

PE01/16 Pedestrian Crossing Feasibility

A19 Shipton Road – PE01/16

Site Assessment

The A19 Shipton Road is a main distributor road for York but also a residential area with properties along the north east side with direct access to Shipton Road in the area being considered. There is a care home to the south east side of the route close to this location. The requested crossing location is south of the Southolme Drive junction close to East Cottages where there is an existing pedestrian refuge. There are also refuges within 140m to the north and 100m to the south.

Shipton Road is a single carriageway road approx. 10m wide. This section of road is on a bend but with good visibility, the speed limit is 40.

There are no parking restrictions however there is no evidence that on-street parking takes place.

There are bus stops on both sides of the road with a bus service at up to ten minute intervals.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (10 March 2016, and June 2016). The data has been used to assess the PV² value, the weighted value is 0.9×10^8 which is below a level at which any crossing facility would be considered necessary (1.0×10^8 indicates that a formal crossing should be considered, 0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management). By reducing the weighting for the crossing width to reflect the existing refuge the PV² value is 0.7×10^8 . 72% of pedestrians crossed in the section including the existing refuge and the remainder crossed in the section north of this (the count was divided in to two sections only).

Mean vehicle speeds were 34 and 35 and the 85th percentile values were 38 and 40.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate and that the existing refuge is a suitable facility.

B1224 Acomb Road

Site Assessment

The section of Acomb Road under investigation is in Holgate at the northern entrance to West Bank Park.

Acomb Road is a single carriageway road approx. 9.9m wide. There is an existing pedestrian refuge located at the requested crossing site.

This is a straight section of road with good visibility and the speed limit is 30. There are no parking restrictions.

There are bus stops to the east of the section studied with regular bus services at up to 10 minute intervals.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.3×10^8 which is below a level at which any crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management). 40% of crossing movements were in the section with the existing pedestrian refuge and 46% crossed 30 to 50m east of this.

Mean vehicle speeds were 27 and the 85th percentile value was 31. (Data is not reliable as indicated by length values).

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location and that the existing refuge is a suitable facility although it is not on the main desire line which appears to be further to the east.

B1224 Wetherby Road – The Green, Acomb – PE01/16

Site Assessment

The section of the B1224 Wetherby Road – The Green under investigation is from the Croftway junction, past the Danebury Drive and The Green (west) junctions to the pub (The Sun).

This is a single carriageway road approx. 9m wide at this location. The speed limit is 30mph.

This section of road is straight with reasonable visibility however the road layout is complex and includes three junctions plus access to garage/car wash businesses. There are waiting restrictions between Danebury Drive and the garage entrance on the north side. There are existing pedestrian refuges either side of the Danebury Drive junction with the eastern one on the site of the requested crossing. This refuge is narrow (approx. 1.5m wide) and without tactile paving on the footways either side or between the islands. The western refuge has tactile paving on the footways (incorrectly laid to the back of the footways) and tactiles between the islands with a width of approx. 1.8m.

The B1224 is a bus route with the east bound stop within the area studied – located adjacent to the refuge and therefore at a location with a dropped kerb which adversely affects bus access. Buses operate at up to half hour intervals.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.5×10^8 which is below a level at which a formal crossing facility would be considered necessary. This figure is however unreliable in terms of assessment as it is unlikely that pedestrians would divert to a crossing here as this would involve crossing a side road, the PV² assessment assumes that the layout is a simple one with a straightforward decision on a suitable route. A figure of 0.5×10^8 is considered as justifying a pedestrian refuge or other traffic management and there is already a refuge at this location. In the length studied 32% crossed at the existing refuge west of Danebury Drive, 40% at the refuge where the crossing is requested, and 27% east of this refuge.

Mean vehicle speeds were 24 and 27 and the 85th percentile values were 29 and 33.

Conclusion

The data is not reliable for such a complex layout however based on a simple layout the figures would indicate that a formal pedestrian crossing facility is not appropriate at the proposed location. It is recommended that the existing crossing point east of Danebury Drive is improved to include tactile paving and a wider island. The bus stop should be relocated away from the crossing point as this will also improve access to the bus service assuming that the new location has at least a standard kerb height. The existing crossing west of Danebury Drive should be changed to comply with guidance and the crossing of Danebury Drive also amended to give a consistent approach.

Bishopthorpe Road

Site Assessment

The section of Bishopthorpe Road under investigation is adjacent to the Winning Post pub with a request for a crossing between St Clement's Grove and Aldreth Grove close to the Nunthorpe Drive junction.

This is a single carriageway road approx. 8m wide at the proposed crossing point. Within the 100m length studied there are no existing crossing points, the combination of accesses, side roads and on-street parking reduce the opportunities to cross. The speed limit is 20mph without traffic calming.

This section of road is straight with reasonable visibility although cars park on both sides of the route.

This is a bus route with no stops in the area studied. Buses operate at up to thirty minute intervals.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (03 Nov 2016 and June 2015 – speed data). The data has been used to assess the PV² value, the weighted value is 0.1×10^8 which is below a level at which a formal crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management). 17% of pedestrians crossed in the section where the crossing has been requested. 42% crossed in the vicinity of Aldreth Grove and this could be due to the dropped kerbs in place to cross this side street, coupled with the parking restrictions around this junction, allowing level access to the pub car park opposite and the footway either side of this. 28% crossed around the St Clement's Grove and Nunthorpe Drive junctions where parking is restricted.

Mean vehicle speeds were 24 in both directions and the 85th percentile value was 29.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location. At least one dropped kerb crossing with tactiles should be installed; a location near St Clement's Grove would probably be possible without any impact on parking. A second location north of Aldreth Grove would result in the

loss of one parking space outside the pub. To provide a dropped crossing in the suggested location would result in loss of parking on the east side of Bishopthorpe Road and is likely to be opposed by the residents of the terraced housing here.

Clifton Moorgate

Site Assessment

Clifton Moorgate is predominantly a distributor road for a large industrial area however there is housing development to the west but without individual property accesses, and some office accommodation on the east is being converted to residential use. The requested crossing location is immediately south of the Oakdale Road junction.

Clifton Moorgate is a single carriageway road approx. 9.5m wide at the location being considered. The nearest existing crossing is a refuge to the south near Kettlestring Lane (there is no apparent reason to cross between Oakdale Road and this refuge). To the north there are no crossing points up to the roundabout junction with Stirling Road - pedestrian and cycle paths connect to Aviator Court within this section meaning that there may be reason to cross. A grass verge on the west side discourages crossing movements.

This section of road is on a bend but with good visibility, the speed limit is 40. There are no parking restrictions however there is no evidence that on-street parking takes place.

There are no bus stops on Clifton Moorgate which has a one way bus service at hourly intervals.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (10 March 2016, and 28 Feb to 8 March 2017). The data has been used to assess the PV^2 value, the weighted value is 0.3×10^8 which is well below a level at which any crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management). 89% crossed to the north of Oakdale Road with only seven people choosing to cross in the section that includes the requested crossing point.

Mean vehicle speeds were 36 and 33 and the 85th percentile values were 41 and 37.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location or to the north of this. An informal crossing point with dropped kerbs and tactile paving would allow those wanting to cross to do so without

crossing the grass verge and full height kerbs, this would be best located near the path through to the Aviator Court area where Clifton Moorgate is narrower.

Front Street, Acomb

Site Assessment

The section of Front Street under investigation is centred between the existing Pelican crossing near Front Street Surgery and the roundabout junction at Oak Rise.

This is a single carriageway road approx. 8m wide at this location and widening to approx. 9.4m towards the roundabout. The speed limit is 30mph.

This section of road is straight with good visibility however it is close to the entrance to the Morrison's/public car park and to the car park entrance for the surgery. There are waiting restrictions for the full length. There are no crossing facilities at the roundabout and none between there and the Pelican which is approximately 100m from the junction.

Front Street is a bus route with stops beyond the area studied. Buses operate at up to seven minute intervals.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.6×10^8 which is below the level at which a formal crossing facility would be considered necessary which is 1.0×10^8 . 0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management. In the length studied 43% crossed in the section where the crossing is requested, and 38% in the section closest to the roundabout.

Mean vehicle speeds were 21 and 22 and the 85th percentile values were 25 and 27.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location. A crossing facility is recommended between the roundabout and the Morrison's car park entrance, either utilising the existing splitter island or by extending it. A dropped crossing with tactile paving would be a suitable facility where the road narrows towards the surgery, at busier periods pedestrians have the option to use the nearby Pelican crossing. A refuge could be considered on the approach to the car park entrance however the tracking would need to be carefully checked as large vehicles will need to access the car park to service the recycling

facilities. In addition the large tree outside the club may adversely affect visibility of a refuge here and favour crossings near the roundabout and the surgery.

Hamilton Drive

Site Assessment

The section of Hamilton Drive under investigation is in Holgate adjacent to the junction with New Lane on the west side and at the southern entrance to West Bank Park. An access to York RI Sports Club is opposite New Lane. This is a predominantly residential area.

Hamilton Drive is a single carriageway road approx. 6.8m wide. There is an existing dropped kerb crossing with tactile paving (incorrectly laid on the south side) which is partially within a property access at the location of the requested crossing. Grass verges both sides of Hamilton Drive discourage crossing to the west in the vicinity of the existing crossing point. East of New Lane there is a similar crossing at this junction then no crossing points across the grass verges other than the junction mouth of Hamilton Way and property accesses.

This is a straight section of road with good visibility although there are side roads and accesses which increase the risks of crossing Hamilton Drive.

There are bus stops immediately to the east of the section studied with a bus service due to change to a 45 minute interval.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.1×10^8 which is well below a level at which any crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management). Over half of the crossing movements (63%) were east of New Lane with 49% around the junction with Hamilton Way despite there being no crossing point other than the junction mouth and drive accesses.

Mean vehicle speeds were 23 and 25 and the 85th percentile values were 27 and 31. (Data is not reliable as indicated by length values).

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location. There are restricted opportunities to cross other than around New Lane with no surfaced crossing associated with the bus stops, higher numbers

of people crossed in the survey section that was closest to the bus stops. A simple dropped crossing with tactile paving should be provided close to the bus stops. The existing crossing at the location requested should be improved to comply with standards as far as possible by aligning the tactile paving.

Haxby Road, New Earswick

Site Assessment

The section of Haxby Road under investigation is at the pedestrian entrance to New Earswick Folk Hall – a large community facility. Haxby Road is the main route between York, New Earswick and Haxby.

This is a single carriageway road approx. 7.1m wide. There are simple dropped kerb crossings with tactile paving on each side of the vehicle access to the Folk Hall car park and pedestrian guardrail is in place, this is a raised table junction. There is a dropped crossing to the north of the pedestrian entrance but without tactile paving. The speed limit is 30mph with traffic calming.

This section of road is on a bend with reasonable visibility.

There is a bus stop adjacent to the Folk Hall pedestrian entrance and the opposite direction is served by a stop south of Station Avenue beyond the area studied. Buses operate at up to ten minute intervals.

There is one recorded pedestrian injury collision in the three years to end April 2016 adjacent to Station Avenue (the casualty stated that they failed to look properly and the driver was also recorded as failing to look properly).

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.5×10^8 which is below a level at which a formal crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management and there is already traffic calming here). In the length studied 43% crossed in the section where the crossing has been requested and 51% in the sections either side suggesting that the crossing location is appropriately identified but not heavily used.

Mean vehicle speeds were 23 in both directions and the 85th percentile values were 28 and 26. (Data is not reliable as indicated by length values).

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location and a new location for the bus stop would have to be identified if a crossing was found to be a safe and appropriate option. There is not sufficient highway width available to install a pedestrian refuge. The existing dropped crossing should be improved to comply with guidance by providing tactile paving.

A1036 Heworth Green

Site Assessment

The section of Heworth Green under investigation is the A1036 immediately west of the Malton Road/Stockton Lane roundabout. The crossing request is for a facility close to the roundabout splitter islands, there is an existing pedestrian refuge to the west of this, close to the junction with Malton Avenue/Eastern Terrace.

This is a wide single carriageway road approx. 10m wide at the existing pedestrian refuge and 14m wide at location of the requested crossing (this does not include the parking bay/service road which is partially separated from the main highway by a kerbed strip and technically subject to a no waiting at any time restriction). This section of road is relatively straight with good visibility but is close to a busy roundabout. There are waiting restrictions and properties appear to have adequate off-street parking available.

The speed limit is 30mph. Heworth Green is a bus route; the nearest stops are on the other side of the roundabout. On Heworth Green stops are about 150m west of the existing refuge. Buses operate at up to 10 minute intervals.

There has been one recorded pedestrian injury collision in the three years to end April 2016 in this section; a pedestrian was in collision with a car turning right from Eastern Terrace.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 07 Nov 2016). The data has been used to assess the PV² value; the weighted value is 4.97×10^8 for a crossing at the wider approach to the roundabout and 3.5×10^8 for the 10m width at the existing refuge indicating that a formal crossing facility would be considered appropriate. The weighting is heavily influenced by the road width and the existing refuge in effect reduces the width to two more manageable crossings. The road is busy for much of the day but pedestrian delays were generally not significant. Weighting for the width based on a two stage crossing at the existing refuge, where total delays are on average less than 20 seconds, gives a PV² of 2.6×10^8 . In the length studied 89% crossed at the existing pedestrian refuge. Very few people attempt to cross elsewhere between there and the roundabout.

The mean vehicle speeds were 22 and 23 and the 85th percentile values were 26 and 27.

Conclusion

The data indicates that a formal pedestrian crossing facility should be considered but centred near the existing refuge location. Nearby crossings are signalised and a Puffin crossing is recommended. Cycle movements should be assessed to determine whether a Toucan crossing is appropriate.

A crossing at the requested location would involve crossing the parking bay/service road which would result in loss of part of this existing facility and would result in a very long crossing. This is not recommended.

Huntington Road

Site Assessment

The section of Huntington Road under investigation is between the Park Grove and Lowther Street junctions, a length of approximately 125m, the study area is not centred on the proposed crossing point but instead covers a section between junctions. There is a primary school located between Park Grove and Lowther Street, but with almost no houses on the east side of Huntington Road it is unlikely that pedestrians cross in this section to access the school.

This is a single carriageway road approx. 7.6m to 10.7m wide, and is 9.9m wide at the proposed crossing point. Within the 125m length studied there are no existing crossing points, the combination of accesses, verges and on-street parking reduce the opportunities to cross. The speed limit is 30mph.

This section of road is almost straight, vehicles park on both sides of the route which restricts visibility. The parking is short stay pay and display/resident permit parking.

This is a bus route with the southbound stop at the southern end of the area studied. Buses operate at up to thirty minute intervals.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (03 Nov 2016 and June 2015 – speed data). The data has been used to assess the PV^2 value, the weighted value is 0.7×10^8 which is below a level at which a formal crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management). 50% of pedestrians crossed in the section immediately south of Park Grove. 25% crossed north of Lowther Street in the section where the crossing has been requested.

Mean vehicle speeds were 25 and 24 and the 85th percentile values were 30 and 29.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location. At least one dropped kerb crossing with tactiles should be installed as there are no crossing points associated with the bus stops. A build out within the end of the existing parking bay adjacent to the bus stop on the east side would be an advantage for bus passengers and is at the requested crossing location. Only one parking space would be required to accommodate this without

impacting on the existing bus stop location any more than a parked vehicle would. The bus stop locations should be reviewed to ensure that access is appropriate to allow buses to stop close to the kerb whilst allowing vehicles to pass a stationary bus in each direction.

Main Street/Horseman Lane, Copmanthorpe

Site Assessment

The section under investigation includes parts of Main Street and Horseman Lane, Copmanthorpe, adjacent to the shopping area. The health centre is in the northern part of the section studied, the shops and Post Office in the centre section, and the church and pub in the southern part.

Main Street is a single carriageway road approx. 5.7m wide at the point where the crossing is requested. The speed limit is 20 with limited traffic calming within the 20 zone. There is an existing dropped kerb crossing with tactile paving close to the requested crossing location.

This section of road is on a bend with poor visibility, vehicles parked in the shopping area car park block visibility on the north east side, the boundary wall of the properties block visibility on the south east side. The existing crossing point is located where visibility is best but does not fully comply with guidance for visibility for a pedestrian crossing and is adjacent to the car park entrance/exit. There is a crossing point on the raised table to the north of the area studied and an equivalent facility within the southern section studied.

There are bus stops within the southern section with a bus service at a 30 minute interval.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.2×10^8 which is well below a level at which any crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management).

Mean vehicle speeds were 18 and 17 and the 85th percentile values were 22 and 20.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location and visibility is poor. There are restricted opportunities to cross due to the road layout and due to the frontage of the pub being used as a seating area with planters – despite it being adopted highway – and with no footway along

this section. A footway along the pub frontage would improve pedestrian facilities and crossing opportunities.

Note: Clarification of the use of the highway along the pub frontage has been sought.

New Lane, Huntington

Site Assessment

The section of New Lane under investigation is immediately north of the Jockey Lane roundabout.

This is a single carriageway road approx. 9.7m wide. There is a splitter island on the northern arm of the roundabout which has dropped, but not flush, kerbs and no tactile paving. A dropped kerb crossing with tactile paving was installed in about 2010 about 25m north of the roundabout. Parking restrictions are in place as far as this crossing point on the approach to the roundabout. On street parking takes place as evidenced by Google Street View images from recent years.

This is a straight section of road with good visibility and is between Jockey Lane – the main access to Monks Cross and Vanguard retail parks from Huntington, and the Portakabin entrance.

There are bus stops immediately to the north of this section with an hourly bus service.

There are no recorded pedestrian injury collisions in the three years to end April 2016.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.2×10^8 well below a level at which any crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management). The majority of pedestrians (77%) crossed at the splitter island with very few crossing in the vicinity of the dropped crossing which is located where the crossing has been requested.

Mean vehicle speeds were 24.6 and 26.6 and the 85th percentile values were 29 and 31.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location however it may be advantageous despite the low PV² value to locate a pedestrian refuge at this point to encourage crossing away from the roundabout, this may however lead to people crossing in the hatched area north of this due to the location of the bus stops. The road is too wide at this location to cross easily in one movement as evidenced by the much higher proportion crossing

at the roundabout splitter island. The impact on property access would need to be assessed as would the accurate carriageway width to assess the impact on cyclists. The impact on on-street parking will also need to be checked although there is no indication that this would be a significant issue. Lighting levels will need to be checked particularly with respect to a large tree close to the crossing point as this could create significant shadows.

The crossing point at the roundabout splitter island should be improved to provide flush kerbs and tactile paving particularly if a new refuge is not provided.

University Road

Site Assessment

The section of University Road under investigation is the southbound one-way section centred on the existing dropped crossing south of the bus stop.

This is a dual carriageway road approx. 7.2m wide at the location where the existing crossing point is on the southbound side. The speed limit is 30mph.

This section of road is straight with good visibility however buses at the stop will restrict visibility for people crossing westbound. There are waiting restrictions on this route.

University Road is a bus route with a stop immediately north of the existing crossing point. Buses operate at approximately 7 minute intervals and the length of this stop caters for more than one bus.

There are no recorded pedestrian injury collisions in the three years to end April 2016 in this section.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.3×10^8 which is below a level at which a formal crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management on a two way road). In the length studied 52% crossed in the section including the existing crossing point and 23% in the section to the north where there is a hardened section of central reservation - a cobbled area on the west side verge probably means people crossed in to the vehicular access to Derwent College.

The mean vehicle speed was 23 and the 85th percentile value was 28.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location. Any facility provided should be consistent on both sides of the dual carriageway and this is currently the arrangement with the informal crossings. Consideration should be given to relocating the bus stop south of the crossing but this would depend on how frequently there is more than one bus at this stop. There is no evidence that the existing arrangement is unsafe. The tactile paving arrangement is not in accordance with the guidance and consideration should be given to correcting this on both footways.

Walmgate

Site Assessment

The section of Walmgate under investigation is centred on the existing build out near Margaret Street.

This is a single carriageway road approx. 6.1m wide at the location where the build out is and about 8m to the west of this (where the majority of pedestrians cross). The speed limit is 30mph with traffic calming.

This section of road is straight with good visibility. There are waiting restrictions over most of the section and a pay and display parking bay outside the shops.

Walmgate is a bus route with stops beyond the area studied. Buses operate at up to ten minute intervals.

There are proposals to radically alter the traffic on this route with either/or a change in traffic direction on Fossgate and pedestrianisation of Fossgate. This could result in a significant reduction in traffic on Walmgate. Currently more than twice as much traffic uses the route eastbound – away from the city centre. Access in the opposite direction is restricted at Walmgate Bar with no access from the Inner Ring Road.

There are no recorded pedestrian injury collisions in the three years to end April 2016 in this section.

Pedestrian and vehicle assessment

Classified vehicle counts, pedestrian crossing movements and vehicle speeds have all been surveyed (28 Oct – 03 Nov 2016). The data has been used to assess the PV² value, the weighted value is 0.2×10^8 which is below a level at which a formal crossing facility would be considered necessary (0.5×10^8 would justify consideration of a pedestrian refuge or other traffic management and there is already traffic calming and a build out here). In the length studied 69% crossed in the section west of the build out and 11% in the section including it meaning 19% crossed through the parking bay.

Mean vehicle speeds were 15 and 19 and the 85th percentile values were 22 and 24.

Conclusion

The data indicates that a formal pedestrian crossing facility is not appropriate at the proposed location. Traffic volumes may change significantly which is likely to improve the pedestrian crossing opportunities if Fossgate is pedestrianised and/or

the traffic flow reversed. There is no indication that any new or improved facilities are required.