions on the proposals please feel free to ring or email me prior to responding formally.

Summary of Consultation Replies

1. York Civic Trust

Generally supportive of enhancements made at the site, particularly those which support the aim of increasing the use of sustainable transport modes.

Comment made regarding making the crossing of Osbaldwick Link Road a single phase for cyclists and pedestrians.

Question raised why there is no consideration of a cycle way to the south of Hull Road to allow better access to field lane.

Support given for the reinstatement of the bus lane to full operation

CYC Engineer Response

We will review the staging of the junction as part of the detailed design process and review the options for providing pedestrians / cyclists with a single crossing as you propose. This would be on demand based on a call from a push button.

There is currently no off road facility in the southern verge or cycle lanes on the carriageway between the junction of Hull Road / Osbaldwick Link Road and Hull Road / Tranby Avenue roundabout and this is a missing link in the cycle network. Two way off road cycle facilities are provided in the northern verge instead at present. The TSAR scheme would be designed so it could facilitate the southern cycle link at a later time – most likely as part of the development of the fields to the South of Hull Road.

The TSAR programme was put in place to bring the aging and outdated traffic signal infrastructure up to date. This site will be renewed and bus priority improvements made.

2. Cllr Andrew D'Agorne

What is the width of cycle lanes on link road and the parallel traffic lanes? I would be concerned if they are less than 1.5m given the HGV use of this route.

CYC Engineer Response

The design team has reviewed the off road cycle facilities on Osbaldwick Link Road. The facilities are currently below existing guidance and it is the intention for the design team to change the road markings so current guidance is met. The cycle lanes are currently 1.0m (kerbside) and 0.9m (central) wide. It is not possible to fit both cycle lanes in at widths to guidance on the approach to the junction and as such the layout will be amended to provide a better kerbside cycle lane whilst removing the central cycle lane.

The reasoning for this is:

- that the majority of movements are on the inside (left turn)
- it links up with the off road facilities much better – those right turning can access the off road facility better heading into town
- If we tried to put a 2m central cycle lane in it would mean squeezing of the inside cycle lane / narrower lanes which would be difficult given the likely HGV percentage.