



**Notice of a public meeting of
Decision Session - Cabinet Member for Transport, Planning &
Sustainability**

To: Councillor Merrett (Cabinet Member)

Date: Monday, 19 November 2012

Time: 4.30 pm

Venue: The Guildhall, York

AGENDA

Notice to Members – Calling In

Members are reminded that, should they wish to call in any item on this agenda, notice must be given to Democracy Support Group by:

4.00pm on Wednesday 21st November 2012 if an item is called in after a decision has been taken.

Items called in will be considered by the Corporate and Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on Thursday 15th November 2012.

1. **Declarations of Interest**

At this point in the meeting, Members are asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which they may have in respect of business on this agenda.

2. **Minutes** (Pages 3 - 8)

To approve and sign the minutes of the meeting held on 27th September 2012.

3. **Public Participation - Decision Session**

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Friday 16th November 2012**.

Members of the public may speak on:

- An item on the agenda,
- an issue within the Cabinet Member's remit,
- an item that has been published on the Information Log for the current session. Information reports are listed at the end of the agenda.

Please note that no items have been published on the Information Log since the last Decision Session.

4. **Objections to the Proposed 50MPH Speed Limit on the A19 at Deighton** (Pages 9 - 22)

This report outlines 3 options and recommends the implementation of Option A in relation to Deighton residents request to lower the speed limit to 40mph on the A19 between Escrick and the lay-by to the south of Gravel Pit Farm.

5. **Access York Road Safety Audits**. (Pages 23 - 106)

This report considers issues raised in the Stage 2 Road Safety Audits (RSA) for the proposed Park and Ride facilities at Askham Bar and Poppleton Bar.

6. Partnership Speed Review Process (Pages 107 - 134) Update Report.

This report gives an update on the collaborative Speed Review Process set up in York in conjunction with North Yorkshire Police and the Fire Service. The report also advises of further locations where concerns about traffic speeds have been raised.

7. A1079 Hull Road (near Owston Avenue) (Pages 135 - 142) Local Safety Scheme - Zebra Crossing Improvements.

This report outlines a scheme that has been developed to address the types of accidents that are occurring in the vicinity of the Zebra Crossing near Owston Avenue.

8. Local Safety Scheme - St. Leonards (Pages 143 - 154) Place/Bootham/Gillygate - Signing and Road Marking Improvements.

This report asks the Cabinet Member to approve the implementation of the signing and road marking improvements at the St Leonards Place, Bootham and Gillygate junction.

9. Update on the Bench previously located (Pages 155 - 168) at Stockton Lane/Hempland Lane Junction.

This report provides an update on the consultation carried out to find a new location for the bench formerly positioned at the Stockton Lane/Hempland Lane junction.

10. Fishergate Gyratory - Proposed (Pages 169 - 194) Pedestrian Crossing and Footway Improvements - Consultation Feedback.

This report sets out the proposals for pedestrian crossing and footway improvements and summarises feedback from consultation with interested parties and makes recommendations on a final scheme layout for implementation.

11. Rufforth to Knapton Bridleway - Funding and (Pages 195 Construction. - 206)

This report presents the current proposals for a bridleway running between the villages of Rufforth and Knapton, the sources of funding available and who will be responsible for construction of the various sections.

12. Vehicle Activated Sign - Strensall Road, (Pages 207 - 218) Earswick.

This report asks the Cabinet Member to approve the installation of a vehicle activated sign in Strensall Road, Earswick.

13. City Centre Footstreets Review - Part Two. (Pages 219 - 244)

The purpose of this report is to consider the options for:

- Standardising and extending the hours of operation, and
- Controlling vehicle use of the Davygate, St Sampson's Square and Church Street route during footstreet hours,
- Further limiting the access in to the central area via the Nessgate / Spurriergate junction.

It is important to note that these three issues can be considered in isolation and do not prejudge the other matters currently under investigation.

14. Urgent Business

Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Laura Bootland

Contact Details:

- Telephone – (01904) 552062
- Email – laura.bootland@york.gov.uk

ADDITIONAL COMMENTS ANNEX

For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

- Registering to speak
- Written Representations
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above

This page is intentionally left blank

About City of York Council Meetings

Would you like to speak at this meeting?

If you would, you will need to:

- register by contacting the Democracy Officer (whose name and contact details can be found on the agenda for the meeting) **no later than 5.00 pm** on the last working day before the meeting;
- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

A leaflet on public participation is available on the Council's website or from Democratic Services by telephoning York (01904) 551088

Further information about what's being discussed at this meeting

All the reports which Members will be considering are available for viewing online on the Council's website. Alternatively, copies of individual reports or the full agenda are available from Democratic Services. Contact the Democracy Officer whose name and contact details are given on the agenda for the meeting. **Please note a small charge may be made for full copies of the agenda requested to cover administration costs.**

Access Arrangements

We will make every effort to make the meeting accessible to you. The meeting will usually be held in a wheelchair accessible venue with an induction hearing loop. We can provide the agenda or reports in large print, electronically (computer disk or by email), in Braille or on audio tape. Some formats will take longer than others so please give as much notice as possible (at least 48 hours for Braille or audio tape).

If you have any further access requirements such as parking close-by or a sign language interpreter then please let us know. Contact the Democracy Officer whose name and contact details are given on the order of business for the meeting.

Every effort will also be made to make information available in another language, either by providing translated information or an

interpreter providing sufficient advance notice is given. Telephone York (01904) 551550 for this service.

যদি যথেষ্ট আগে থেকে জানানো হয় তাহলে অন্য কোন ভাষাতে তথ্য জানানোর জন্য সব ধরনের চেষ্টা করা হবে, এর জন্য দরকার হলে তথ্য অনুবাদ করে দেয়া হবে অথবা একজন দোভাষী সরবরাহ করা হবে। টেলিফোন নম্বর (01904) 551 550।

Yeteri kadar önceden haber verilmesi koşuluyla, bilgilerin terümesini hazırlatmak ya da bir tercüman bulmak için mümkün olan herşey yapılacaktır. Tel: (01904) 551 550

我們竭力使提供的資訊備有不同語言版本，在有充足時間提前通知的情況下會安排筆譯或口譯服務。電話 (01904) 551 550。

اگر مناسب وقت سے اطلاع دی جاتی ہے تو ہم معلومات کا ترجمہ میا کرنے کی پوری کوشش کریں گے۔ ٹیلی فون (01904) 551 550

Informacja może być dostępna w tłumaczeniu, jeśli dostaniemy zapotrzebowanie z wystarczającym wyprzedzeniem. Tel: (01904) 551 550

Holding the Cabinet to Account

The majority of councillors are not appointed to the Cabinet (39 out of 47). Any 3 non-Cabinet councillors can 'call-in' an item of business following a Cabinet meeting or publication of a Cabinet Member decision. A specially convened Corporate and Scrutiny Management Committee (CSMC) will then make its recommendations to the next scheduled Cabinet meeting, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

Who Gets Agenda and Reports for our Meetings?

- Councillors get copies of all agenda and reports for the committees to which they are appointed by the Council;
- Relevant Council Officers get copies of relevant agenda and reports for the committees which they report to;
- York Explore Library and the Press receive copies of **all** public agenda/reports;
- All public agenda/reports can also be accessed online at other public libraries using this link

<http://democracy.york.gov.uk/ieDocHome.aspx?bcr=1>

City of York Council

Committee Minutes

MEETING	DECISION SESSION - CABINET MEMBER FOR TRANSPORT, PLANNING & SUSTAINABILITY
DATE	27 SEPTEMBER 2012
PRESENT	COUNCILLOR MERRETT (CABINET MEMBER)
IN ATTENDANCE	COUNCILLOR REID

9. **DECLARATIONS OF INTEREST**

At this point in the meeting, the Cabinet Member was asked to declare any personal, prejudicial or disclosable pecuniary interests that he might have had in the business on the agenda.

The Cabinet Member declared two personal and non prejudicial interests in both items on the agenda.

In relation to Agenda Item 4 (Open Space at Mayfield Grove York) the Cabinet Member declared an interest, in that he lived close to the land under consideration.

Regarding Agenda Item 5a (A59 Phase 2 and Phase 3 Bus Priorities-Highway Proposals Consultation and A59 Phase 1 and 3 TRO Consultation) he declared an interest as he worked in an adjoining building to the areas under consideration.

No other interests were declared.

10. **MINUTES**

RESOLVED: That the minutes of the Decision Session held on 2 August 2012 be approved and signed by the Cabinet Member as a correct record.

11. PUBLIC PARTICIPATION - DECISION SESSION

It was reported that there had been five registrations to speak under the Council's Public Participation Scheme. Details of the registrations are included under the relevant minute.

12. OPEN SPACE LAND AT MAYFIELD GROVE YORK

The Cabinet Member considered a report which asked him to confirm the progress made and actions taken on Open Space Land at Mayfield Grove following a decision made at the Cabinet Member Decision Session held on 8 March 2012 where the matter was considered previously.

David Munley spoke on behalf of the Mayfield Community Trust, who rejected the Officer's recommendation to approve Option 1, to hand over responsibility of the long term management of the land to York Natural Environment Trust (YNET). He felt that the track record of YNET was not credible given that they had failed to secure ownership and maintain the land in the past, when they had the responsibility to do this. He also added that he felt that YNET had little public support.

Louise Cresser, the secretary of the Chase Residents Association (CRA) spoke about how the organisation did not know that YNET had been previously managing the land. She also stated that the Officer's report did not mention the Mayfield Community Trust, which would be taking over the management, if the CRA bid was successful. She also felt that the successful bidder should be handed responsibility in perpetuity. This would then seek to avoid the successful applicant from ceding their responsibilities to the site.

Bob Dick, from YNET spoke about YNET's involvement in the site over many years and felt that they had the advantage of being an established trust with a track record in relation to the Mayfield Community Trust, which had been established recently. He informed the Cabinet Member although YNET had reported difficulties with a group of residents over the past couple of years, that he felt that this was not insurmountable and should not be used to portray YNET as not being engaged with the community.

Gordon Campbell Thomas, a representative of the John Lally Foundation, who wished for the management of the land to be given over to the CRA, spoke. He reported that he had been the Chair of YNET in the 1990s, and outlined some history of their involvement in the site during that decade. He felt that as the CRA and Mayfield Community Trust had greater links to the local community that they should be entrusted with the site.

Councillor Reid spoke about how she felt that the CRA should manage the site. She felt that as the open space had principally been set aside for development that the residents should be managing the land. She added that YNET had not shown plans of how they would manage the land, and that their bid wanted to restrict access on to the land. Additionally, she commented that YNET had not shown their plans for the site with all interested groups. Finally, she suggested that if the Cabinet Member did not decide on Option 2 that he should postpone making a decision to a later date.

Officers told the Cabinet Member that a significant amount of time had been put in by both organisations in the preparation of their two bids.

Further points were made by Officers on the scoring of the bids which included;

- That the MCT bid was stronger than YNET on the levels of community engagement, in particular that YNET had only suggested two community meetings a year.
- That on management proposals YNET had achieved a higher score, as it was very clear on how they would manage the site.
- The MCT bid said that they had a 10 year restoration plan, but their management plan did not outline how they would carry this out.
- That the final scores between the bids were less than 10% apart.

The Cabinet Member stated that he felt that both organisations were appointable to manage the land at Mayfield Grove, but that he had concerns in regards to YNET's levels of community engagement. He also added in relation to the MCT bid, that uncertainties in their management plan had left him unsatisfied. He felt that further discussions needed to take place with both groups in order to address these concerns. He said it was preferable if both organisations could make a deal, as both could bring different expertise to the land management.

The Cabinet Member decided to defer making a decision and urged to all those who were involved to allow for the space to be kept special.

- RESOLVED:
- (i) That the report be noted.
 - (ii) That the comments raised by the public, Councillors and interested organisations be noted.
 - (iii) That the decision on securing future management arrangements for the land at Mayfield Grove be deferred.

REASON: In order for further discussions to take place with the two bidding parties to clarify levels of community involvement and management plans.

13. URGENT BUSINESS: A59 PHASE 2 AND PHASE 3 BUS PRIORITIES- HIGHWAY PROPOSALS CONSULTATION AND A59 PHASE 1 AND 3 TRAFFIC REGULATION ORDER (TRO) CONSULTATION

The Cabinet Member received a report which requested him to consider the designs and approve proposals for immediate construction of bus priority works on Phase 2 and 3 of the A59 bus corridor scheme as highlighted in an annex to the Officer's report.

Officers updated the Cabinet Member on an issue raised in the consultation period for the Phase 3 works in relation to a right hand turn into Tisbury Road.

They added that they had amended the layout and markings to avoid making the use of the turn more difficult following the works.

The Cabinet Member suggested a few amendments to the bus priority works under consideration that he felt needed to be added to the designs and proposals including;

- That the use of anti pedestrian paving between the bus stop and the proposed crossing on Phase 3 of the A59 bus corridor scheme be deleted, following concerns raised by the Police.
- That there was a lack of facilities for cyclists and suggested that the pedestrian crossing refuge across the mouth of Holgate Park Drive be widened. Following a concern that this would make the inbound carriage narrower, he suggested that changes be made to the triangular island junction.
- That a traffic survey be carried out before and after construction works to review the situation of commuter parking in nearby residential streets.

- RESOLVED:
- (i) That the comments raised by the public, Councillors and interested organisations be noted.
 - (ii) That the Officer's response to the comments and proposed amendments to the design be noted.
 - (iii) That the implementation of the schemes of Phase 2 (as set out in the drawing in Annex 4 of the report) and Phase 3 (as set out in the drawing to Annex 5 of the report) be agreed in line with the recommended improvements and the following amendments;

- That Officers look again at the layout of the Acomb Road/Holgate Road/Poppleton Road junction to provide more space for cyclists if possible.
 - That Officers carry out a traffic survey before and after the construction of bus priority works to review the situation of commuters parking on residential streets in the area.
- (iv) That the addition of the proposed Traffic Regulation Orders to the city-wide order be approved.

REASON:

To inform the Cabinet Member of the consultation responses and to enable the works to proceed prior to inclement weather and the moratorium on highway works.

CLLR D MERRETT, Cabinet Member
[The meeting started at 4.35 pm and finished at 5.25 pm].



**Decision Session - Cabinet Member for
Transport, Planning and Sustainability**

19 November 2012

Report of the Director of City and Environmental Services

**OBJECTIONS TO PROPOSED 50MPH SPEED LIMIT ON THE A19 AT
DEIGHTON**

Summary

1. A petition and over 50 application forms were received from the residents of Deighton to lower the speed limit to 40mph on the A19 between Escrick and the lay-by to the south of Gravel Pit Farm following a fatal road traffic collision. Consideration was given to the request, however as the road did not meet the Department for Transport criteria for a 40mph speed limit this was not advertised as a proposal. Instead the decision was taken to propose a 50mph speed limit along the length as this was closer to the DfT requirements for the type and character of the road in question.

Recommendations

2. Implement Option a
The current road environment and statistics indicate that the implementation of a 40 mph speed limit on the length of road it has been requested for would not have the desired effect in slowing traffic. While not ideal the advertised 50mph could be introduced along with a section of street lighting and additional surface treatment to help lower the speed of traffic close to the area of the village junction. The road could be revisited in 18 to 24 months time to assess whether the mean speed of traffic had reduced enough due to these measures to then consider a 40 mph limit on all or part of the road covered by the 50 mph limit. Compliance with a 50 mph speed limit would be achieved in the area close to the junction without the need of routine enforcement by the police; however this would probably not be the case towards the extents of the speed limit length.

Background

3. Approval was given to advertise a 50 mph speed limit on the A19 adjacent to the village of Deighton. A 40 mph speed limit was requested by the residents of Deighton however if the Department for Transport criteria for setting speed limits is to be followed this limit is not appropriate for the type of road and environment. Whilst a reasonable amount of accidents have taken place along this stretch of road, when these are analysed many are not directly speed related especially at the junction of the A19 and Main Street Deighton, although of course speed can be a factor in the accident severity. In almost all cases the reduction in the speed limit from 60 mph to 50 mph or indeed 40 mph would have no significant influence on the accidents.

4. Deighton has already been through the councils speed review process, it was one of the sites that made up the Speed Review Report in July 2010 Decision Session. NYF&R carried out speed surveys at the bus stop between 19 – 22 June 2009 (Friday – Monday inclusive). Data was collected for 4 days at which point the box reached capacity because of high traffic flows. The mean speed was recorded at 47/48mph, and the 85th percentiles speeds recorded at 53/54mph with 2.8%/3.5% travelling over the speed limit. As these speeds were under the speed limit no further action was taken. If the speed limit had already been 50mph no action, such as installing VAS, would have been taken under the Speed Review Process as this action is triggered at speeds of 10% +2 which would have required an 85th percentile speed of 57mph to be recorded. No further action was recommended.

Consultation

5. The proposals were advertised in the local press, notices put on street and details sent to the properties adjacent to the proposals giving 3 weeks for people to make representation. Some of the villagers have also independently consulted the whole village and have an 80% return in favour of a 40mph speed limit on the A19 and opposition to the advertised 50 mph limit.

6. North Yorkshire Police objected to the introduction of a 50mph speed limit. Objections are attached in Annex A.

Options

7. Option a

The current road environment and statistics indicate that the implementation of a 40 mph speed limit on the length of road it has been requested for would not have the desired effect in slowing traffic. While not ideal the advertised 50mph could be introduced along with a section of street lighting and additional surface treatment to help lower the speed of traffic close to the area of the village junction. The road could be revisited in 18 to 24 months time to assess whether the mean speed of traffic had reduced enough due to these measures to then consider a 40 mph limit on all or part of the road covered by the 50 mph limit. Compliance with a 50 mph speed limit would be achieved in the area close to the junction without the need of routine enforcement by the police; however this would probably not be the case towards the extents of the speed limit.

Cost approximately £3000 for signs and lining work + street lighting £27000

8. Option b

While the whole length of road is not suitable for a 40 mph speed limit there is strong feeling by local residents that action is needed to limit vehicle speeds close to the village junction and crossing points to local transport links. As the consultation has shown there is a significant rejection of the proposal to introduce a 50mph speed limit along the requested length of the A19. To address the concerns and fears of local residents consideration could be given to a more localised 40mph speed limit. The Department for Transport recommendations were that a minimum length for a speed limit was approximately 800 metres, however the Department for Transport have acknowledged a number of local authorities have successfully used a minimum length less than 800 metres. Given this, the Department for Transport have suggested that the minimum recommended length might be 400m, with at least 600m where possible to avoid too many changes of speed limit along the route. Using this information it would suggest that a more localised 40mph speed limit could be considered on the A19 close to Deighton village. The existing Deighton village signs could be used as the extents of a 40 mph speed limit giving a length of approximately 550m. This would overcome problems of a 40 mph limit applying to the A19 where it is open country and compliance would be poor. It would also negate any negative effect on the existing 40mph speed limit at Escrick. A system of street lighting

localised to the junction and public transport facilities could be implemented to further increase driver awareness that the road environment is different at the junction area. A 200m length would provide much clearer illumination of the junction and crossing points for drivers on the A19. Gateway road markings at the start of a 40 mph speed limit could also be implemented to enhance the effect of entering a different road environment along with repeater 40 roundels throughout the length of the area. The transport research laboratory assessment framework suggests the mean speed of traffic would be reduced to 42/44 mph within the 40mph area depending whether additional measure to encourage drivers to reduce their speed were introduced.

Cost approximately £5000 for signs and lining + £27000 for street lighting

9. Option c

As option b but with 50mph “buffers” either side. The northern length could be extended beyond the lay-by to give a more substantial length of around 500m of 50mph on the approach from the York direction. Gateway treatment could be applied at the 50mph terminal points and again where the speed limit could change to 40mph. Strict compliance with the posted speed limit may not be achievable in the 50mph areas and enforcement may be difficult on the short length between Deighton and Escrick, they would however reduce vehicle speeds before they entered the 40mph area.

The cost is approximately £7000 for signs and lining + £27000 for street lighting

10. See plans in annex B.

Analysis

11. A 40 mph speed limit was requested by the residents of Deighton however if the Department for Transport criteria for setting speed limits is to be followed this limit is not appropriate for the type of road and environment. There is strong feeling amongst the residents of Deighton that there should be an introduction of a speed limit on the A19. Compliance with a 50 mph speed limit would be achieved in the area close to the junction without the need of routine enforcement by the police; however this would probably not be the case towards the extents of the speed limit length. A reduction in vehicle speed close to the village junction where concern is greatest would improve on the current situation.

Council Priorities

12. A lower speed limit will help with 3 points in the corporate strategy.
 - (a) Building strong communities, the residents will feel less isolated and cut off.
 - (b) Protect vulnerable people, those residents with less mobility or confidence will have less of an obstacle in access or egress from the village main street.
 - (c) Protect the environment, a lower speed limit will reduce the amount of vehicle emissions and fuel consumption.
13. By addressing the needs of this local community the council will show that it is a collaborative organisation that is in touch with the community of Deighton.

Implications

14. The following implications have been considered:
 - **Financial** - Existing new sign and line budgets would not be sufficient to cover the work in any on the option. The signs and lining cost range from £3000 to £7000. All three options include an estimate of £27000 for street lighting which is not included in any existing budget. Additional funding would be required.
 - **Human Resources (HR)**
There are no HR implications?
 - **Equalities**
There are no equalities implications?
 - **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?

- **Other**

None.

Contact Details

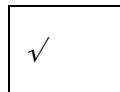
Author:

Philip Irwin
Traffic Engineer
Network Management
Tel No.(01904) 551654

Chief Officer Responsible for the report:

Richard Wood
Assistant Director
(Strategic Planning and Transport)

**Report
Approved**



Date

19 November
2012

Specialist Implications Officer(s)

There are no specialist implications?

Wards Affected: Wheldrake

All

For further information please contact the author of the report

Annex A

Objections received to the proposed 50mph.

Traffic Management Officer, North Yorkshire Police

I have studied the proposals and the Statement of reasons and offer the following observations on behalf of the North Yorkshire Police (NYP):-

1. The sole reason given in the Statement of Reasons for the making of this order is safety concerns with regards to the speed of traffic on the A19 at peak traffic periods.
2. It is not clear from the Statement of Reasons exactly what the issue is, what it is hoped to achieve or why the current limit is considered to be either problematic or inappropriate.
3. The A19 at Deighton was one of the sites included in the Speed Review Report in July 2010 Decision Session. An automated speed survey had been carried out. Because of the high traffic flow rate, only 4 days data was collected before the data storage reached capacity. The mean speed was recorded at 47/48mph, and the 85th percentile speeds recorded at 53/54mph, with 2.8%/3.5% of vehicles travelling over the speed limit (61mph +). As these speeds were under the limit, no further action was taken.
4. Looking at peak traffic flow speeds the data showed the following; average speed of traffic overall between 7.30am and 09.00 was 50mph and between 3.30pm and 6.00pm was 48mph.
5. Outside of peak hours, the introduction of an inappropriate 50mph speed limit, in isolation and without considering the area holistically, is likely to suffer from poor compliance and introduce driver frustration.
6. Most private cars travel around 50-55mph when in a 60mph speed limit. Therefore 50mph speed limits do not tend to achieve a great deal. Most none compliance would be higher than the limit, but below prosecution thresholds, meaning that any issues with the limit would be difficult to action and possibly bring the limit into disrepute. Because of this, 50mph speed limits are not normally supported by North Yorkshire Police.
7. There have been ten injury accidents listed on this section of road within the last three years. There are fourteen contributory factors listed and none of these indicate speed or inappropriate speed as a factor.
8. From the data, it is obvious that there is currently no issue with the speed of traffic on this section of road and that any safety issues

- are more associated with volume of traffic. A reduction in the speed limit will not affect or reduce that volume.
9. The introduction of a 50mph speed limit is more likely to create the conditions associated with bunching and rear end shunts and make the road less safe.
 10. There does not appear to have been any consideration taken as to the impact that a lower limit may have on the village of Escrick, where there has been an issue with compliance.
 11. The proposals do not sit with Department for Transport Guidelines with regards to this type of speed limit.
 12. It is correct to say that it is a key objective of the Department for Transport to promote safe and considerate driving, but as this proposed limit does not fit the DfT guidance this is unlikely to happen.
 13. It is therefore suggested that the implementation of a 50mph speed limit will achieve nothing tangible and is not likely to have a positive effect on the safety of the road as per your Statement of Reasons.

Based on the above observations, I object on behalf of the North Yorkshire Police to the making of this order.

Deighton Resident

For the record please find my considered response to the given YCC reasons for opting for the 50mph solution, as follows:-

Department of Transport Criteria

Department of Transport figures are not relevant to residents needs, we think common sense and democratic decision making is what is called for. What we are asking for is that our basic safety needs be treated like all other traffic challenged communities in and around York. Most if not all, except Deighton enjoy the 40mph protection we are denied. This despite that fact that their circumstances in all probability do not conform to DofT guidelines either.

Road Environment Change

This argument would appear to be conjecture rather than fact. If YCC is relying on the "rural nature" of the Escrick exit point, then surely we should be using the Government rural roads initiative and put up 20mph signs.

Differential Speed Limiter Signs

This could easily be resolved by retaining the existing 40mph at Escrick up to its current position. This could be followed by a short stretch of 50mph to Naburn Lane followed by 40mph through the White Swann/ Bus Stop through to the Chip Shop or variants of this proposal. The introduction of Traffic Lights at the Deighton Main St / A19 junction would surely resolve the majority these problems?

Driver Habit

We do not dispute some drivers will exceed speed limits, this is fact, only rigorous police action will reduce the incidence rate. Upon introduction of a 40mph we will need a short and effective police enforcement campaign. A similar campaign was conducted at Crockey Hill on introduction of their 30mph with great and lasting success with many regular users. Also the 30mph limit at Stillingfleet Rd, Escrick is regularly enforced (as many of our friends and relations know to their cost and embarrassment).

The important point surely here is that, a very large percentage of drivers do and will obey the legal speed limit.

Speed Surveys

The July 2010 speed survey results may have concluded a mean speed of 47/48mph and we understand how good statistics for assisting an argument. However we feel that mean speed is meaningless in this context. It is after all only a common average number and cannot by its definition be used to find average speed at different times of day and road conditions. We completely refute this argument.

Surely an appropriate measure for road speed when considering danger to life needs to examine the “volume and timing variable means”. At some busy times of the day every car does around 40-45mph. At “nose to tail peak period times” it is often 30-40mph, sometimes lower. At other times, mean speed will be 58 – 65mph, as our rudimentary measurements show. Excepting rush hour, a high percentage of traffic exceeds 50mph (including lorries) and a significant number exceed 60mph. I suppose it might even be possible with statistics to say that the introduction of a 50mph might even increase speed as some motorists may currently have forgotten the 40mph Escrick limit has expired and be doing their version of 40mph (apologies it is possibly as plausible as the YCC statement about mean speed!)

A19/ Main St Junction

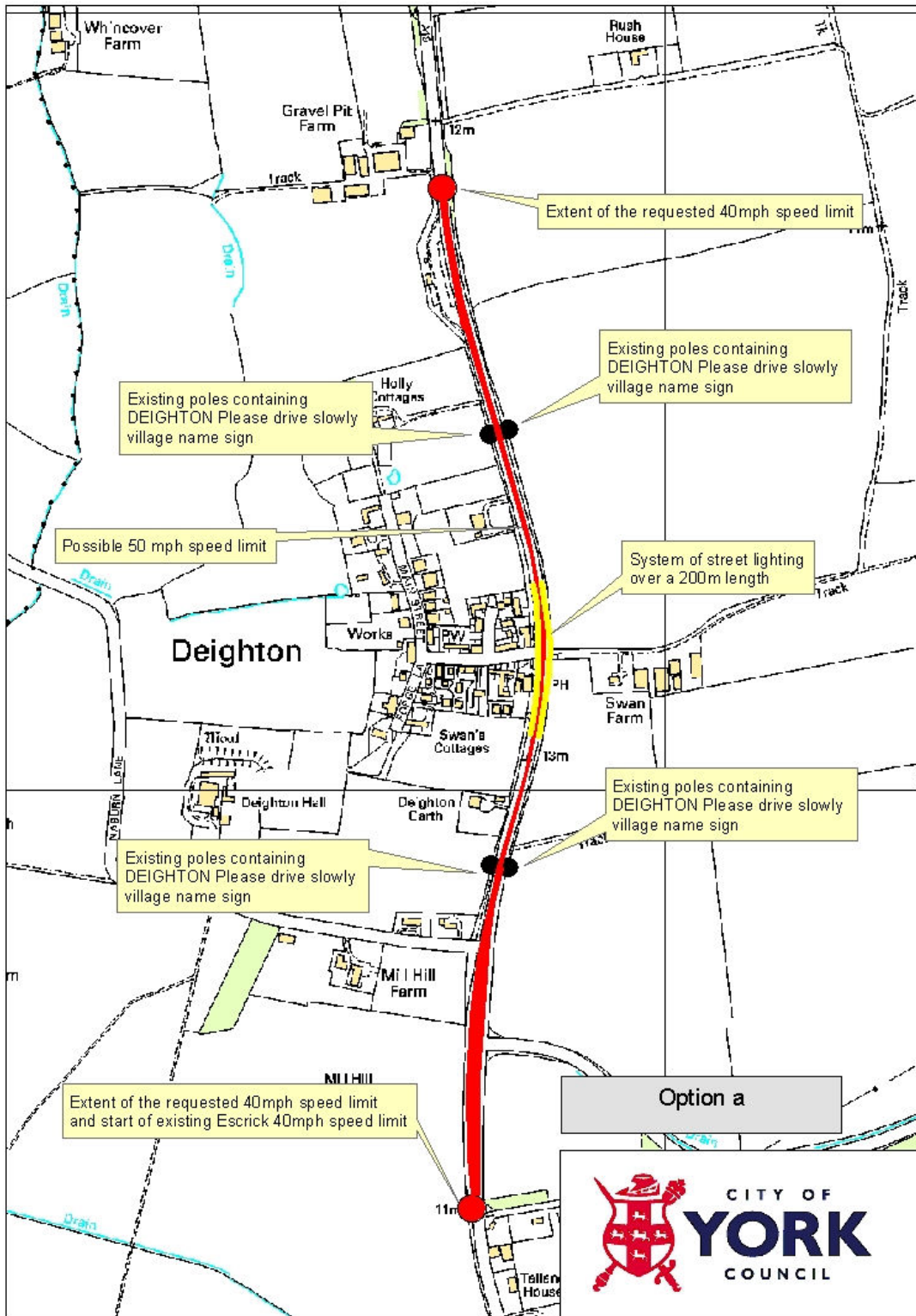
In previous correspondence we made reference to the above junction and its legal status. It is alleged the junction may not conform to regulations and the remedy is to introduce 40mph / traffic lights or other major undertakings to make it legal. We also understand YCC undertook to respond to this query but failed to meet its deadline, are we to assume from the lack of response that the junction is indeed defective?

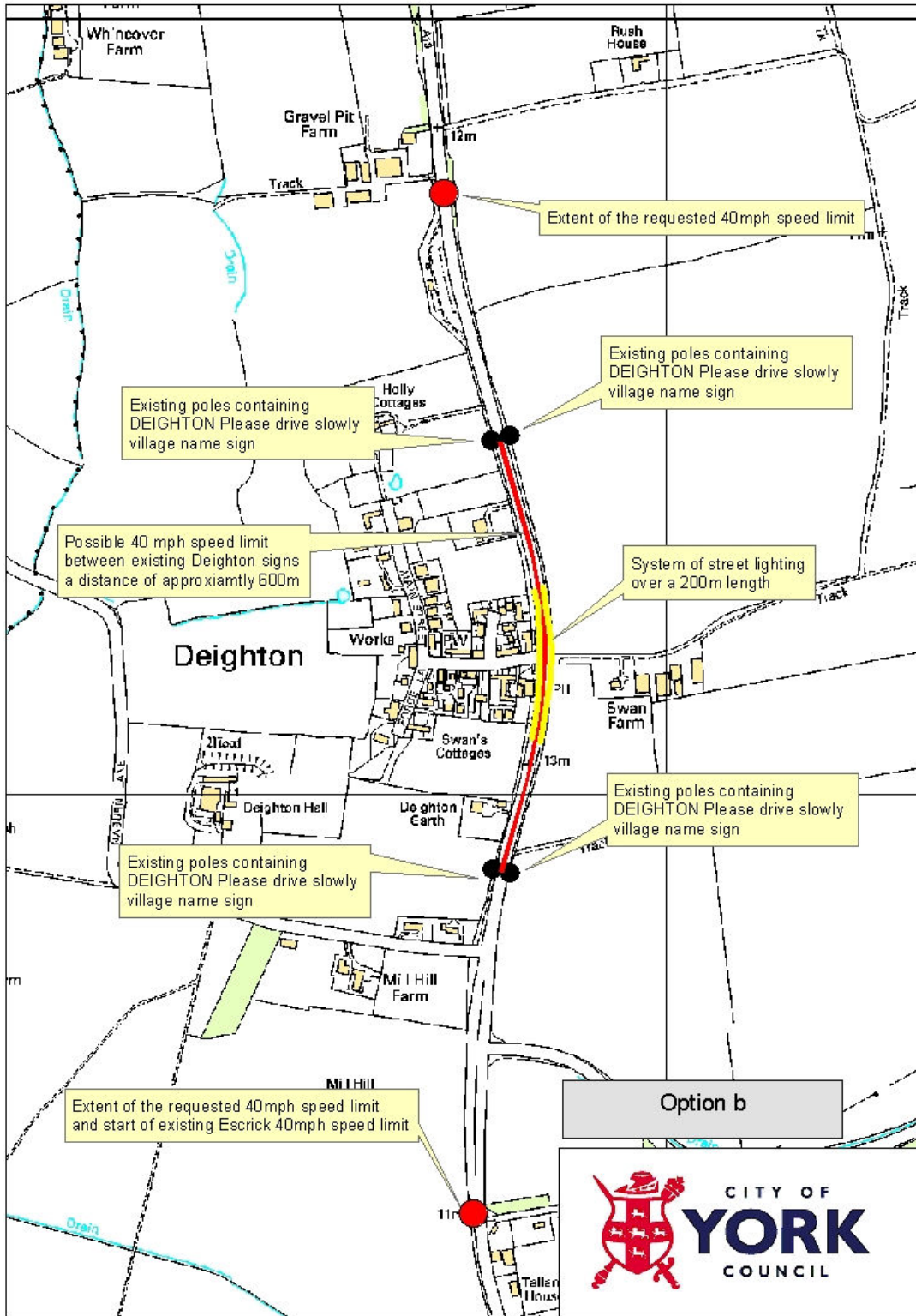
Deighton Resident

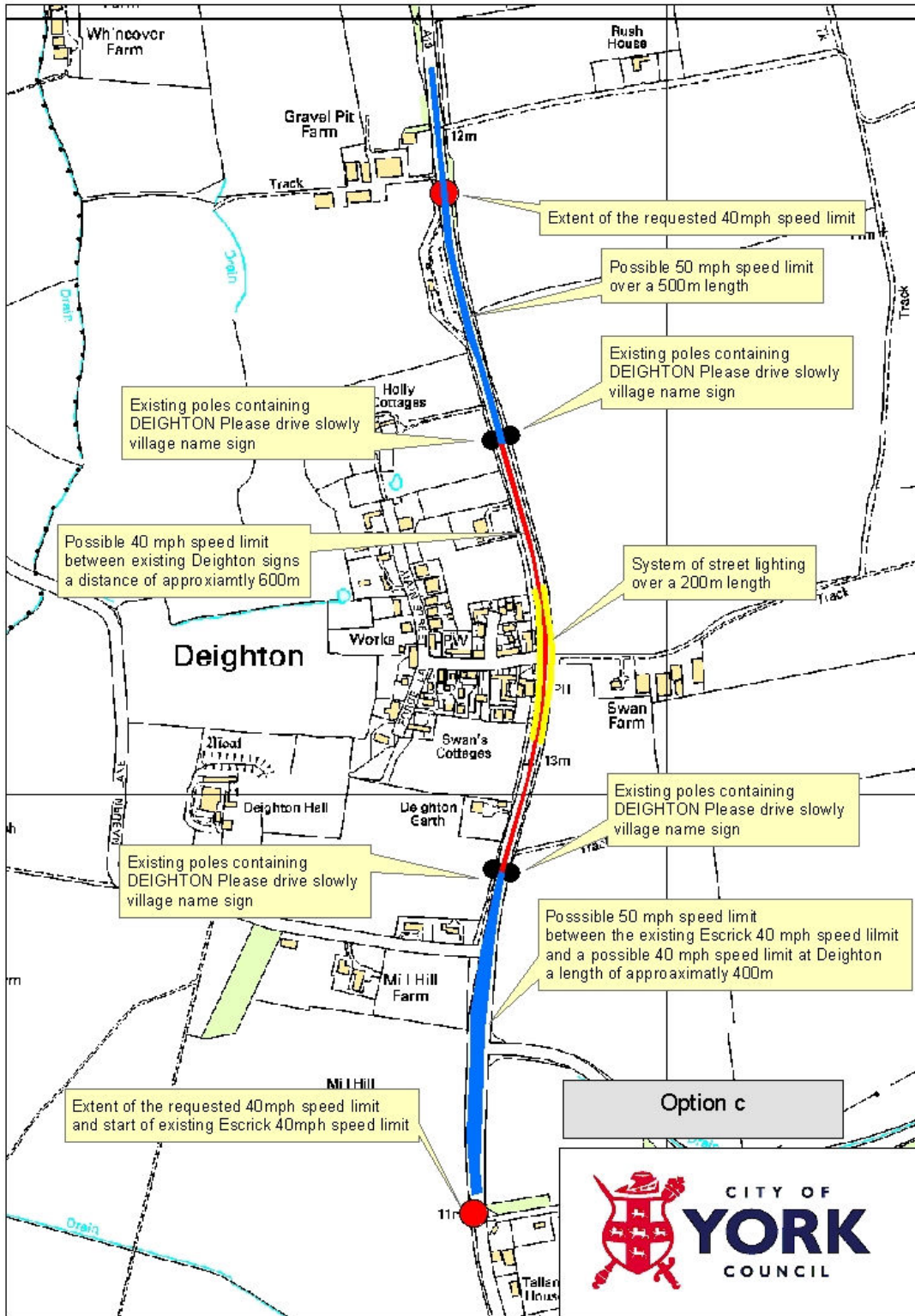
Reference the proposal to introduce a 50mph speed limit on the A19. I wish to object because this should have been reduced to 40mph during the recent A19 drainage works and Deighton junction modifications. I have been in correspondence with your Highways department on this matter. It is my opinion that the relevant road design regulations have not been followed. A copy of this material has also been forwarded to the North Yorkshire Police as part of their investigation into the fatality earlier this year and for consideration by the Coroner at the forthcoming inquest. It is my sincere hope that an appropriate safe speed will now be set for the A19 through Deighton in order to prevent further accidents and that speed limit must be 40mph.

Covering letter from residents and petition to be presented at meeting as required.

Annex B







This page is intentionally left blank



Decision Session – Cabinet Member for 19 November 2012 Transport, Planning and Sustainability

Report of the Director for City & Environmental Services

ACCESS YORK PHASE 1 – ROAD SAFETY AUDIT STAGE 2

Summary

1. This report considers issues raised in the Stage 2 Road Safety Audits (RSA) for the proposed Park and Ride facilities at Askham Bar and Poppleton Bar. The majority of recommendations made by the Safety Audit Team have been accepted and will be incorporated into the final design. This report only considers 'Exceptions' - where the Designer does not accept or only partially accepts the recommendations of the Road Safety Audit team.
2. This report also examines potential solution options that could be progressed to solve the Station Road pedestrian crossing issue identified in the Poppleton Bar RSA.
3. The Road Safety Audit Reports and Designer's Response are included in the Annexes. Overall layout drawings are also attached for information. Detailed drawings have not been provided with the report owing to the number (150+) involved. Electronic copies of more detailed drawings showing particular issues are available, on request, if required.

Recommendations

4. The Cabinet Member is asked to:
 - 1) Note that the Stage 2 RSAs have been completed for both proposed Park and Ride facilities at both Askham Bar and Poppleton Bar.

Reason: To acknowledge the completion of this milestone in the project.

- 2) Agree to support the Designer's Responses where they consider that the RSA recommendations should not or cannot be achieved ('Exceptions').

Reason: To enable the scheme to be constructed thus enabling the programme for Access York to be maintained and secure Departmental funding.

- 3) Agree to support the proposed CYC recommendation to the Designers Response where clarification is requested by the designer.

Reason: To enable the scheme to be constructed thus enabling the programme for Access York to be maintained and secure Departmental funding.

Background

5. Detailed design for Access York Phase 1, comprising the planning and development of two new Park and Ride facilities at Askham Bar and Poppleton Bar is now complete. As part of the design process, City of York Council is committed to independent scrutiny of schemes to ensure that good practice has been followed in the interests of road safety.
6. The Design Manual For Roads And Bridges standard HD 19/03 sets out the steps to be taken when carrying out RSAs. The audits for Askham Bar and Poppleton Bar have followed the process in that document. The audit team carrying out the RSAs are wholly independent of the project team and designers.
7. A Stage 3 Road Safety Audit will be undertaken upon completion of construction to assess how the layouts operate in practice.

Consultation

8. Extensive consultation was undertaken on the scheme to ensure that the concerns of local residents and businesses were addressed in the final designs where possible. The outline layouts for the highway works were approved by the Cabinet Member in April 2012 enabling the detailed design to commence. The Stage 2 Road Safety Audit was undertaken on the proposed detailed design layouts. No separate public consultation has been undertaken since the approval of the highway works outline design but detailed

discussions have been held with adjacent property owners to finalise the layouts.

Audit Scope

9. The Stage 2 RSAs for both sites have now been completed. These audits looked into the whole area affected by the proposed new Park and Ride facilities and also considered all road users. The documents are therefore broken down into the following areas:
 1. Proposals on the new Park and Ride facilities
 2. Proposals on the public highway affecting motorists
 3. Proposals on the public highway affecting pedestrians, cyclists and equestrians, known as Non-Motorised Users (NMUs).
10. The completed audits including the Designer's Response are included in the Annexes to this report. The majority of the RSA team recommendations concern the modification of signing and lining in order to improve understanding by the motorist. In some cases the change in alignment of kerbs is also recommended.

Park & Ride Site Exceptions

11. The Road Safety Audit reviewed the layout of the proposed layout of the Park & Ride sites. The majority of the issues raised are accepted and changes will be made to the construction layouts. There are a few items identified in the following tables where the designer does not consider the changes recommended by the Road Safety Audit team to be warranted. More detailed analysis of the most significant items is provided in the paragraphs following the tables.
12. Owing to the comparable layout of the two sites the Road Safety Audit team have raised similar concerns to address as indicated in table 1.

Table 1 – Park & Ride Site Common Exceptions

RSA - Problem Location	RSA Problem	Designer's Response	CYC Recommendation
AB Location 20, PB Location 30 – Caravan Parking area.	Unsuitable designation of caravan parking area.	Not Accepted – The area identified is for camper vans, not caravans. Signage will be amended to restrict caravans from using the area.	Accept Designer's Response.
AB Location 21 PB Location 31– Inappropriate speed limit	20mph speed limit identified. Vertical traffic calming measures should be introduced	Accepted in part. Change speed limit to 10mph. Traffic Calming measures to be discussed with client	Accept Designer's Response. Vertical traffic calming measure not considered warranted
AB Location 28 PB Location 34 – car-park landscaping	Proposed landscaping in car park will potentially obscure pedestrians at crossings	Comments Noted - The long term management plan specifies that all trees in the car park areas be retained with a 2 metre clear stem. Trees have generally been restricted within the car park areas to ensure good visibility. All groundcover planting has been selected to grow no higher than 1m to ensure visibility.	Accept Designer's Response.

13. There are a number of specific issues relating to the layout of the Askham Bar site as indicated in table 2.

Table 2 – Askham Bar Park & Ride Site Exceptions

RSA - Problem Location	RSA Problem	Designer's Response	CYC Recommendation
AB Location 23 – Car-park markings.	Non-intuitive give-way markings at north-east corner of car park. Vertical traffic calming measures should be	Accepted in part – Give-way markings to the outer perimeter will be adjusted to switch priority to straight ahead vehicles. Traffic Calming	Accept Designer's Response. Vertical traffic calming measure not considered warranted

	introduced.	measures to be discussed with client	
AB Location 25 – Pedestrian facilities in car-park.	Inconsistency in facilities provided across the carriageway along pedestrian routes. Provide zebra crossings.	Accepted in part. The provision of zebra crossings is considered to be unwarranted on the basis that there are low vehicle speeds, low vehicle numbers and good visibility for all. Experience on other City Park and Ride facilities have shown this to be unnecessary	Accept Designer's Response.
AB Location 27 – Bus only link from Tesco to Park & Ride	Potential for private motor vehicles to use bus only link. Provide rising bollard	Accepted in part – Signage to be updated to suit TSRGD 953.3. Rising bollard to be discussed with client	Accept Designer's Response. Rising Bollard not considered warranted. Monitor situation on opening.

14. There is a specific issue relating to the layout of the Poppleton Bar site as indicated in table 3.

Table 3 – Poppleton Bar Park & Ride Site Exceptions

RSA - Problem Location	RSA Problem	Designer's Response	CYC Recommendation
Location 32 – Park & Ride Facility	Potential for vehicles to maintain a high speed through crossing areas. Provide zebra crossings	Accepted in part – The provision of zebra crossings is considered to be unwarranted on the basis that there are low vehicle speeds, low vehicle numbers and good visibility for all. Experience on other City Park and Ride facilities have shown this to be unnecessary	Accept Designer's Response .

Park & Ride Site Exceptions Analysis

15. The following paragraphs provide background information and analysis of the Park & Ride Exception items which are considered to be the most significant.

Inappropriate speeds and pedestrian crossing facilities

16. The RSA raised the potential risk of traffic speed and conflict with pedestrian routes and recommended the provision of zebra style crossings and vertical traffic calming measures. The recommendation to replace the 20mph speed roundel at the entrance of the sites with 10mph is supported. However it is considered that the provision of vertical traffic calming and zebra style crossings is unwarranted on the basis that: Vehicle speeds will be low, vehicle movements will be low, visibility will be relatively good and movement of pedestrians across traffic lanes in a car parking area will not be unexpected by drivers. Most other Park & Ride sites operated by the council do not include these measures and have operated without incident.

Caravan parking area

17. The RSA raised the issue of the small size and layout of the 'caravan' parking area which could lead to inappropriate manoeuvres. The area has been designed and designated for campervan use only. Signs will be provided to highlight this limitation.

Use of Bus Only link at Askham Bar by private vehicles

18. The RSA recommended the provision of a rising bollard to prevent use of the bus only link by private vehicles. It is considered that good signage at the bus only exit will prevent abuse of this route. However the situation will be monitored and provision of alternative measures will be considered if non-compliant usage occurs. Bus drivers will be trained on the use of the route and made aware of the risk of this occurring.

Askham Bar Highway Works Exceptions

19. The designers have accepted most of the recommendations of the Road Safety Audit and will incorporate them in the final design drawings. The points raised mainly relate to minor changes to signing and lining arrangements.
20. There are a few issues where the Designer does not consider that the approach recommended by the audit team is appropriate and does not accept the RSA recommendations. These issues are shown in Table 4 below.

Table 4 – Askham Bar Highway Works Exceptions

RSA - Problem Location	RSA Problem	Designer's Response	CYC Recommendation
Location 3 – Traffic signal maintenance bay.	Potential for vehicles parked in maintenance bay to obscure signal heads. Re-site service bay.	Not Accepted. Design development and consultation with stakeholders led to the selection of this position as the best practical location. Nearside and secondary signal heads will be visible at the stop line.	Accept Designer's Response.
Location 18 – Shared use facility on A1036.	Proposed pedestrian/cyclist shared use facility is not on direct desire line	Not Accepted. During consultation, non-motorised user groups had expressed concerns at so many crossing points. The facility has therefore been rationalised to suit those user groups.	Accept Designer's response.

Askham Bar Highway Works Exceptions Analysis

21. The following paragraphs provide background information and analysis of the items which are considered to be the most significant.

Traffic Signal Maintenance Bay

22. The Audit Team raised the issue that there was potential for high sided maintenance vehicles to obscure the view of the signal heads from traffic proceeding to the right turn movement into the park & ride site. This might lead to sudden braking if vehicles were confronted with a red signal. The Audit Team were also concerned about the potential manoeuvres carried out by maintenance vehicles when leaving the maintenance bay. In order to avoid crossing a hatched area, they envisaged that drivers of maintenance vehicles may take a detour into the Park & Ride site or perform a dangerous u-turn into the A1036 northbound carriageway. The Audit Team recommended that the service bay should be resited.

23. The Designer responded stating that the siting of the bay followed consultation with those responsible for traffic signal and cctv maintenance and that this location was preferred. The Designer considered that the offside primary signal may be obscured on rare occasions but a duplicate nearside signal would remain visible at all times to approaching vehicles. The Designer also did not consider the u-turn manoeuvre onto the A1036 to be dangerous.
24. The Designer's Response is accepted and no change is proposed.

Cycle Route Alignment

25. The Audit Team are concerned that the proposed pedestrian/cyclist shared use facility running parallel to the A1036 northbound is not on the direct desire line. The proposed route takes pedestrians and cyclists toward the entrance of the park and ride facility where a crossing point is provided. The Audit Team are concerned that there is potential for pedestrians and cyclists to take a more direct route parallel to the A1036. Therefore they are concerned that pedestrians and cyclists may cross the access/egress roads at points where drivers are not expecting them, increasing the risk of collisions between motorists and non-motorised users. The Audit Team recommend that a facility be provided on a direct route for more confident and able users.
26. The Designer has pointed to the consultation carried out on this item, where non-motorised groups expressed their concerns about the crossing points on the direct route. The Designer has recommended that no change be made.
27. The view of the Designer is accepted in this case based on the outcome of the consultation.

Poppleton Bar Highway Exceptions

28. The designers have accepted most of the Road Safety Audit items for the highway works associated with the Poppleton Bar site.
29. There are a few issues where the Designer does not consider that the approach recommended by the audit team is appropriate and has not accepted or only partially accepted the recommendations. The full list of these issues is shown in Table 5 below. More detailed analysis of the most significant items is provided in the paragraphs which follow the table.

Table 5 – Poppleton Bar Highway Works Exceptions

RSA - Problem Location	RSA Problem	Designer's Response
Location 1 – A59/1237 junction approaches	Apparent Narrow lane widths on A1237 approaches	The Auditors' comments are noted however the proposed lane widths are greater than they estimated.. All approach widths on the northern and southern arms comply with the requirements of TD16/07 which states a minimum of 3m wide multi-lane entries. No change is proposed
Location 4 - eastbound entry into garage.	'Garage Only' marking increases risk of side swipe and shunt collisions	The Auditors' concern is noted. Hatching will be provided to ensure that the Eastbound exit is clearly identified as single lane only. Propose to retain the only marking.
Location 6 - A1237 part-time signals	Part-time signals on A1237 approaches increases the risk of collisions at the two-to-one lane merge on exit.	The designer does not accept that the risk of side swipe collisions will be increased. However, the Auditors' recommendation that the performance of the signal controls be monitored is noted and accepted.
Location 8 – A1237 road markings.	Double headed, carriageway lane guidance arrows with associated text destination markings may confuse drivers.	The Auditors' recommendation is noted. However, the markings proposed are consistent with those at the A19/A1237 roundabout junction. No issues have been reported, no change is proposed
Location 10 -	A59 eastbound Advance Direction Sign (ADS) and carriageway markings give conflicting	The Auditors' recommendation is noted. Upon further discussion with CYC the convention of signing "York (C&N)" has been deemed inconsistent with city v signing. York A59" is to be retained and replace "York (C&N)" with York North road marking "York" will be retained.

	information	
Location 12 – A59/1237 Advance direction signing.	Signing that differentiates between York and York (C & N) could confuse drivers	The Auditors' recommendation is noted. "York A59" is to be retained and re "York (C&N)" with York (N) on signs RS01 and RS09.
Location 14 – A59 side road warning signs.	Inappropriate use of junction warning signs	The Auditors' recommendation is noted. These signs have been included to address residents concerns expressed at Public Consultation. No change is proposed
Location 15 – A59 – proposed red surfacing.	Inappropriate use of red surfacing and 'Slow' marking	The Auditors' recommendation is noted. The location of the red surfacing and SLOW road markings was included to address concerns expressed by residents at Public Consultation about excessive speeds. No change is proposed.
Location 17 – A59/1237 junction crossing points.	Lack of warning to non-motorised users that traffic approaches from various directions at crossings.	The Auditors' recommendation is noted. Sufficient road markings are considered to be in the vicinity of the crossings to enable pedestrians to determine the direction of traffic. Look Left/Right Markings Road markings are not provided at A19/A1237 Roundabout.
Location 18 – Proposed underpass A59/1237 junction.	Provision of underpass across A1237 (north) arm. Alignment and sighting issues.	The Auditors' recommendation is noted. The alignment of the underpass is constrained by the land available for its development, but has been designed in accordance with guidance in TD36/93 and "Secure by Design". No change is proposed
Location 19 - Proposed underpass A59/1237 junction.	Inappropriate level of lighting in and adjacent to the proposed underpass	The Auditors' recommendation is noted. The detailed design of the underpass including lighting, will be carried out by the Contractor in a Performance Specification.
Location 21 – Junctions of Northfield Lane and Station Road with A59.	Alignment of vehicles turning left out of Station Rd & North Field Lane	The Auditors' recommendations are noted. The proposed left turn from Northfield Lane to the A59 has been designed to cater for the swept path of large vehicles (HGVs). The alignment of the proposed left turn from Station Road to the A59 will be reviewed.
Location 22 – A59 west of Northfield Lane.	Vehicle egress from maintenance bay.	The Auditors' recommendation is noted. The position of the maintenance bay has been located near to the signal controller equipment as is required. Visibility location should be sufficient. All movements are controlled by the signalised junction and therefore ample opportunity should be provided to allow the egress of maintenance vehicles.
Location 23 – Proposed signalised junction A59.	Apparent narrow carriageway at mid-junction link between Station Rd & North Field Lane.	The Auditors' comments are noted however the proposed lane widths are greater than they estimated.. The westbound lane width is 3.2m wide with an adjacent 1.0m wide cycle lane. The eastbound lane is 3.5m wide with an adjacent 1.0m wide cycle lane. These widths are deemed to be sufficient, although there is an option to widen the lane widths if required. No change is proposed.
Location 29 – Junction of	Combination of non-motorised user	The Auditor's comments are noted. The introduction of a toucan crossing on the northbound turn out of Station Road, which would have to run with the signal phasing and

<p>Station Road with A59</p>	<p>crossing types at Station Road junction. Toucan Crossings Recommended</p>	<p>the removal of the give way access to the A59, would have a significant affect on traffic flows in the area potentially leading to driver frustration. To remove the perceived conflict between the originally proposed controlled crossing types recommended that uncontrolled crossings are provided on the left turn in and turn out of Station Road. The operation should be monitored and preparatory ducting for future provision of signalised crossings should be provided.</p>
------------------------------	--	--

Council Plan

30. The outcome of this report will contribute to the following aspects of the Council Plan:
31. Create jobs and grow the economy – provision of improved links to central York for commuters and visitors. Improved highway infrastructure giving better links to local employment sites such as Northminster Business Park, York Business Park and Clifton Moor. It may also influence employers' decisions for locating in York.
32. Get York moving – Improving all links from the congested A59/1237 junction, making travel along the west side of York's outer ring road easier and safer for all road users. Providing a signalised junction at Station Road/Northfield Lane/A59 improving access and egress from those side roads onto the busy A59. Creating a free flowing route for the Poppleton Park and Ride Service in order to reduce trips into York City centre by commuters and visitors.
33. Build strong communities – provision of better pedestrian and cycle links between Upper Poppleton with the outlying community around the A59/1237 junction and York city centre by reducing the severance caused by the Outer Ring Road
34. Protect vulnerable people – cyclists are one of the most vulnerable types of road user and provision of purpose built facilities, including off-road cycle routes will help improve their safety.
35. Protect the environment – Congestion around the A59/1237 junction will be eased as a result of the highway improvements improving air quality.

Implications

36. The outcome of this report will have the following implications:
 - **Financial** –. The changes recommended for approval in this report can be accommodated in the overall Access York budget.
 - **Human Resources (HR)** – there are no HR implications
 - **Equalities** –
 - **Legal** – there are no legal implications
 - **Crime and Disorder** –
 - **Information Technology (IT)** – there are no IT implications

- **Property –**
- **Highways –**

Risk Management

37. The recommendations of the report seek to reduce the risk of incidents and improve road safety. Acceptance of the changes will enable the final design to be completed prior to the planned commencement of works in March 2013. The completion of the design will enable the programme for securing funding for the Access York Phase 1 Park and Ride schemes to be achieved. .

Contact Details

Author:
Tony Clarke
Transport Programme
Manager
Tel No. 01904 551641

Chief Officer:
Richard Wood
Assistant Director
(Strategic Planning & Transport)

Report **Date** 19 November
Approved 2012

Wards Affected: Rural West

All

Specialist Implications Officer(s)

For further information please contact the author of the report

Background Papers: None.

- **Annex A – Road Safety Audit Stage 2 – A1036 Highway Improvements -- Askham Bar Park & Ride Site**
- **Annex B – Road Safety Audit Stage 2 – A59 & A1237 Improvements – Poppleton Bar Park and Ride Site**

Annex C – Askham Bar General Arrangement Plan – Highway Improvement

Annex D – Askham Bar General Arrangement Plan – Park & Ride Facility

Annex E – Poppleton Bar General Arrangement Plan showing Highway Improvements and Park & Ride Facility



A1036 Highway Improvements - Askham Bar Park & Ride Site

Road Safety Audit – Stage 2

Designers' Response

City of York Council

October 2012

A1036 Highway Improvements - Askham Bar Park & Ride Site

Road Safety Audit – Stage 2

Designers' Response

City of York Council

October 2012

Halcrow Group Limited
Arndale House Otley Road Headingley
Leeds LS6 2UL
Tel +44 (0)113 220 8220
Fax +44 (0)113 274 2924
halcrow.com

Halcrow Group Limited has prepared this report in accordance with the instructions of client City of York Council for the client's sole and specific use. Any other persons who use any information contained herein do so at their own risk.

© Halcrow Group Limited 2012

Document history

A1036 Highway Improvements

City of York Council

This document has been issued and amended as follows:

Version	Date	Description	Created by	Verified by	Approved by
0	17/10/12	Designers Response	LJC / AS		

Name	Company	Number of copies
Mr T Clarke	City of York Council	1
Mr E Wragg	City of York Council	1
Mr S Burrell	North Yorkshire Police	1
Mr P Broadhead	North Yorkshire Police	1

Contents

1	Introduction	1
1.1	General	1
2	Items Raised at the Stage One Audit	3
2.1	General	3
3	Detailed Appraisal - Off-site Road Network	5
3.1	Alignment	5
3.2	Junctions	6
3.3	Road Markings	6
3.4	Signing	9
3.5	Signal Heads	12
3.6	Lighting	13
3.7	Non-Motorised Users	13
4	Detailed Appraisal - On-site Road Network	15
4.1	Alignment and Usage	15
4.2	Road Markings	15
4.3	Non-Motorised Users	17
4.4	Bus Only Link	18
4.5	Landscaping and Vegetation	19
5	Audit Team Statement	20
5.1	General	20

1 Introduction

1.1 General

This report is the Designers’ Response to the Stage 2 Road Safety Audit undertaken for the proposed A1036 highway improvements associated with the planned expansion of the Askham Bar Park & Ride site, to the south of the City of York.

Phase One of the park & ride expansion will create an additional 1,100 spaces, which equates to a doubling of the existing capacity. The development will be located to the south-west of the existing site and Tesco store, with the main access being provided via an enlarged signalised junction with the A1036 between the A64 and Sim Balk Lane. The scheme comprises the following elements:

- Re-modelling of the existing traffic signals south of the Total petrol station;
- Signal co-ordination of the access junction with Sim Balk Lane junction;
- Additional traffic lanes to be provided from the junction into the park & ride site; and,
- New bus only link that will connect the new and existing sites.

The scheme aims to cater for existing and future traffic requirements; by all modes of transport. The scope of the audit comprises the proposals shown on the drawings listed in Appendix A.

The audit team membership was as follows:

DR M POWELL	-	Halcrow Group Ltd, Leeds
Audit Team Leader		Transport Planning Team
E WRAGG	-	City of York Council
Audit Team Member		Sustainable Transport Service
S BURRELL	-	North Yorkshire Police
Audit Team Member		Traffic Management
P BROADHEAD	-	North Yorkshire Police
Audit Team Member		Traffic Management
M SHAW	-	Halcrow Group Ltd, Leeds
Audit Team Observer		Transport Planning Team

The audit was undertaken on Tuesday 18th September 2012. At the time of the audit, the weather was fine and the road surface was dry. The audit was undertaken during the hours of daylight.

The Audit Team has examined and reported only on the road safety implications of the design in accordance with HD 19/03.

The drawings and documents examined during the audit are listed in Appendix A.

The safety aspects of the park & ride junction access and associated works were the subject of comment in a June 2009 Stage 1 Road Safety Audit Report. Following significant modifications to the design, a second Stage 1 Road Safety Audit Report was completed in January 2012. A Designer’s

Response Report to both Stage 1 Road Safety Audits was supplied to the Audit Team in advance of the Stage 2 Audit, and these are included as Appendix B to the Road Safety Audit report.

2 Items Raised at the Stage One Audit

2.1 General

The safety related aspects of the scheme were the subject of comment in the June 2009 and January 2012 Stage 1 Road Safety Audit Reports. The audit team considers that the following items remain a problem, either in full or in part:

Problem A10 (June 2009 Stage 1 Audit)

Problem A4 (January 2012 Stage 1 Audit)

Problem B2 (January 2012 Stage 1 Audit)

Problem D2 (January 2012 Stage 1 Audit)

Problem G3 (January 2012 Stage 1 Audit)

Additional comment relating to each problem is provided in this Chapter, with the Designer's Response Reports to the Stage 1 Road Safety Audits included as Appendix B.

All other issues raised in the Stage 1 Road Safety Audits have been resolved.

2.1.1 Problem A10 (June 2009 Stage 1 Audit)

Summary: Details of rising bollards for bus access

No details of a rising bollard system have been provided within the designs submitted for the Stage 2 Road Safety Audit. The designer's response to issue A10 of the 2009 Stage 1 Audit was that the issue would be addressed during the detailed design stage with appropriate measures provided. Since no details of measures are evident within the detailed design drawings provided at Stage 2, it is assumed that no rising bollard system is to be installed at the entrance to the bus only link; a safety concern has been raised based on this assumption and is discussed further in paragraph 4.4.1.

2.1.2 Problem A4 (January 2012 Stage 1 Audit)

Summary: Entry and egress issues with maintenance bay

The designer's response to the issue raised in the 2012 Stage 1 Audit was that the issue would be discussed with NMD in order to understand their maintenance needs. The audit team remains concerned with the maintenance lay-by arrangement. The issue raised in A4 and other concerns are discussed in paragraph 3.2.1.

Designers Response

As discussed below, through design development and consultation this location was preferred. CYC do not regard this location to present a problem. The location of the maintenance area has been selected in order to supply a direct service point to the relocated CCTV mast and equipment in this island. CYC does not consider that this will give rise to any operational issues.

2.1.3 Problem D2 (January 2012 Stage 1 Audit)

Summary: Acute angle of vehicle approach to left turn out of park & ride site

The designer's response to the issue raised in the 2012 Stage 1 Audit was that the angle had been relaxed in the modified layout. The design drawings that were submitted for the January 2012 Stage 1 Audit were not provided to the audit team for the Stage 2 Audit so it is not possible to comment on whether the changes to the angle of approach have been made; however, the audit team has assessed the designs as they currently stand and maintain a concern with regards to the angle of approach to the give-way. The issue therefore remains and is commented upon further in paragraph 3.1.1.

Designers Response

This radius has been reduced and the alignment provided cater for sufficiently for the egress of all vehicle types (swept paths demonstrate this). Originally the alignment was driven by the presence of an island which incorporated crossing facilities for non motorised users at this location. Some realignment of kerb lines will be explored. It may be possible to retain the nearside kerb line as shown, but provide some hatching. On the off side kerb line, the layout of the splitter island could be modified to create a more perpendicular approach with the A1036.

2.1.4 Problem G3 (January 2012 Stage 1 Audit)

Summary: Single vehicle lanes susceptible to blocking in the event of a live lane breakdown

The designer's response to the issue raised in the 2012 Stage 1 Audit was that the designers acknowledged the issue but did not consider the arrangement to be unusual. The designer recognised that in the event of a breakdown some disruption would be inevitable until the vehicle could be removed. The audit team remains concerned over the layout but can only repeat the comment made in the 2012 Stage 1 Audit that no recommendation can be made to overcome this issue within the current design; this issue is therefore not commented upon further within this report.

Designers Response

This has been discussed with CYC NM team and whilst the Auditors' concern is appreciated, the Designers' response remains as quoted above. No change is therefore proposed.

3 Detailed Appraisal - Off-site Road Network

3.1 Alignment

3.1.1 Problem (Location 1)

Summary: Alignment of vehicles turning left out of park & ride site

A large turning radius is present on the left turn out of the park & ride site towards York. The large radius will cause vehicles to approach the give-way markings at an acute angle, increasing the likelihood that drivers will be required to look backwards over their shoulder into the 'blind spot' area in order to observe vehicles approaching on the A1036 mainline; this would be especially difficult for bus and coach drivers. There is therefore an increased risk of vehicles emerging from the give-way left turn into the path of vehicles already on the A1036 mainline.

This issue was raised as point D2 in the January 2012 audit. The designer has advised that the angle has been relaxed in the modified layout; however the issue is still a concern to the audit team.

Recommendation

Adjust the alignment of the carriageway on the left turn exit from the park & ride site to allow for vehicles (especially buses\coaches) to approach the give-way at an angle that is more perpendicular to the markings. Alternatively the left turn lane should be signalised.

Designers Response

This radius has been reduced and the alignment provided cater for sufficiently for the egress of all vehicle types (swept paths demonstrate this). Originally the alignment was driven by the presence of an island which incorporated crossing facilities for non motorised users at this location. Some realignment of kerb lines will be explored. It may be possible to retain the nearside kerb line as shown, but provide some hatching. On the off side kerb line, the layout of the splitter island could be modified to create a more perpendicular approach with the A1036.

3.1.2 Problem (Location 2)

Summary: Alignment of carriageway to speed table on entering park & ride site

A pedestrian and cycle crossing facility is provided at the entrance to the park & ride site and traverses the carriageway on a raised speed table. The bend in the carriageway on the park & ride entry link means that vehicles will approach the speed table at an angle, potentially causing larger vehicles to 'roll'; there is therefore an increased risk of loss of control accidents for larger vehicles, including buses and coaches.

Recommendation

Ensure that the carriageway and speed table are aligned so as to allow vehicles to approach the table at an angle that would not cause vehicles to 'roll'.

Designers Response

There are not intended to be any large vehicles using the access. HGVs and coaches certainly, will not be required to enter via this new access road. However, as there may be occasional Bus access, the northbound approach nearside kerb line could be slightly

adjusted to provide a more perpendicular approach angle to the table. The southbound is already perpendicular.

3.2 Junctions

3.2.1 Problem (Location 3)

Summary: Potential for vehicles parked in maintenance bay to obscure signal heads

A maintenance bay is provided on the eastern side of the traffic island which separates the mid-junction northbound flow to York from the mid-junction flow towards the park & ride site. There is the potential that high sided vehicles parked in the maintenance bay to obscure the view of the traffic signal heads for the right turn movement into the park & ride site. Vehicles may enter the short mid-junction section without being able to see the appropriate signal phase; there is therefore an increased potential for sudden braking and associated rear-end shunts if vehicles are suddenly confronted with a red signal, or vehicles may contravene the red signal and enter the path of northbound vehicles.

In addition to the issue above it is felt that the problem discussed in paragraph 2.1.2 and raised in the January 2012 Stage 1 Audit as point A4 is still relevant; namely that the only way to egress the service bay without moving across a section of hatched markings is to turn right into the park & ride site, which involves a lengthy detour, and the driver may elect to perform a dangerous u-turn manoeuvre into the A1036 northbound carriageway.

Recommendation

The service bay should be re-sited so that access and egress can be carried out by servicing vehicles in a safe manner.

Designers Response

As discussed below, through design development and consultation this location was preferred. CYC do not regard this location to present a problem. The location of the maintenance area has been selected in order to supply a direct service point to the relocated CCTV mast and equipment in this island.

It is not considered that the U-turn manoeuvre, which may be undertaken by service vehicles accessing the maintenance bay to travel on the A1036 NB would be dangerous, as it does not conflict with any traffic phases. CYC does not consider that this will give rise to any operational issues.

The offside primary signal for Phase J (pole 19) may be obscured by high sided maintenance vehicle (this will be a rare occurrence), but duplicate nearside primary signal for phase J (pole 20) would remain visible at all times to approaching vehicles. A secondary signal is also provided for vehicles which are waiting at the stop-line.

3.3 Road Markings

3.3.1 Problem (Location 4)

Summary: Inappropriate carriageway markings on A1036 southbound junction approach

The nearside lane of the two-lane A1036 southbound approach is marked for the A64(E) with accompanying ahead arrow, whilst the offside lane is marked for A64(W), Copmanthorpe and P&R with accompanying ahead and right arrow. The separation of A64 bound traffic into different lanes at this location is unnecessary as both lanes continue as they pass the diverge to the A64(E). If all

A64 westbound vehicles are encouraged to position themselves in the offside lane, then an imbalance in vehicle flows will be created both at the junction approach and downstream of the A64(E) diverge. The imbalance in flows on the junction approach will be most notable on event days such as racing at York Race Course, when the proportion of vehicles heading to the A64(W) is anecdotally increased. The imbalance would create longer queues in the offside lane which would have the potential to extend back to upstream junctions, increasing the risk of shunt type and lane change collisions along the corridor. An imbalance in flows will also be experienced following the A64(E) diverge whereby the majority of A64(W) traffic would find itself in the offside lane, with relatively low flow in the nearside lane, increasing the likelihood of vehicles performing unsafe undertaking manoeuvres of slow moving vehicles in the offside lane.

The majority of vehicles turning right towards the park & ride site from this approach are likely to be bus and coach drivers who are familiar with the junction movements. It is considered that relatively few visitors to York would travel from the north of the city, potentially passing other park & ride facilities on route, and arrive at the site on this approach; the carriageway marking for the park & ride site is therefore unnecessary at this location. The carriageway marking of Copmanthorpe is also unnecessary at this location given its relatively local importance. It is noted that no destination markings are currently provided at the junction. The overuse of carriageway markings is likely to cause driver confusion as well as detract from the markings showing the more important destinations.

Recommendation

Remove carriageway text markings for Copmanthorpe and P&R at this location. Alter the A64(E) destination marking in the nearside lane to advise that both A64 westbound and eastbound vehicles can utilise the lane. Reposition further north-east the Copmanthorpe and P&R carriageway markings of the southbound mid-junction section closer towards the junction carriageway, improving the visibility of these markings for drivers approaching from the A1036 (north) and park & ride.

Designers Response

The Auditors’ recommendations are noted and accepted. The carriageway markings will be amended as per the recommendations.

3.3.2 Problem (Location 5)

Summary: Inappropriate carriageway markings on A64 (east) junction approach

The nearside lane of the two-lane northbound approach from the A64 (east) is marked for York and the park & ride with accompanying double headed, ahead and right arrows; the right-hand lane is marked for York with an accompanying right turn arrow. The alignment of the junction at this approach is such that the major vehicle movement towards York appears as a right turn. Carriageway markings that include the York text and an ahead arrow in the nearside lane are likely to cause confusion amongst drivers; this could result in vehicles travelling towards York mistakenly entering the park & ride site or making late alterations to their path through the junction in order to exit onto the A1036 northbound. There is therefore an increased risk of collisions involving lane change manoeuvres at this location and from drivers carrying out inappropriate turning movements on the park & ride access road.

Recommendation

Remove text from carriageway markings in both lanes of the A64 (east) junction approach. Use appropriate signing to guide York bound and park & ride traffic through the junction. Reposition

the York carriageway markings of the northbound mid-junction section, further south-west, closer towards the central junction carriageway, improving the visibility of these markings for drivers approaching from the A64 (east) and the A1036 (south).

Designers Response

The Auditors' recommendations are noted and accepted. The P&R carriageway marking will be removed, but the right turn and York markings will be retained .

3.3.3 Problem (Location 6)

Summary: Inappropriate carriageway markings on A1036 northbound junction approach

The nearside lane of the three-lane A1036 northbound approach is marked for York and P&R with accompanying double headed, ahead and left arrows in advance of the stopline; the middle lane is marked for York with an accompanying ahead arrow, whilst the offside, flare lane is marked for A64 with accompanying right turn arrow. The double headed arrow markings accompanied by multiple destinations is likely to cause confusion amongst drivers with the potential for Park & Ride users to carry on straight through the junction and likewise York bound drivers to turn left into the Park & Ride site. Driver confusion over route choice increases the risk of collisions associated with late lane change and braking manoeuvres.

Recommendation

Remove the destination text from the carriageway markings in the nearside and middle lanes.

Designers Response

The Auditors' recommendations are noted and accepted. The P&R carriageway marking will be removed, but the straight ahead and York markings will be retained.

3.3.4 Problem (Location 7)

Summary: Inappropriate carriageway markings on park & ride exit

The nearside lane of the three-lane park & ride exit is marked for York with accompanying left turn arrow; the middle lane is marked for A64(E) with an accompanying ahead arrow, whilst the offsidelane is marked for A64(W) and Copmanthorpe with accompanying ahead arrow. As was commented upon in paragraph 3.3.1, separating out A64 westbound traffic from A64 eastbound traffic is unnecessary as both lanes continue through the A64(E) diverge. An imbalance of flows is therefore likely to occur at this location on event days, as described in paragraph 3.3.1. Extensive queuing in the offside traffic lane will lead to an increased risk of shunt and lane change type collisions.

It is also considered that, given the local importance of Copmanthorpe as a destination, few vehicles would be exiting the park & ride site in this direction, and those that would are likely to make the journey on a regular basis and be familiar with the junction layout. The carriageway marking for Copmanthorpe is therefore considered to be unnecessary at this location; the overprovision of destination markings may cause driver confusion as well as detract from the more strategically important destination markings.

Recommendation

Remove carriageway text for Copmanthorpe at this location. Alter the A64(E) destination marking in the centre lane to advise that both A64 westbound and A64 eastbound vehicles can utilise the lane.

Designers Response

The Auditors' recommendations are noted and accepted. Carriageway markings will be amended as per the recommendations.

3.4 Signing

3.4.1 Problem (Location 8)

Summary: Inappropriate position of sign TS23

Sign TS23, to Diagram 2503 of the Traffic Signs Regulations and General Directions 2002 (TSRGD) is to be located on the A1036 northbound approach to the junction, immediately in advance of an existing variable message sign. Sign TS23 is also to be placed in advance of proposed sign TSO3 which is in accordance with Diagram 2114 of TSRGD and provides lane destination guidance on approach to the junction. The audit team has concerns regarding positioning of sign TS23 on two accounts: the sign could potentially obscure the existing VMS, with the potential for drivers to miss important information; secondly the sign advises of the park & ride being the next available left turn, whilst proposed sign TSO3, downstream of sign TS23, depicts the park & ride as being ahead. The inconsistency in the signing of the park & ride may cause driver confusion and lead to vehicles performing late turning manoeuvres.

Recommendation

Reposition sign TS23 to a more suitable location which does not obscure the visibility of existing signs and is downstream of sign TSO3.

Designers Response

The Auditors' recommendations are noted and accepted. Sign TS23 will be relocated as per the recommendation.

3.4.2 Problem (Location 9)

Summary: Inappropriate position of sign TS03

Proposed sign TSO3, which is in accordance with Diagram 2114 of TSRGD, provides lane destination guidance in advance of the A1036 northbound single lane bifurcating into two lanes and a right turn flare. The sign indicates that the park & ride site is accessed via the nearside lane and is 'ahead'. The sign is to be located downstream of sign TS23 which correctly depicts the park & ride as being accessed via the next left turn. Sign TSO3 may give drivers the incorrect impression that the park & ride site is straight ahead through the junction, potentially leading to late lane change manoeuvres when they realise that the park & ride is a left turn at the junction.

Recommendation

Re-position sign TS23 as described in the recommendation to 3.4.1 or remove sign TSO3.

Designers Response

The Auditors' recommendations are noted and accepted. Sign TS23 will be relocated as recommended at 3.4.1 above.

3.4.3 Problem (Location 10)

Summary: Large number of destinations on sign TS06 and inappropriate lane destinations shown for A64 traffic

Sign TS06 which is in accordance with Diagram 2114 of TSRGD is to be located at the park & ride exit, immediately upstream of the flaring of the exit link to three lanes. The sign separates A64 westbound and eastbound traffic into separate lanes, which is inappropriate at this location for the same reasons discussed in paragraph 3.3.4 relating to the carriageway markings.

Sign TS06 also includes directions to seven destinations along four routes; this amount of information is likely to confuse drivers and detract from the most commonly used routes and destinations, leading to an increased risk of shunt and lane change type collisions.

Recommendation

Make alterations to the A64 lane guidance to mirror the changes to carriageway markings recommended in 3.3.4. Simplify the destination and route signing on TS06, providing guidance to a readable number of destinations and routes which are likely to be commonly used.

Designers Response

The Auditors’ recommendation is noted. The configuration of this sign is not unusual. One lane has a maximum of 4 destinations, which is in keeping with design criteria within Chapter 7 (Fig 3-15). Evidence shows that drivers do not “read” signs, but quickly scan read them. This also will be Client Driven. The destinations should reflect signing before and after the proposal in order provide route continuity. To decrease the “local destinations” cognisance should be made of these existing signs.

Further to this LTN 1- 94 states that the max number of destinations “NORMALLY” on any one sign shall be 6. Since this is merely one (1) over, this then cannot be considered a MAJOR departure from standards. However, the reference to Acaster could be dropped from the sign as people who need to go to Acaster will have to go through Copmanthorpe.

3.4.4 Problem (Location 11)

Summary: Inappropriate positioning of sign TS07

Sign TS07 which is in accordance with Diagram 2125 of TSRGD is to be located on the central verge between the A1036 north and southbound carriageways, opposite the park & ride exit; the sign directs traffic from the park & ride towards the A64. The sign is to be located at the edge of the verge closest to the A1036 northbound carriageway. At this location the sign has the potential to direct vehicles exiting the park & ride into the A1036 northbound carriageway, leading to an increased risk of head-on collisions.

Recommendation

Reposition sign TS07 at a suitable location further to the south-east, such that the right turn cannot be misinterpreted as being towards the A1036 northbound carriageway.

Designers Response

The Auditors’ recommendations are noted and accepted. Sign TS07 will be relocated to the same location at TS13/TS14.

3.4.5 Problem (Location 12)

Summary: Sign TS01 does not accurately reflect junction layout

Sign TS01, in accordance with Diagram 2109 of TSRGD is to be located on the A1036 northbound approach to the park & ride junction. The sign shows the junction as having five-arms and does not accurately reflect the shape and layout of the junction. Drivers are likely to be confused when

entering the junction if the layout and turning movements are not as advised on the approach, leading to an increased risk of lane change and head-on collisions resulting from late or illegal turning manoeuvres.

The sign contains destination guidance to six destinations including the separation of the A64 into east and west. The right turn at the junction, for movements towards the A64, is a single lane approach which provides for all A64 traffic, it is therefore unnecessary to separately sign the A64 west and east at this location. The overprovision of destination guidance is likely to confuse drivers and detract from the most commonly used routes, leading to an increased likelihood of shunt and lane change type collisions as drivers make late turning manoeuvres.

Recommendation

Amend proposed sign TS01 to accurately reflect the number and alignment of the exit arms available at the junction. Simplify the destination guidance by signing the A64 as one destination that provides for eastbound and westbound movements.

Designers Response

The Auditors’ recommendations are noted. The junction is a five arm junction which includes the stub from the north bound slip from the A64 within the layout. This stub is provided to indicate the true number of arms within the junction layout in order for the motorist to count down his exit. This “no destination” in a particular direction route arm is in accordance with paragraph 5.13 of Chapter 7. A64W and A64E will be removed and replaced with A64.

3.4.6 Problem (Location 13)

Summary: Sign TS16 - Primary route is not emphasised above other destinations

Sign TS16, in accordance with Diagram 2102 of TSRGD is to be located on the link road from the A64 westbound exit. The sign provides route guidance for seven local destinations. The likely primary route for drivers approaching the junction will be towards York; however, the sign gives equal standing to all destinations and it is possible, given the number of destinations signed and the alignment of the York route as a right turn at the junction, that drivers will miss the guidance for York. This will result in an increased likelihood of late lane change manoeuvres at the junction and associated collisions as vehicles correct their lane choice.

Recommendation

Amend proposed sign TS16 to give greater emphasis to the primary route of York and thereby also highlight the alignment of York as a right turn.

Designers Response

The Auditors’ recommendations are noted and accepted. Sign TS16 will be amended as per the recommendations.

3.4.7 Problem (Location 14)

Summary: Sign TS17 gives conflicting lane guidance to that on the carriageway

Sign TS17, in accordance with Diagram 2102 of TSRGD is to be located on the link road from the A64 westbound exit. The sign provides lane guidance for the local routes displayed on sign TS16. The sign indicates that all York bound traffic should use the offside lane on approach to the

junction; this conflicts with the carriageway markings closer to the junction which suggest the right turn towards York can be performed from both approach lanes. This inconsistency is likely to lead to an imbalance in lane queuing on approach to the junction, with associated undertaking manoeuvres from drivers who use the route frequently and utilise the left-hand lane; late lane change manoeuvres are also likely as vehicles correct their lane choice closer to the junction.

Recommendation

Ensure that the lane guidance given on sign TS17 is consistent with that provided by carriageway markings and reflects the turning movements available at the junction.

Designers Response

The Auditors' recommendations are noted and accepted. Sign TS17 will be amended as per the recommendations.

3.4.8 Problem (Location 15)

Summary: Sign TS20 poorly located

Sign TS20, in accordance with Diagram 2125 of TSRGD is to be located on the mid-junction link road for southwest-bound movements towards Copmanthorpe. The sign is intended to guide traffic ahead for movements towards Copmanthorpe and Acaster Malbis; however the alignment and position of the sign has the potential to direct drivers right towards the park & ride entrance. Vehicles turning right at this location would contravene the signal arrangement and consequently turn across the path of northbound vehicles on the A1036.

Recommendation

Reposition sign TS20 onto the triangular island further south-west and modify its design to incorporate an ahead arrow rather than right turn sign face.

Designers Response

The Auditors' recommendations are noted and accepted. Sign TS20 will be amended as per the recommendations.

3.5 Signal Heads

3.5.1 Comment (Location 16)

Summary: Signal heads associated with phase G have potential to misdirect vehicles

Primary signal heads 13 and 14, and secondary signal head 18, provide for movements from the A64 westbound exit link and are associated with phase G. Vehicles approaching on this link can travel ahead towards the park & ride from the nearside lane or turn right towards York from both the nearside and offside lane; left turn movements towards Copmanthorpe are under give-way control. Signal heads 13, 14 and 18 show an ahead arrow during the green phase. An ahead arrow has the potential to confuse York bound vehicles and lead to drivers continuing ahead towards the park & ride; the park & ride site entrance is a single lane entry and vehicles mistakenly continuing ahead from the offside lane will increase the likelihood of side swipe collisions at this location.

Recommendation

Provide a standard circular green aspect head to signal poles 13, 14 and 18.

Designers Response

It is considered that sufficient lane destination markings on the approach and guidance markings through the junction are provided to stop instances of vehicles in the offside lane trying to access the park and ride site. The provision of ahead green arrows (green aspect head) would also mitigate against vehicles turning right into conflicting vehicles on the westbound carriageway and as such will be added to the signal head arrangement.

3.6 Lighting

3.6.1 Problem (Location 17)

Summary: Low lighting levels for shared use path on A1036 northbound approach

On the A1036 northbound approach, lighting columns are to be placed at regular intervals on the southern side of the carriageway, but not to the northern side where a shared use pedestrian and cycle facility runs parallel to the carriageway. It is possible that this level of lighting provision will not be sufficient to light the shared use facility adjacent to the northbound carriageway, with the potential for dark patches along the route. Low lighting levels on pedestrian routes will create personal safety concerns for users and bring them closer towards the edge of carriageway, increasing the risk of collisions between motorised and non-motorised users. There is also an increased likelihood of conflict between pedestrians and cyclists.

Recommendation

Ensure that adequate lighting is provided such that the shared use facility along the A1036 is uniformly lit with no dark patches, providing a route which is appealing to all intended users during the hours of darkness.

Designers Response

The Auditors' recommendation is noted. When considering the complete footpath/cycleway as a whole (including the proposed route to the entrance to the P&R and continuation to the other end of the scheme) a lighting class of S2 (12.6 Lux Av / 3.3 Lux Min / 26% Overall Uniformity) is achieved which should be more than adequate.

In relation to the section of footpath/cycleway on the northbound A1036, although the columns are on the opposite side of the road, this section, in isolation, also achieves lighting class S2, but with improved overall uniformity (12.5 Lux Av / 6.8 Lux Min / 54% Overall Uniformity).

No change is proposed.

3.7 Non-Motorised Users

3.7.1 Problem (Location 18)

Summary: Proposed pedestrian/cyclist shared use facility is not on direct desire line

The existing shared use pedestrian and cycle facility which runs parallel to the A1036 northbound carriageway is to be realigned to join with the proposed raised crossing facility at the mouth of the park & ride entrance. The proposed 'loop' route is a significant detour to the existing facility, providing a less direct route through the junction, bringing the user towards the park & ride site before sending them back towards the carriageway. There is potential for pedestrians and cyclists to take the more direct (not provided for) route parallel to the carriageway, especially during the hours of darkness when the detour towards the park & ride site may appear darker and provoke concerns for personal safety. There is therefore an increased likelihood of pedestrians and cyclists being

brought closer to the carriageway and crossing at locations where drivers are not expecting them, increasing the risk of collisions between motorised and non-motorised users.

Recommendation

In addition to providing the shared use 'loop', maintain a footway facility for pedestrians and/or cyclists closer and parallel to the junction which directly connects the facilities to the north and south of the park & ride site. The facility would provide a direct route for the more confident and able non-motorised users. Ensure that adequate lighting is provided such that the 'loop' is uniformly lit with no dark patches and is appealing to all users during the hours of darkness.

Designers Response

During the consultation exercise, non-motorised user groups had expressed concerns at so many crossing points along a direct desire line and found this to be unacceptable. Changing the off route alignment back to a direct line would therefore not be acceptable to these user groups. The non-motorised facility will therefore been retained as shown.

3.7.2 Problem (Location 19)

Summary: Potential for vegetation to impact upon shared use footway

The landscaping proposals for the land adjacent to the shared use facility along the A1036 northbound show vegetation as being located up to the footway edge. There is potential for vegetation located this close to the footway to shed leaves onto the surface during the autumn/winter months and to obscure user inter-visibility during spring /summer. Leaf fall onto the footway surface creates a maintenance issue, increases the risk of slips and skids and increases the likelihood of non-motorised users moving closer to the carriageway edge. The reduced inter-visibility increases the risk of collisions between cyclists and pedestrians/other cyclists and increase personal security concerns during the hours of darkness, thereby further increasing the likelihood of non-motorised users moving closer to the carriageway edge.

Recommendation

Utilise low lying vegetation and ensure that it is located further back from the edge of the shared-use footway. Ensure that only low level vegetation is provided adjacent to the shared use path.

Designers Response

The Auditors' may have misinterpreted the landscaping proposals for the off site works, which include only annual and perennial meadow flowers and wildflower seed mix. There are no proposals to include any widespread new tree planting along the sections adjacent to the shared use footway, however existing trees will be retained as far as possible. All new landscaping would be low level vegetation and as shown on drawing THAYPR-AB-3001 is set back from the edge of the shared use footway. A mown strip of 2m is shown between the back of kerb and any meadow or bulb planting.

4 Detailed Appraisal - On-site Road Network

4.1 Alignment and Usage

4.1.1 Problem (Location 20)

Summary: Unsuitable designation of caravan parking area

A parking area for ten caravans has been designated in advance of the main car park and to the immediate left on entry to the park & ride site. The area assigned for caravan parking is relatively small and will require drivers to reverse, with little space available for turning manoeuvres. The entrance and exit to the parking area is via the same two-lane entry/egress meaning that all vehicles using the parking area will be required to perform some level of turning manoeuvre. The constrained parking area and low manoeuvrability of caravans increases the likelihood of (low speed) vehicle collisions in this area, especially given the proximity of the car park to the busy park & ride site entrance.

Recommendation

Either: provide a parking area for caravans which does not require reversing manoeuvres; or, ensure that where caravan parking is to be provided adequately sized spaces and carriageway are available for vehicles to perform turning manoeuvres, such as reversing safely.

Designers Response

Rejected – The area identified has been specifically modelled for camper vans, not caravans. Autotrack has been used during the design stage(s) and show adequate space for reversing manoeuvres. Signage will be amended to highlight restriction of caravans into that parking area.

4.2 Road Markings

4.2.1 Problem (Location 21)

Summary: Inappropriate speed limit

A 20mph roundel is to be located on the carriageway in the vicinity of the main site entrance. There is potential that drivers will view this as an appropriate speed at which to drive within the park & ride site. Given the likely high number of vehicle turning manoeuvres and conflicting pedestrian/cycle manoeuvres this is deemed to be an inappropriate speed; increasing the likelihood of collisions between motorised vehicles and non-motorised users.

Recommendation

Remove the 20mph roundel and either replace with a 10mph roundel or leave unmarked. Provide vertical speed calming measures through the site to manage vehicle speeds.

Designers Response

Accepted in part, the 20mph roundel will be removed. Additional signage will be added to dictate a 10mph speed limit. Refer to problem 4.2.3 with regards to traffic/speed calming measures.

4.2.2 Problem (Location 22)

Summary: Inappropriate lane guidance arrows

Lane guidance arrows are used extensively within the park & ride site to guide drivers around the car park. The audit team consider that two sets of arrow markings are potentially confusing to drivers.

The double headed arrow, located to the top end of the northwest-southeast aligned spine road, is located immediately following an 'exit' marking for vehicles who have turned right whilst vehicles that have turned left are likely to be heading towards the exit given their position within the car park; the double headed arrow could make drivers mistakenly believe that the exit is available from both directions. Confusion over vehicle routes through the car park will distract drivers' attention away from manoeuvring vehicles, with an increased risk of vehicle-vehicle and vehicle-pedestrian collisions.

The second ahead arrow, with accompanying 'exit' marking on the outer perimeter road, northeast of the disabled bay parking is confusing to drivers as the ahead movement does not lead to the most direct exit route through the car park; vehicles are required to turn right to access the main exit spine road through the car park. Confusion over vehicle routes through the car park will distract drivers' attention away from manoeuvring vehicles, with an increased risk of vehicle-vehicle and vehicle-pedestrian collisions.

Recommendation

Remove the double headed arrow to the northwest of the site and alter the ahead arrow on the northeast outer perimeter to show a right turn arrow.

Designers Response

Accepted – Double headed arrow will be removed and straight ahead arrow updated to a right turn arrow.

4.2.3 Problem (Location 23)

Summary: Non-intuitive give-way markings at northeast corner of car park

The give-way marking on the outer perimeter link to the northeast of the site is counterintuitive to the expected priorities for vehicles travelling ahead with a minor road to the right. There is an increased likelihood of side impact collisions from vehicles travelling ahead at this location that ignore or misjudge the priority. The problem is exacerbated by the fact that the ahead link is a relatively wide and straight section of the car park, encouraging higher than desirable vehicle speeds.

Recommendation

Provide vertical speed reduction measures on the outer perimeter link in advance of the give-way line, ensuring that empty parking spaces cannot act as a route around the speed reduction measures. Reverse the priority of the give-way to the more commonly recognised situation of right turn vehicles giving way to ahead vehicles.

Designers Response

Accepted in part – Give-way markings to the outer perimeter will be adjusted to switch priority to straight ahead vehicles. Addition of traffic calming measures will require further discussions with CYC as these promote further maintenance liabilities.

4.2.4 Problem (Location 24)

Summary: Markings for main car park potentially confusing

On entry to the park & ride site, carriageway markings directing to the 'Main Car Park' guide vehicles into both lanes on approach to the entry barriers. After passing through the entry barriers the nearside lane is still marked with 'Main Car Park' whilst the offside lane is now marked with 'Car Park'. The separate marking of 'Main Car Park' and 'Car Park' is unnecessary at this location and is likely to result in driver confusion. Confusion over vehicle routes through the car park will distract drivers' attention away from manoeuvring vehicles, with an increased risk of vehicle-vehicle and vehicle-pedestrian collisions.

Recommendation

Remove 'Main' text from carriageway markings.

Designers Response

Accepted – Text will be updated to state "Car Park".

4.3 Non-Motorised Users

4.3.1 Problem (Location 25)

Summary: Inconsistency in facilities provided across the carriageway along pedestrian routes.

Uncontrolled pedestrian footways with buff tactile paving are located along the radial routes which connect the terminal building with the curved links of the car park. Where the footways cross the carriageway a mixture of zebra style crossings and road stud delineation markings are proposed. There is an increased risk of collisions between pedestrians and vehicles resulting from the inconsistency in crossing provision, whereby pedestrians might become accustomed to the zebra style crossings and not realise that the provision changes to give less priority to the pedestrian. There is also an increased likelihood of shunts at these crossing locations as a result of driver confusion.

Recommendation

Provide zebra style crossings at all locations where the uncontrolled pedestrian footways intersect with the vehicular carriageway; to avoid confusion, buff tactile paving should be replaced with red tactile paving at the edge of the footway adjacent to zebra style crossings.

Designers Response

Following further discussions with CYC, the provision of zebra crossing facilities is believe to be unwarranted on the basis that low vehicle speeds, low vehicle numbers and good visibility for all do not create the conditions for a problem. Experience of Park and Ride facilities running for 20 years have shown this unnecessary.

4.3.2 Problem (Location 26)

Summary: Lack of clarity over permitted usage of internal footway.

The footway external to the site and in the vicinity of the park & ride entrance has been designated as shared use for pedestrians and cyclists. This external route connects directly into the footway of the internal site, however the proposed markings, crossing provision and signing of the internal site is inconsistent with the external facilities.

Cycle markings are proposed on the internal footways, with no signing to advise that the route is a shared use facility. This could potentially lead to cyclists believing the facility is for cyclists only and consequently being unprepared to encounter pedestrians along the route. In the vicinity of the caravan car park entrance, where the footway crosses the carriageway, tactile paving is only shown as being installed on the south side of the junction, providing further uncertainty as to the permitted use of the facility by pedestrians.

There is an increased risk of collisions between non-motorised users resulting from the uncertainty over which groups are permitted to use the facility. This is particularly likely if cyclists believe the facilities are solely for their use.

Recommendation

Remove the cycle markings on the internal footway and use appropriate signing to advise of the proposed footway usage. Provide additional back-to-back signs to Diagram 956 adjacent to the external footway in the area where the facility diverges for movements northbound or southbound along the A1036. If the internal facility is to be used by pedestrians, then buff tactile paving should be provided at both sides of the caravan park entrance where the footway crosses the carriageway.

Designers Response

Accepted – Cycle markings to be removed and additional back to back signage to be added. Tactile paving layout will be updated.

4.4 Bus Only Link

4.4.1 Problem (Location 27)

Summary: Potential for private motor vehicles to use bus only link

The entry to the bus only link, located immediately after the entrance to the overnight car park, is not controlled by any physical measure, with the only reference to it being a bus link being a single no-entry sign and carriageway marking. The lack of restrictive measures on entry to the bus only link increases the likelihood of private motor vehicles using the link either by accident or on purpose, the latter being especially likely during peak hours whereby the bus link could provide a quicker exit from the park & ride site. Increased vehicular activity in the predominantly non-motorised user area close to the terminal building increases the risk of collisions between motorised and non-motorised users.

Recommendation

Provide rising bollards at the start of the bus only link which will only allow buses to proceed. Replace the proposed non-enforceable 'No Entry Except Buses' sign with a 'Buses Only' sign (in white writing on a blue background to diagram 953.3 of TSRGD).

Designers Response

The Auditors comments are noted and accepted in part. The usage of the bus only link will be monitored post construction in order to identify if usage by private motor vehicles does prove to present as a problem. Rising bollards is not an aspect of infrastructure that CYC supports and will not be provided, however, signage will be updated to suit TSRGD 953.3.

4.5 Landscaping and Vegetation

4.5.1 Problem (Location 28)

Summary: Proposed landscaping in car park will potentially obscure pedestrians at crossings

The landscaping proposals indicate that trees will be placed at the end of the parking aisles, adjacent to uncontrolled pedestrian crossing points. The presence of mature trees with fully developed canopies has the potential to reduce inter-visibility between drivers and pedestrians waiting to cross the car park internal access roads, increasing the risk of collisions between pedestrians and vehicles.

Recommendation

Ensure any landscaping works proposed in the areas surrounding pedestrian crossing points utilise low level vegetation, which do not have the potential to grow to a height that may obscure inter-visibility between pedestrians and drivers of vehicles using the internal access roads of the car park.

Designers Response

Comments Noted - The long term management plan (currently being produced) is specifying that all trees in the car park areas be retained with a 2 metre clear stem as they develop to ensure good visibility. No multi stemmed trees are included, also for that reason. Trees have generally been restricted within the car park areas to ensure good visibility.

All groundcover planting has been selected to not grow higher than 1m to ensure visibility. The long term management plan will specify that vegetation in the car park areas should be maintained below this level.

5 Audit Team Statement

5.1 General

I certify that this audit has generally been carried out in accordance with HD 19/03. I certify that all members of the Audit Team have examined the drawings and documents listed in Appendix A of this Road Safety Audit Report. The Road Safety Audit has been carried out with the sole purpose of identifying any feature that could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in the report, together with associated suggestions for safety improvements that we recommend should be studied for implementation.

No-one on the Audit Team was involved with the design of the measures.

AUDIT TEAM LEADER:

Name: Mark Powell Signed: 
Position: Associate Director (Transport Planning) Date: 5 October 2012
Organisation: Halcrow Group Ltd
Address: Arndale House, Otley Road, Headingley, Leeds, LS6 2UL

AUDIT TEAM MEMBERS:

Name: Eric Wragg
Position: Road Safety Engineer
Organisation: City of York Council
Address: Transport Projects/Sustainable Transport Service, 9 St Leonard's Place, York, YO1 7ET

Name: Steve Burrell
Position: Traffic Management Officer
Organisation: North Yorkshire Police
Address: Traffic Management, Central Area Headquarters, Fulford Road, York, YO10 4BY

Name: Peter Broadhead
Position: Traffic Management Officer
Organisation: North Yorkshire Police
Address: Skipton Police Station, Otley Road, Skipton, BD23 1EZ

AUDIT TEAM OBSERVERS:

Name: Mark Shaw

Position: Consultant (Transport Planning)

Organisation: Halcrow Group Ltd

Address: Arndale House, Otley Road, Headingley, Leeds, LS6 2UL



Appendix A

Drawings and Documents Examined During the Audit

Drawing Number THAYPR-AB/103 – General Arrangement

Drawing Number THAYPR-AB/109 – Statutory Undertakers Equipment Sheet 1 of 2

Drawing Number THAYPR-AB/110 – Statutory Undertakers Equipment Sheet 2 of 2

Drawing Number THAYPR-AB/111 – Existing Site Survey

Drawing Number THAYPR-AB/112 – Long Sections Section 1

Drawing Number THAYPR-AB/113 – Long Sections Section 2

Drawing Number THAYPR-AB/114 – Long Sections Section 3

Drawing Number THAYPR-AB/115 – Cross Sections Section MC01 Sheet 1 of 2

Drawing Number THAYPR-AB/116 – Cross Sections Section MC01 Sheet 2 of 2

Drawing Number THAYPR-AB/117 – Cross Sections Section MTP7 Sheet 1 of 2

Drawing Number THAYPR-AB/118 – Cross Sections Section MTP7 Sheet 2 of 2

Drawing Number THAYPR-AB/119 – Cross Sections Section MTP8 Sheet 1 of 2

Drawing Number THAYPR-AB/120 – Cross Sections Section MTP8 Sheet 2 of 2

Drawing Number THAYPR-AB/151 – Existing Topographical Survey

Drawing Number THAYPR-AB/152 – General Arrangement

Drawing Number THAYPR-AB/154 – Chainage and Typical Long Section Location Plan

Drawing Number THAYPR-AB/155 – Carriageway Long Sections

Drawing Number THAYPR-AB/156 – Typical Long Sections Sheet 1 of 2

Drawing Number THAYPR-AB/157 – Typical Long Sections Sheet 2 of 2

Drawing Number THAYPR-AB/162 – Carriageway Cross Sections Alignment M001

Drawing Number THAYPR-AB/163 – Carriageway Cross Sections Alignment M002 Sheet 1 of 3

Drawing Number THAYPR-AB/164 – Carriageway Cross Sections Alignment M002 Sheet 2 of 3

Drawing Number THAYPR-AB/165 – Carriageway Cross Sections Alignment M002 Sheet 3 of 3

Drawing Number THAYPR-AB/166 – Carriageway Cross Sections Alignment M003

Drawing Number THAYPR-AB/167 – Carriageway Cross Sections Alignment M004 Sheet 1 of 2

Drawing Number THAYPR-AB/168 – Carriageway Cross Sections Alignment M004 Sheet 2 of 2

Drawing Number THAYPR-AB/201 – Site Clearance Street Furniture

Drawing Number THAYPR-AB/202 – Site Clearance Surfacing

Drawing Number THAYPR-AB/250 – Site Clearance

Drawing Number THAYPR-AB/350 – Fencing Layout Sheet 1 of 2

Drawing Number THAYPR-AB/351 – Fencing Layout Sheet 2 of 2

Drawing Number THAYPR-AB/352 – Proposed Fencing and Gate Details

Drawing Number THAYPR-AB/550 – Surface Water Drainage Design

Drawing Number THAYPR-AB/550 – Surface Water Drainage Design (MD Design Results)

Drawing Number THAYPR-AB/551 – Foul Water Drainage

Drawing Number THAYPR-AB/552 – Attenuation Pond Design Details

Drawing Number THAYPR-AB/555 – Surface Water Drainage Design

Drawing Number THAYPR-AB/555 – MD Design Results

Drawing Number THAYPR-AB/601 – Earthworks

Drawing Number THAYPR-AB/602 – Capping

Drawing Number THAYPR-AB/603 – Standard Geotechnical Details

Drawing Number THAYPR-AB/604 – Constraints to Ground Improvement Plan

Drawing Number THAYPR-AB/605 – Ground Improvement General Arrangement

Drawing Number THAYPR-AB/701 – Pavements

Drawing Number THAYPR-AB/750 – Pavement Treatment Sheet 1 of 2

Drawing Number THAYPR-AB/751 – Pavement Treatment Sheet 2 of 2

Drawing Number THAYPR-AB/752 – Typical Cross Sections

Drawing Number THAYPR-AB/1101 – Kerbs, Footway and Paved Areas

Drawing Number THAYPR-AB/1152 – Kerbing Layout Sheet 1 of 5

Drawing Number THAYPR-AB/1153 – Kerbing Layout Sheet 2 of 5

Drawing Number THAYPR-AB/1154 – Kerbing Layout Sheet 3 of 5

Drawing Number THAYPR-AB/1155 – Kerbing Layout Sheet 4 of 5

Drawing Number THAYPR-AB/1156 – Kerbing Layout Sheet 5 of 5

Drawing Number THAYPR-AB/1157 – Standard Highway Details Sheet 1 of 2

Drawing Number THAYPR-AB/1201 – Traffic Signs

Drawing Number THAYPR-AB/1202 – Traffic Signs

Drawing Number THAYPR-AB/1203 – Road Markings

Drawing Number THAYPR-AB/1204 – Traffic Signals Sheet 1 of 3

Drawing Number THAYPR-AB/1205 – Traffic Signals Sheet 2 of 3

Drawing Number THAYPR-AB/1206 – Traffic Signals Sheet 3 of 3

Drawing Number THAYPR-AB/1250 – White Lining Layout Sheet 1 of 2

Drawing Number THAYPR-AB/1251 – White Lining Layout Sheet 2 of 2

Drawing Number THAYPR-AB/1301 – Street Lighting Layout Sheet 1 of 2

Drawing Number THAYPR-AB/1302 – Street Lighting Layout Sheet 2 of 2

Drawing Number THAYPR-AB/1350 – Street Lighting Layout Sheet 1 of 2

Drawing Number THAYPR-AB/1351 – Street Lighting Layout Sheet 2 of 2

Drawing Number THAYPR-AB/1352 – Street Lighting Schematic

Drawing Number THAYPR-AB/3001 – Proposed Planting Layout

Drawing Number H1 – Temporary Fences Type 1 and 2

Drawing Number H15 – Wooden Post and Rail Fences

Drawing Number H3 – Timber Post and Rail Fences



A59 & A1237 Highway Improvements - Poppleton Bar Park & Ride Site

Road Safety Audit – Stage 2

Designers' Response

City of York Council

October 2012



A59 & A1237 Highway Improvements - Poppleton Bar Park & Ride Site

Road Safety Audit – Stage 2

Designers' Response

City of York Council

October 2012

Halcrow Group Limited
Arndale House Otley Road Headingley
Leeds LS6 2UL
Tel +44 (0)113 220 8220
Fax +44 (0)113 274 2924
halcrow.com

Halcrow Group Limited has prepared this report in accordance with the instructions of client City of York Council for the client's sole and specific use. Any other persons who use any information contained herein do so at their own risk.

© Halcrow Group Limited 2012

Document history

A1237/A59 Highway Improvements

City of York Council

This document has been issued and amended as follows:

Version	Date	Description	Created by	Verified by	Approved by
0	17/10/12	Designers Response	LJC / AS		

Name	Company	Number of copies
Mr T Clarke	City of York Council	1
Mr E Wragg	City of York Council	1
Mr S Burrell	North Yorkshire Police	1
Mr P Broadhead	North Yorkshire Police	1

Contents

1	Introduction	1
1.1	General	1
2	Items Raised at the Stage One Audit	3
2.1	General	3
3	Detailed Appraisal - A1237/A59 Junction and Approaches	5
3.1	Alignment	5
3.2	Junction	6
3.3	Signs and Markings	8
3.4	Non-Motorised Users	12
4	Detailed Appraisal - Station Road/North Field Lane Junction	15
4.1	Alignment	15
4.2	Junction	15
4.3	Non-Motorised Users	18
5	Detailed Appraisal - On-site Road Network	21
5.1	Alignment and Usage	21
5.2	Road Markings	21
5.3	Non-Motorised Users	Error! Bookmark not defined.
5.4	Bus Only Link	22
5.5	Landscaping and Vegetation	22
6	Audit Team Statement	24
6.1	General	24

1 Introduction

1.1 General

This report is the Designer's Response to the Stage 2 Road Safety Audit undertaken for the proposed A59 and A1237 highway improvements associated with the proposed Poppleton Bar Park & Ride development, to be situated on the outskirts of York.

The park & ride development forms part of phase one of the Access York major scheme bid and will be located opposite the Poppleton Garden Centre. The site will be accessed via North Field Lane from the A59. The scheme comprises the following elements:

- Signalisation of the staggered crossroads at the Station Road and North Field Lane junctions with the A59;
- A59/A1237 roundabout enlargement;
- New subway under the A1237 for pedestrians and cyclists;
- New pedestrian/cycle route along the A59;
- Mini-roundabout on North Field Lane; and,
- New left turn only exit onto A59 from park & ride site.

The scheme aims to cater for existing and future traffic requirements; by all modes of transport, including bus priority within the traffic light sequencing. The scope of the audit comprised the proposals shown on the drawings listed in Appendix A. Consideration was given to the impact of the scheme upon private accesses along the A59, including the junction with Cinder Lane.

The audit team membership was as follows:

DR M POWELL	-	Halcrow Group Ltd, Leeds
Audit Team Leader		Transport Planning Team
E WRAGG	-	City of York Council
Audit Team Member		Sustainable Transport Service
S BURRELL	-	North Yorkshire Police
Audit Team Member		Traffic Management
P BROADHEAD	-	North Yorkshire Police
Audit Team Member		Traffic Management
M SHAW	-	Halcrow Group Ltd, Leeds
Audit Team Observer		Transport Planning Team

The audit was undertaken on Thursday 20th September 2012. At the time of the audit, the weather was fine and the road surface was dry. The audit was undertaken during the hours of daylight.

The Audit Team has examined and reported only on the road safety implications of the design in accordance with HD 19/03.

The drawings and documents examined during the audit are listed in Appendix A.

The safety aspects of the park & ride junction access and associated works were the subject of comment in a November 2008 Stage 1 Road Safety Audit Report. Following significant modifications to the design, a second Stage 1 Road Safety Audit Report was completed in October 2009. Designer's Response Reports to both Stage 1 Road Safety Audits were supplied to the Audit Team in advance of the Stage 2 Audit, and these are included as Appendix B to the Road Safety Audit report.

2 Items Raised at the Stage One Audit

2.1 General

The safety related aspects of the scheme were the subject of comment in the November 2008 and October 2009 Stage 1 Road Safety Audit Reports. The audit team considers that the following items remain a problem, either in full or in part:

Problem A2.2.1 (November 2008 Stage 1 Audit)

Problem A3.1.1 (November 2008 Stage 1 Audit)

Problem A3.1.4 (November 2008 Stage 1 Audit)

Problem B2 (October 2009 Stage 1 Audit)

Additional comment relating to each problem is provided in this Chapter, with the Designer's Response Reports to the Stage 1 Road Safety Audits included as Appendix B.

All other issues raised in the Stage 1 Road Safety Audits have been resolved.

2.1.1 Problem A2.2.1 (November 2008 Stage 1 Audit)

Summary: Access for fuel tankers and car transporters to the garage

The designer's response to the issues raised in the 2008 Stage 1 Audit was that the splitter island had been amended such that tankers approaching the forecourt from the roundabout can wait between opposing flows. The designer also stated that the reversing manoeuvre can now be made totally within the forecourt area. Whilst the issues raised in the 2008 Stage 1 Audit have been designed out, the Stage 2 audit team has fresh concerns with regards to the arrangements for vehicles turning right into the petrol station; these concerns are discussed in paragraph 3.1.3.

2.1.2 Problem A3.1.1 (November 2008 Stage 1 Audit)

Summary: Visibility along shared use foot/cycleway

The designer's response to the issue raised in the 2008 Stage 1 Audit was that the hedge at this location would be cut back to the limits of the highway boundary. The Stage 2 audit team notes that an uncontrolled crossing facility is now proposed to be relocated within this section of footway where visibility is currently constrained. The audit team noted that visibility to the right is currently obstructed by vegetation when crossing from the northern side of the A59 at this location; however, it is considered that the proposed cutting back of the hedge should be sufficient to resolve this issue. This issue is therefore brought to the attention of the design team, but is not discussed further within this report.

2.1.3 Problem A3.1.4 (November 2008 Stage 1 Audit)

Summary: Inter-visibility through subway

The designer's response to the issue raised in the 2008 Stage 1 Audit was that the subway had been re-designed in accordance with design standards and Secured By Design. The Stage 2 audit team has reviewed the design as submitted for the Stage 2 Audit and still has concerns over the issue of personal security for non-motorised users. The issue therefore remains, and is commented upon further in paragraph 3.4.2.

2.1.4 Problem B2 (October 2009 Stage 1)

Summary: Lack of priority to pedestrian movements through site

The designer's response to the issue raised in the 2009 Stage 1 Audit was that no measures would be introduced to give pedestrians priority over other vehicles. The design team did indicate that crossing points could be emphasised by providing red-hatched areas and appropriate signing, and that this would be considered at the detailed design stage. The audit team has reviewed the detailed designs submitted for the Stage 2 Audit; no proposals have been made to give priority to pedestrians and no red marking or signs are proposed to emphasise pedestrian routes. The audit team therefore remains concerned over how pedestrians and vehicles will interact within the car park; this issue remains, and is discussed further in paragraph 5.3.1.

3 Detailed Appraisal - A1237/A59 Junction and Approaches

3.1 Alignment

3.1.1 Problem (Location 1)

Summary: Narrow lane widths on A1237 approaches

Lane width measurements for the A1237 approaches have been estimated using the scale drawings submitted to the audit team for the Stage 2 Audit. The nearside lane of the A1237 northbound approach was measured as being 2.7m wide, whilst the middle and offside lanes of both the northbound and southbound A1237 approaches were measured as being 2.8m. The audit team considers these widths to be too narrow, particularly when considered in combination with the signed speed limits and the presence of three lanes on each approach, albeit that hatched markings separate the nearside and middle lanes. The narrow lane widths increase the likelihood of vehicles being 'squeezed' on approach to the junction, resulting in an increased risk of side swipe collisions.

Recommendation

Increase the width of the traffic lanes on the A1237 northbound and southbound approaches to ensure that the movements of all vehicle types can be accommodated.

Designers Response

The Auditors' comments are noted. All approach widths on the northern and southern arms align with the requirements of TD16/07 which states a minimum of 3m width for multi-lane entries. There is scope to widen the lanes at the give-way line by reducing the width of the splitter islands though due consideration to the pedestrian refuge is required to ensure an acceptable width is still provided. No change is proposed.

3.1.2 Problem (Location 2)

Summary: A59 eastbound alignment increases risk of late lane change manoeuvres.

The combination of a bend to the right in the carriageway immediately in advance of an entry deflection to the left on the A59 eastbound approach increases the likelihood of vehicles performing sudden lane change manoeuvres across the hatched markings. The required manoeuvre appears particularly tight for HGVs on this approach; this increases the risk of side swipe and shunt collisions as well as being a maintenance issue. The issue is accentuated by the presence of the pedestrian refuge island to the west of the junction, which ensures that vehicles are aligned to the nearside lane when the flaring to the second and third lane commences.

Recommendation

Reduce the length of hatching between the nearside and middle lanes to give vehicles more time and distance to move into the middle and offside lanes.

Designers Response

The Auditors' recommendations are noted and accepted. Hatch markings will be reduced in length on the approach to the splitter island, between the nearside and middle lanes, as per the recommendation. In addition hatch markings between the island crossing to the west and splitter island will be reduced in width to achieve a smoother approach alignment.

3.1.3 Problem (Location 3)

Summary: Egress from petrol station

The proposed modifications to the A59/A1237 roundabout include bringing the footprint of the junction closer towards the petrol station on the A59 westbound approach. The proximity of the junction to the petrol station means that the left turn filter lane, for movements towards the A1237 southbound, commences adjacent to the egress area of the station forecourt. Vehicles travelling towards Harrogate or the A1237 northbound will experience difficulty in exiting the petrol station and will be required to perform one of the following manoeuvres: use the nearside filter lane for left turners to perform an ahead or right turn movement at the roundabout, increasing the risk of side swipe collisions with vehicles performing the same manoeuvre from the middle and offside entry lanes of the roundabout; or, cross the hatched marking area which separates the nearside and middle lanes, which also increases the risk of side impact collisions with vehicles on the A59 westbound approach to the roundabout.

Recommendation

Ensure that the roundabout entry lanes which allow for movements towards Harrogate and Scarborough can be accessed directly from the petrol station egress.

Designers Response

The Auditors' recommendation is noted and accepted. The hatched area between the islands at the forecourt area will be removed.

3.2 Junction

3.2.1 Problem (Location 4)

Summary: 'Garage Only' marking increases risk of side swipe and shunt collisions

The A59 eastbound is a single lane on exit from the roundabout; however, an area of carriageway immediately on exit from, and adjacent to, the circulatory carriageway is to be designated as 'Garage Only' and the audit team understands that this is for the use of HGVs delivering fuel to the garage. The audit team has concerns over how this marking will be interpreted by drivers; whilst the audit team understands that it is intended that the area will only be used by fuel tankers, it is possible that drivers may interpret this marking differently and assume it is a right turn facility. The audit team has several safety concerns with the marking being used by all vehicle types, namely: an increase risk of shunts associated with vehicles exiting the roundabout to find vehicles queuing in the area; an increased risk of side swipe collisions resulting from drivers misinterpreting the extra carriageway width as a two lane exit; and, an increased risk of side impact collisions from vehicles crossing three traffic lanes to enter the garage.

Recommendation

Remove 'Garage Only' text and provide hatched markings. The hatched markings will dissuade drivers from using this section of the carriageway to turn right into the garage; however will still enable fuel delivery vehicles to undertake their necessary manoeuvre.

Designers Response

The Auditors' concern is noted. The Auditors understanding that "the area will only be used by fuel tankers" is actually incorrect. This area has been the subject of lengthy consideration and the layout shown was the preferred solution to meet CYC and designer objective of maintaining all access and egress arrangements for all vehicle types to and from the

garage in a similar arrangement to that currently provided. The inclusion of the “Garage Only” marking is felt to identify to road users that this section of the carriageway is not a two lane exit.

Hatched markings were previously proposed, but felt to be incorrect for the movement of any type of right turning traffic to the garage. The introduction of hatched markings would deter this movement which is not desirable and conflicts with the Auditors recommendation for Location 3 above – to remove markings to enable all turning manoeuvres. A section of hatched markings will be added at the edge of the circulatory carriageway in order to identify that there are not two lane exits from the roundabout. Vehicles will therefore leave in one lane and move over to the Garage Only section if intending to turn right into the forecourt area.

A dialogue with the owners and operators of the garage is ongoing and the proposals may change as a result of subsequent negotiations. At this stage no change is proposed.

3.2.2 Problem (Location 5)

Summary: Reduced length of carriageway between A1237 approach give-ways and uncontrolled crossing area.

Uncontrolled crossings of the A1237 approaches are provided in the form of tactile paving and dropped kerbs. The crossings are located too close to the roundabout entry give-way markings, with only 3.5m between the pedestrian crossing area and the northbound give-way lines. At lengths of less than 5.0m there is potential for vehicles waiting at the give-way line to encroach onto the crossing, increasing the likelihood of pedestrians and cyclists crossing away from the area where drivers would expect them. There is therefore an increased risk of collisions between vehicles and non-motorised users.

Recommendation

Re-position the tactile paving and dropped kerb facilities further away from the A1237 northbound and southbound junction entries, ensuring a minimum distance of 5.0m between the uncontrolled crossing points and the give-way markings.

Designers Response

The Auditors' recommendation is note and accepted. The tactile crossing locations will be relocated to provide a minimum of 5.0m, but without compromising pedestrian desire lines.

3.2.3 Problem (Location 6)

Summary: Part-time signals on A1237 approaches increases the risk of collisions at the two-to-one lane merge on exit

The A1237 is two lanes wide on exit from the roundabout but merges to one lane downstream on both the northbound and southbound exits. Part-time signals are proposed for the A1237 approaches to the roundabout in order to regulate the flow of traffic into the junction at peak times. Signalisation of the A1237 approaches will increase the likelihood of vehicles travelling adjacent to each other when exiting the junction. There is therefore an increased risk of side swipe collisions associated with the part-time signalisation of the A1237 approaches.

Recommendation

Closely monitor the performance of the junction during peak hours under give-way control and reassess the need for part-time signals as part of this monitoring.

Designers Response

The designer does not accept that the risk of side swipe collisions will be increased as a result of introducing a peak period part-time signalised control; traffic ordinarily approaching the give way line in peak periods will do so adjacent to other vehicles. It should also be noted that this part time signal system is not to be installed at the outset of the scheme and only introduced in the future should delays to buses be evident.

In the event that the part time signals are introduced, the Auditors' recommendation that the performance of the signal control be monitored is noted.

3.3 Signs and Markings

3.3.1 Problem (Location 7)

Summary: No signs to warn of merge to one lane on A1237 exits

The A1237 is two lanes wide on exit from the roundabout but merges to one lane downstream on both the northbound and southbound exits. No signing is provided on either of the A1237 exits to warn drivers of the downstream reduction in the number of traffic lanes. There is an increased risk of side swipe and shunt collisions associated with vehicles suddenly moving into the path of other vehicles at the merge.

Recommendation

Provide appropriate signing on the A1237 northbound and southbound exits from the junction to warn of the two-to-one lane merge.

Designers Response

The Auditors' recommendation is noted and accepted. Merge signs to diagram 872.1 will be included, as per the recommendation.

3.3.2 Problem (Location 8)

Summary: Double headed, carriageway lane guidance arrows with associated text destination markings may confuse drivers

Double headed, carriageway lane guidance arrows are to be provided at four locations, with two sets on the circulatory carriageway of the roundabout and a single set on each of the A1237 approaches to the junction. At each location where the double headed arrows are proposed, text destination markings are also to be provided. Double headed arrows with associated text could confuse drivers, since it will be unclear to which direction the text refers. This increases the likelihood of late lane change manoeuvres and sudden braking, increasing the risk of side swipe and shunt collisions.

Recommendation

Remove text destination markings at every location where an associated double headed arrow is to be placed in the same lane. Where text destination markings are provided in the traffic lane adjacent to the double headed arrow and text, this must also be removed to avoid drivers using a single lane when travelling to a given destination since both lanes may actually be available for the movement.

Designers Response

The Auditors' recommendation is noted. However, the markings proposed are consistent with those at the A19/A1237 roundabout junction, for which this was the preferred layout

and lining regime. No issues have been reported to the designer of that scheme associated this style of lining and therefore to remain consistent on the A1237, no change is proposed.

3.3.3 Problem (Location 9)

Summary: A1237 northbound lane destination sign and carriageway markings give conflicting guidance

Sign Rs03, to Diagram 2017 of TSRGD, is to be located on the A1237 northbound approach adjacent to where the carriageway widens to three lanes. The sign indicates that York can be accessed from both the middle and offside lanes; however, further downstream, closer to the junction entry, text destination markings provide conflicting guidance, showing York to only be accessible from the offside lane. The conflicting guidance between signing and carriageway markings has the potential to confuse drivers and increases the likelihood of late lane change manoeuvres and/or sudden braking. There is therefore an increased risk of side swipe and shunt collisions.

Recommendation

Omit the 'York' text from the carriageway markings on the A1237 northbound approach.

Designers Response

The Auditors' recommendation is noted. Read in conjunction with Item 3.3.5 Problem (Location 11) sign RS03 is to be simplified to that shown for RS11. This is also consistent with the signing regime provided at the A19/A1237 roundabout junction.

Carriageway Marking "York" will be retained in conjunction with simplified signing.

3.3.4 Problem (Location 10)

Summary: A59 eastbound Advance Direction Sign (ADS) and carriageway markings give conflicting information

ADS Rs09, to Diagram 2022 of TSRGD, is to be located on the A59 eastbound approach to the junction. This ADS suggests that York can be accessed from both the nearside and middle lanes; however, further downstream, closer to the junction entry, text destination markings provide conflicting guidance, showing York to only be accessible from the middle lane. The conflicting guidance between signing and carriageway markings could confuse drivers and increases the likelihood of late lane change manoeuvres and/or sudden braking. There is therefore an increased risk of side swipe and shunt collisions.

Recommendation

Omit the 'York' text from the carriageway markings on the A59 eastbound approach.

Designers Response

The Auditors' recommendation is noted. Upon further discussion with CYC the convention of signing "York (C&N)" has been deemed inconsistent with city wide signing. Sign RS09 will be amended to replace the reference to "York (C&N)" with York North" and the Road Marking "York" will be retained.

Note: this sign under consideration is that shown on drawing THAYPR-PB-1201. Unfortunately a different sign, referenced also as RS09, appears on drawing THAYPR-PB-1202. This sign will be renumbered.

3.3.5 Problem (Location 11)

Summary: Over provision of destination guidance on A1237 and A59 westbound approaches

Two map type signs are proposed on each of the four approaches to the junction; the first giving primary route guidance and the second showing local destinations. Closer to the junction, a lane guidance sign is also proposed on each approach (two on the A1237 southbound approach) with text repeating the destinations listed on the upstream map type signs (exception being A59 eastbound lane guidance which does not show any associated text). The amount of destination signing on the A1237 and A59 westbound approaches has the potential to 'overload' drivers with information, causing confusion and increasing the likelihood of the more important and commonly used destinations being 'lost' amongst the other signed destinations. There is therefore an increased likelihood of drivers performing late lane change manoeuvres and/or sudden braking, leading to an increased risk of side swipe and shunt collisions.

Recommendation

Simplify signs Rs03, Rs07, Rs15 and Rs16 by removing the destination and route text, providing only the lane guidance arrows (as found on sign RS11) ensuring that the lane guidance arrows are consistent with those proposed on the carriageway surface.

Designers Response

The Auditors' recommendation is noted and accepted. Ample carriageway markings and directional signing have been proposed. Signs RS03, RS07, RS15 and RS16 will be simplified to the style shown for RS11 (to diagram 877) as per the recommendations.

3.3.6 Problem (Location 12)**Summary: Signing that differentiates between York and York (C & N) could confuse drivers**

Map type signs Rs01 and Rs09, located on the A1237 northbound and A59 eastbound approaches respectively, advise that York can be accessed via two directions from the roundabout and differentiate between 'York' and 'York C & N'; the first being reached via the non-primary A59 eastbound route, the latter via the A1237 northbound. It is possible that drivers will not understand that 'York C' refers to central York. Furthermore, in the context of the 'York C & N' destination, drivers may be confused as to what is meant by the 'York' destination. Consequently there is scope for uncertainty as to which route should be used to access the city. There is therefore an increased likelihood of drivers performing late lane change manoeuvres and/or sudden braking, leading to an increased risk of side swipe and shunt collisions.

Recommendation

Remove 'York' text from the A59 non-primary route of the map style signs RS01 and RS09.

Designers Response

The Auditors' recommendation is noted. "York A59" is to be retained and "York (C&N)" replace with "York North" on signs RS01 and RS09.

3.3.7 Problem (Location 13)**Summary: Private accesses shown on map style ADS signs**

Signs Rs05 and Rs06 on the A59 westbound approach show the private accesses located along the link as 'stubs'. These private accesses will not be used by the vast majority of vehicles on the approach and could cause confusion for drivers travelling to a destination accessed via the A1237 southbound (such as Leeds, Selby or Acomb) and who are looking for a left turn downstream. There

is therefore an increased likelihood of drivers performing late turning movements and/or sudden braking, leading to an increased risk of shunt collisions.

Recommendation

Remove the private access 'stubs' from signs Rs05 and Rs06.

Designers Response

The Auditors' recommendation is note and accepted. Stubs are to be removed from signs RS05 and RS06 as per the recommendation.

3.3.8 Problem (Location 14)

Summary: Inappropriate use of junction warning signs

Three junction ahead warning signs are proposed on the A59 (east) arm to warn drivers of the private accesses in the vicinity of the roundabout junction. Two 'Side Road Ahead' signs to Diagram 506.1 of TSRGD are proposed: one on the westbound approach which refers to a side road adjacent to the petrol station, the other is to be on the eastbound exit from the A59/A1237 roundabout which refers to Cinder Lane. The third proposed junction warning sign is a 'Crossroads Ahead' sign to Diagram 504.1 of TSRGD, which is to be located further east along the A59 (east) and refers to 'The Knoll' and a farm house access. Junction ahead warnings signs are not commonly used to highlight the presence of private accesses. These private accesses will not be used by the vast majority of vehicles on the A59 and could cause confusion for drivers travelling to a destination accessed via the A1237 (such as Leeds, Selby, Clifton Moor or Acomb) or the A59 eastbound, and who are looking for probable turning points to the nearside and offside. There is therefore an increased likelihood of drivers performing late turning movements and/or sudden braking, leading to an increased risk of shunt collisions.

Recommendation

Remove the proposed junction warning signs to Diagrams 504.1 and 506.1 of TSRGD.

Designers Response

The Auditors' recommendation is noted. These three signs have been included to address residents concerns expressed by residents at Public Consultation. They are concerned that the amended layout will increase vehicle speeds above 40mph and result in accidents for residents exiting Cinder Lane and neighbouring properties. Little detrimental impact is envisaged by inclusion of these signs. No change is proposed.

3.3.9 Problem (Location 15)

Summary: Inappropriate use of red surfacing and 'Slow' marking

Red carriageway surfacing with associated 'Slow' marking is proposed at three locations: two on the A59 (east) arm, of which one is to be located on the eastbound exit from the roundabout to warn of the Cinder Lane access and the other further east, on the westbound carriageway to warn of 'The Knoll' and farm house private accesses; the third red surface patch with 'Slow' marking is to be located on the A59 (west) exit from the roundabout and is intended to warn drivers of private accesses on the A59 westbound between the roundabout and Station Road. These private accesses will not be used by the vast majority of vehicles on the A59 and there is therefore an increased likelihood of drivers failing to understand which hazards the markings refer to, leading to driver confusion. The overuse of red surfacing and 'Slow' warnings at locations not deemed to be hazards will detract drivers' attention away the more prominent hazards associated with the A59/A1237

roundabout junction. There is therefore an increased likelihood of drivers performing late turning movements and/or sudden braking, leading to an increased risk of shunt collisions.

Heavy braking associated with slowing vehicles has the potential to wear away the red surfacing, creating a continual maintenance issue whereby the surfacing will require refreshing.

Recommendation

Omit the proposed red surfacing and accompanying 'Slow' marking from all three proposed locations.

Designers Response

The Auditors' recommendation is noted. The location of the red surfacing and SLOW road markings was included to address residents concerns expressed by residents at Public Consultation. They are concerned that the amended layout will increase vehicle speeds above 40mph and result in accidents for residents exiting Cinder Lane and neighbouring properties. Little detrimental impact is envisaged by inclusion of these markings. No change is proposed.

3.3.10 Problem (Location 16)

Summary: Inappropriate position of chevron signs on A1237 southbound and A59 eastbound entries

Chevrons to Diagram 515.1A of TSRGD warning of sharp deviation on entry to the roundabout are to be located on the roundabout central island opposite each junction approach. The proposed chevron boards opposite the A59 eastbound and A1237 southbound approaches are aligned to directly face the give-way markings. Due to the sharp deviation to the left in the alignment of the carriageway on these approaches, the forward visibility of the chevrons when approaching the junction is reduced. This increases the likelihood of vehicles failing to recognise the deviation in the route, thereby increasing the risk of loss of control and failure to give-way collisions.

Recommendation

Re-position the chevron signs opposite the A1237 southbound and A59 eastbound entries to provide improved forward visibility and an earlier warning of route deviation on approach to the junction.

Designers Response

The Auditors' recommendation is noted and accepted. The Chevron boards to Diagram 515.1A will be relocated to align with approaches, as per the recommendation.

3.4 Non-Motorised Users

3.4.1 Problem (Location 17)

Summary: Lack of warning to non-motorised users that traffic approaches from various directions at crossings

Uncontrolled crossings of the A1237 are provided in the form of tactile paving and dropped kerbs across the northern and southern arms. Refuge islands split the crossing of both arms into three movements. For two of the crossing movements on each arm, traffic will approach the non-motorised user from a different direction to the third movement. It is possible that non-motorised users will become accustomed to traffic approaching from one side and not recognise when traffic

approaches from a different direction. There is an increased risk of collisions between vehicles and non-motorised users associated with these crossing movements.

Recommendation

Provide 'Look Left, Look Right' carriageway markings for non-motorised users at the crossing points proposed on the A1237 south and north arms.

Designers Response

The Auditors' recommendation is noted. However, this road marking was similarly discussed for use at the A19 / A1237 roundabout junction and CYC Network Management team opposed such a facility. It was and is perceived that there will be sufficient road markings in the vicinity of the crossings and ordinarily high enough volumes of traffic that non-motorised users will be aware of the direction vehicles are approaching from. No change is proposed.

3.4.2 Problem (Location 18)

Summary: Provision of underpass across A127 (north) arm

A segregated use underpass is proposed across the A1237 (north) arm providing a connection for east/west non-motorised user movements along the A59. Alternative at-grade crossings of the A1237 are provided in the form of new dropped kerbs and tactile paving across the north and south arms. The provision of an underpass may encourage user groups who previously felt unable to use the existing at-grade crossing to undertake east/west movements across the junction; such groups may include: the elderly, parents with children and visually/mobility impaired users. However, the audit team considers the design of the proposed underpass poses a personal security concern for non-motorised users, namely that the alignment of the underpass does not allow users a view of the exit when entering the facility. This means that somebody already in the underpass, or entering the underpass at the opposite side of the A1237, cannot be seen upon entry. The user groups that will potentially be most concerned by this issue are the vulnerable groups listed above, as users whose movements are likely to be encouraged by the underpass. Vulnerable non-motorised users may therefore decide to use the new at-grade facility, which, although an improvement on the existing uncontrolled facility, will still be difficult to use for vulnerable groups, given the high traffic flows through the junction. Increased numbers of vulnerable users crossing the A1237 carriageway at uncontrolled, at-grade facilities increases the risk of collisions between vehicles and non-motorised users.

The design of the underpass could also create a maintenance issue, as the lack of inter-visibility through the underpass increases the likelihood of vandalism and anti-social behaviour.

Recommendation

Alter the alignment of the underpass to provide greater inter-visibility through the facility.

Designers Response

The Auditors' recommendation is noted. Provision of an underpass of the A1237 at this location is consistent with other major roundabouts on the A1237. The alignment of the underpass is constrained by the land available for its development, but has been designed in accordance with guidance in TD36/93 and "Secure by Design". The inner radii approach ramp walls will be kept to the absolute minimum height (determined by existing ground water table levels) combined with embankments to achieve maximum inter-visibility. No change is proposed.

3.4.3 Problem (Location 19)

Summary: Inappropriate level of lighting in and adjacent to the proposed underpass

Details of the internal lighting of the underpass were not submitted to the audit team for the Stage 2 Audit. The audit team therefore has concerns over the level of lighting within the underpass. Low lighting levels are likely to create personal security concerns amongst users, particularly with vulnerable groups such as: the elderly, parents with children and visually/mobility impaired users. Able-bodied female users are also likely to have personal security concerns at night if inadequate lighting is provided. Vulnerable non-motorised users may therefore be forced into using the new at-grade facility, which is considered unsuitable for use by vulnerable groups as described in paragraph 3.4.2. Increased numbers of vulnerable users crossing the A1237 carriageway at uncontrolled, at-grade facilities increases the risk of collisions between vehicles and non-motorised users, particularly during the hours of darkness, the period of the day when personal security concerns with regards to low lighting levels are most pertinent and most likely to lead to people avoiding the underpass.

Recommendation

The design team should ensure that lighting levels are consistent on entry, through and on exit from the underpass, with no dark patches along the route. Altering the alignment of the underpass, as recommended in paragraph 3.4.2, would also help to alleviate personal security concerns.

Designers Response

The Auditors' recommendation is noted. The detailed design of the underpass will be carried out by the Contractor successful in tendering for the works. This will include all aspects of the structure and associated infrastructure, including lighting. As such this level of detail is not as yet available to provide to the Audit Team. The requirements for all elements of design are included in an End Performance Specification. The Contractor will be required to submit details of all elements of the underpass to CYC for approval; lighting levels will be included in this approval proposal.

3.4.4 Problem (Location 20)

Summary: Inappropriate signing associated with change from segregated to unsegregated shared use path

The shared use path that runs parallel to the northern side of the A59 is unsegregated along the majority of the route, with the exception of being segregated through the proposed underpass. The design drawings submitted to the audit team for the Stage 2 Audit do not show any proposed signing in the vicinity of the changeovers from segregated to unsegregated use and vice versa. There is an increased risk of collisions between non-motorised users as a result of the lack of warning of the change between segregated and unsegregated shared use provision.

Recommendation

Provide signing to Diagrams 956 and 957 of TSRGD to adequately warn non-motorised users of the change between segregated and unsegregated shared use paths.

Designers Response

The Auditors' recommendation is noted and accepted. Signing to diagrams 956 and 957 will be added as appropriate to the segregated sections of the footway / cycleway as per the recommendation.

4 Detailed Appraisal - Station Road/North Field Lane Junction

4.1 Alignment

4.1.1 Problem (Location 21)

Summary: Alignment of vehicles turning left out of Station Rd & North Field Lane

Large turning radii are proposed for the left turns from Station Road and North Field Lane onto the A59. The large radii will cause vehicles to approach the give-way markings at an acute angle, increasing the likelihood that drivers will be required to look backwards over their shoulder into the 'blind spot' area in order to observe vehicles approaching on the A59; this would be especially difficult for bus and coach drivers. There is therefore an increased risk of vehicles emerging from the give-way left turn into the path of vehicles already on the A59.

Recommendation

Adjust the alignment of the carriageway on the left turn exits from Station Road and North Field Lane to enable vehicles (especially buses\coaches) to approach the give-way at an angle that is more perpendicular to the markings. Alternatively, the left turn lanes should be signalised.

Designers Response

The Auditors' recommendations are noted. The proposed left turn from Northfield Lane to the A59 has been designed to cater for the swept path of large vehicles (HGVs). Buses will not need to make this manoeuvre. Any change to the kerb line from Northfield Lane to the A59 would likely compromise this movement.

The proposed left turn from Station Road to the A59 will be reviewed.

4.2 Junction

4.2.1 Problem (Location 22)

Summary: Vehicle egress from maintenance bay

A maintenance bay is proposed on the western side of the staggered junction, adjacent to the A59 westbound carriageway and immediately downstream of the left turn give-way exit from North Field Lane. The audit team considers the lay-by to be located too close to the junction. There is the potential for maintenance vehicles to pull out of the lay-by without being able to see vehicles approaching from all directions, particularly the left turn out of North Field Lane. There is therefore an increased potential for side impact collisions associated with maintenance vehicles pulling into the path of vehicles already on the A59.

Recommendation

The service bay should be re-sited further away from the junction, so that access and egress can be carried out by servicing vehicles in a safe manner.

Designers Response

The Auditors' recommendation is noted. The position of the maintenance bay has been located dependent on the position of the signal controller equipment, which itself needs to be sited such that the operator is able to see the signals from this equipment. Visibility at this location should be sufficient. All movements are controlled by the signalised junction

and therefore ample opportunity should be provided to allow the egress of maintenance vehicles at this location. Furthermore, such movements will be very infrequent, limited to a few visits annually.

4.2.2 Problem (Location 23)

Summary: Narrow carriageway at mid-junction link between Station Rd & North Field Lane

Lane width measurements have been estimated for the A59 mid-junction link using the scale drawings submitted to the audit team for the Stage 2 Audit. The eastbound traffic lane of the A59 was measured as being 2.8m wide and the adjacent on-carriageway cycle lane was measured as 0.9m; whilst the westbound traffic lane was slightly wider, at 3.0m, also with an adjacent on-carriageway cycle lane of width 0.9m. The audit team considers the carriageway in both directions to be too narrow to separately mark an on-carriageway cycle lane. The presence of a marked cycle lane gives the impression to drivers that the carriageway width is sufficient to allow an overtaking manoeuvre without encroaching into the marked area; drivers are therefore more likely to maintain their speed when overtaking cyclists, increasing the likelihood of side swipe collisions between vehicles and cyclists. The relevance of this issue is increased given that the number of large vehicles using this section of carriageway will increase once the park and ride site is operational.

Recommendation

Increase the width of the west and eastbound mid-junction links to ensure that all anticipated vehicle types using this section of carriageway can pass cyclists with sufficient clearance.

Designers Response

The Auditors' recommendation is noted. The westbound lane width is 3.2m wide with an adjacent 1.0m wide cycle lane. The eastbound lane is 3.5m wide with an adjacent 1.0m wide cycle lane. These widths are deemed to be sufficient, although there is scope to widen the lane widths if required. No change is proposed.

4.2.3 Problem (Location 24)

Summary: Lack of guidance at the left turn only park & ride exit could lead to inappropriate movements

A left turn only give-way exit from the park & ride site is to be located on the A59, west of North Field Lane; vehicles are not permitted to enter the park & ride site at this location.

The designs submitted to the audit team propose a raised traffic island in the centre of the A59 carriageway, parallel to the give-way markings of the left turn exit. The raised traffic island, being the same length as the give-way markings, is not considered to be long enough and may not dissuade all drivers from turning right out of the junction, travelling past the raised island and crossing the hatched markings to join the A59 eastbound carriageway.

The designs do not show any proposed signing to advise westbound vehicles already on the A59 that the junction is exit only and that a left turn is not permitted.

The lack of proposed street furniture to enforce the left turn only exit increases the likelihood of vehicles turning right out of the park & ride site or turning left into the exit. There is therefore an increased risk of head-on and side impact collisions at this location.

Recommendation

The audit team recommends the following additions: extend the length of the raised traffic island in the centre of the A59 carriageway to prevent vehicles from turning right out of the exit; provide a 'Turn Left Ahead' sign to Diagram 609 of TSRGD in advance of the give-way line for vehicles exiting the park & ride site; and, provide 'No Entry' signs to Diagram 616 of TSRGD to prevent vehicles from turning left into the exit road from the A59.

Designers Response

The Auditors' recommendations are noted and accepted. The island will be lengthened to the east to prevent right turn movements; a sign to Diagram 609 will be included in the on site proposals, in addition to signing already indicating left only turn movements; and no entry signs to Diagram 616 will be included.

4.2.4 Problem (Location 25)

Summary: Lack of warning of give-way layout for drivers turning left

The majority of movements at the Station Road/North Field Lane staggered junction are proposed as being under signal control; the exceptions to this are the left turn exits from North Field Lane and Station Road which will operate as give-way priorities. No signing to advise drivers of the give-way control is proposed on the North Field Lane and Station Road approaches. Given the amount of signal controlled movements through the junction, there is a possibility that drivers may become accustomed to having priority when performing a turning movement and consequently fail to notice the change in control to give-way operation. There is therefore an increased risk of side impact collisions associated with drivers failing to give-way to vehicles already on the A59.

Recommendation

Provide 'Give-way' signs to Diagram 602 of TSRGD on the North Field Lane and Station Road left turn entries to the A59.

Designers Response

The Auditors' recommendations are noted and accepted. Give Way signs to Diagram 602 will be added as per the recommendation.

4.2.5 Problem (Location 26)

Summary: No signing to warn of mini-roundabout

The design proposals submitted for the Stage 2 Audit suggest that no signing will be provided to warn drivers of the mini-roundabout junction on North Field Lane. Drivers approaching the mini-roundabout will have no advance warning of the junction, which increases the likelihood of drivers failing to observe the give-way priority. The lack of advanced warning is exacerbated by the possibility of vehicle queuing associated with the North Field Lane/A59 junction extending back across the circulatory carriageway of the mini-roundabout, reducing the conspicuity of the junction. There is therefore an increased risk of collisions associated with drivers failing to give-way and shunts resulting from sudden braking.

Recommendation

Provide appropriate signing to give advanced warning to drivers of the mini-roundabout junction.

Designers Response

The Auditors' recommendations are noted and accepted. Signing to Diagrams 510 and 611.1 will be added. Lighting will be required to these signs as they are within 50m of proposed street lighting system.

4.2.6 Problem (Location 27)

Summary: Lack of warning of junction layout from A59 approaches

Advanced guidance information for drivers approaching the Station Road/North Field Lane junction on the A59 is to be provided by proposed signs Rs25 and Rs26 (westbound) and Rs31 (eastbound). The signs are not consistent in format and none of the signs advise of the staggered layout of the junction.

Proposed sign Rs25 on the A59 westbound approach suggests that the junction ahead is a t-junction with a minor road to the right. Sign Rs25 therefore only gives advanced guidance of Upper Poppleton and the rail station; the park & ride site and business park are signed as a left turn on sign Rs26, downstream of sign Rs25. Signs Rs25 and Rs26 have the potential to confuse drivers as they do not give an indication of the relative position of each available turning movement within the junction.

Proposed sign Rs31 on the A59 eastbound approach is a variant of TSRGD Diagram 2005. Drivers could mistakenly interpret from sign Rs31 that the junction has a standard crossroads layout rather than the proposed staggered layout. It is therefore possible that drivers travelling to Poppleton may become confused when they encounter the right turn towards the park & ride site but do not find an adjacent left turn towards Poppleton.

There is an increased likelihood of late lane change and braking manoeuvres as a result of drivers reacting to an unexpected junction layout, increasing the risk of side swipe and shunt collisions.

Recommendation

Provide signing that is consistent across both junction approaches and advises of the staggered layout of the junction.

Designers Response

The Auditors' recommendation is noted and accepted. Signing consistent to this junction will be included; RS31 will be amended to a conventional staggered form; and signs RS25 and RS26 will be combined and amended to a conventional staggered form.

4.3 Non-Motorised Users

4.3.1 Problem (Location 28)

Summary: Red surfacing across the garden centre entry/egress to/from mini-roundabout could cause confusion

The designs indicate that an area of red surfacing is proposed across the garden centre car park entry/egress. The function of the red surfacing is not made clear within the designs submitted for the Stage 2 Audit; however, it is the assumption of the audit team that the red surfacing is intended to bring to the attention of drivers entering/exiting the garden centre car park the presence of non-motorised users crossing the carriageway at this location. The audit team considers that the surfacing may be interpreted differently by different road users. Whilst drivers may interpret the surfacing as a warning of non-motorised user activity in the area, pedestrians and cyclists may mistakenly believe that they have priority when crossing at this location. The lack of clarity as to the

level of non-motorised user priority at this location is exacerbated by the absence of dropped kerbs and tactile paving.

There is an increased risk of collisions between non-motorised users and vehicles at this location, resulting from inconsistencies in the form of crossing facilities proposed and the potential for misinterpretation of the carriageway markings at these crossings.

Recommendation

Remove the red surfacing from the carriageway and provide dropped kerbs and buff coloured tactile paving to the crossing point of the foot/cycleway.

Designers Response

The Auditors' recommendations are noted and accepted. The red surfacing will be removed and a buff coloured tactile crossing will be added, as per the recommendations.

4.3.2 Problem (Location 29)

Summary: Combination of non-motorised user crossing types at Station Road junction

A combination of different non-motorised user crossing facilities is proposed at the Station Road junction with the A59. Toucan crossings are proposed across the left turn entry into, and right turn exit from, Station Road, whilst a zebra crossing is to be provided across the left turn exit from Station Road. The audit team has several concerns regarding the proposed crossing facilities. Firstly, the installation of zebra and toucan crossings across the Station Road entry to the A59 will lead to a potentially confusing mixture of signal poles and belisha beacons in close proximity to each other on the traffic island that separates the left and right turn vehicle movements from Station Road. Drivers of vehicles turning right or left will be able to see the signal poles and belisha beacons, potentially causing uncertainty as to which form of junction control is applicable to their intended movement. There is also an increased risk of pedestrians becoming confused as regards priorities, due to the close proximity of the different crossing types and associated street furniture.

The provision of a zebra crossing facility across the left turn movement from Station Road results in an associated give-way control where vehicles enter the A59 eastbound carriageway. Given the predicted high volume of traffic travelling eastbound along the A59, and consequential difficulties this may create for vehicles turning left from Station Road, the audit team is concerned that drivers of vehicles approaching the junction on Station Road may place greater attention to identifying gaps in upstream A59 traffic than on non-motorised user movements at the junction. The possibility of vehicles queuing back from the left turn give-way would also increase the likelihood of vehicles encroaching onto the zebra crossing and pedestrians being forced to cross between stationary vehicles.

There is therefore an increased risk of collisions between vehicles and non-motorised users associated with the installation of a zebra crossing across the left turn from Station Road.

A toucan crossing is proposed across the left turn lane from the A59 towards Station Road. The left turn is relatively short and appears long enough to store a queue of approximately two to three vehicles. The audit team is concerned that the left turn queue may exceed this length during the intergreen period associated with non-motorised users using the crossing, with an associated increased risk of shunt collisions involving vehicles queuing back through the junction.

Recommendation

Omit the proposed zebra crossing from the Station Road left turn and replace with a toucan facility. Review the forecast queue length for the left turn into Station Road. If the forecast queue cannot be

accommodated within the available length proposed, then remove the proposed toucan facility from the left turn into Station Road and replace with an uncontrolled crossing, incorporating buff tactile paving and dropped kerbs.

Designers Response

Agree with auditor's comments regarding combination of signal controlled and zebra controlled crossings.

The left turn to Station Road and ahead movement on A59 eastbound are on the same phase, and hence this has no potential to cause shunt type accidents. The proposed toucan crossing facility across the left turn to Station Road runs in the same stage as the right turn into Station Road. The left turn flow into Station Road is very low and as a proportion of the total eastbound movement at this point is 1% in AM and 2% in PM peak.

In order to determine the most appropriate form of crossing at this location, the following have had to be considered.

- The Consultation process feedback conveyed concerns about a controlled crossing facility at this location, with particular reference to queuing traffic.
- The traffic modelling shows very low movements city bound from Station Road.
- The current existing pedestrian/cyclist movements in this area are very low.

It is felt that the provision of a signal controlled (Toucan) crossing may provide a facility that is not well used and consequently provide an unwanted excessive provision at this location. In addition, drivers are likely to experience unnecessary delays arising from a crossing phase that would be infrequently used and this could lead to driver frustration and the lights possibly being ignored. It is also considered that due to the low vehicle movements that pedestrians will have ample time to identify crossing opportunities.

The crossing cannot really be considered to be beneficial in these circumstances.

The Designer therefore recommends that the controlled crossings for the left turn in and left turn out of Station Road be removed and replaced with uncontrolled crossings, with the following future provision:

- The proposed crossing provisions should be monitored to consider future pedestrian usage
- The junction should be constructed for future controlled crossing provision
- Ducting and NAL sockets (for signal heads) should be installed at this stage and for future financial consideration
- If at a future time a need for controlled crossings is then identified, the Give Way markings would be removed, ducting utilised, tactile paving lifted and with slight modification changed to controlled crossing configuration and signal heads located.

5 Detailed Appraisal - On-site Road Network

5.1 Alignment and Usage

5.1.1 Problem (Location 30)

Summary: Unsuitable designation of caravan parking area

A parking area for ten caravans has been designated in advance of the main car park and to the immediate left on entry to the park & ride site. The area assigned for caravan parking is relatively small and will require drivers to reverse, with little space available for turning manoeuvres. The entrance and exit to the parking area is via the same two-lane entry/egress meaning that all vehicles using the parking area will be required to perform some level of turning manoeuvre. The constrained parking area and low manoeuvrability of caravans increases the likelihood of (low speed) vehicle collisions in this area, especially given the proximity of the car park to the busy park & ride site entrance.

Recommendation

Either: provide a parking area for caravans which does not require reversing manoeuvres; or, ensure that, where caravan parking is to be provided, adequately sized spaces and carriageway are available for vehicles to perform turning manoeuvres, such as reversing, safely.

Designers Response

Rejected – The area identified has been specifically modelled for camper vans, not caravans. Autotrack has been used during the design stage(s) and show adequate space for reversing manoeuvres. Signage will be amended to highlight restriction of caravans into that parking area.

5.2 Road Markings

5.2.1 Problem (Location 31)

Summary: Inappropriate vehicle speeds through site

A 20mph roundel is to be located on the carriageway in the vicinity of the main site entrance. There is potential that drivers will view this as an appropriate speed at which to drive within the park & ride site. Given the likely high number of vehicle turning manoeuvres and conflicting pedestrian/cycle manoeuvres this is deemed to be an inappropriate speed, increasing the likelihood of collisions between motorised vehicles and non-motorised users.

Recommendation

Remove the 20mph roundel and either replace with a 10mph roundel or leave unmarked. Provide vertical speed calming measures through the site to manage vehicle speeds, with particular emphasis to speed reduction being placed on the straighter exit link along the spine of the car park, where vehicle speeds are likely to be higher.

Designers Response

Following further discussions with CYC, the provision of zebra crossing facilities is believed to be unwarranted on the basis that low vehicle speeds, low vehicle numbers and good visibility for all do not create the conditions for a problem. Experience of Park and Ride facilities running for 20 years have shown this unnecessary and would promote further maintenance liabilities.

5.2.2 Problem (Location 32)

Summary: Potential for vehicles to maintain a high speed through crossing areas

Uncontrolled pedestrian footways with buff tactile paving are proposed along the radial pedestrian routes which connect the terminal building with the curved links of the car park. Where the footways cross the carriageway, road stud delineation markings are proposed. The combination of long and sweeping car park circulatory links with vehicle priority at pedestrian crossing points increases the likelihood of vehicles maintaining a higher than desirable speed when travelling around the park & ride site. There is an increased risk of collisions between non-motorised users and vehicles, resulting from higher than desirable vehicle speeds arising from a lack of speed reduction measures and perceived vehicle priority around the site.

Recommendation

Increase the level of pedestrian priority within the site by providing zebra style crossings at all locations where the uncontrolled pedestrian footways intersect with the vehicular carriageway. To avoid confusion, buff tactile paving should be replaced with red tactile paving at the edge of the footway adjacent to zebra style crossings.

Designers Response

Accepted in part – Further discussions required with CYC with regards to use of zebra crossing points.

5.3 Bus Only Link

5.3.1 Problem (Location 33)

Summary: Potential for private motor vehicles to use bus only link

The entry to the bus only link, located immediately before the main car park entrance, is not controlled by any physical measure, with the only reference to its designation as a bus link being the carriageway marking of the right turn bay into the link. The lack of signing and restrictive measures on entry to the bus only link increases the likelihood of private motor vehicles using the link either by accident or on purpose, the former being especially likely during peak hours when the carriageway marking of the right turn bay may become obscured by vehicles waiting to turn.

Increased vehicular activity in the predominantly non-motorised user area close to the terminal building increases the risk of collisions between motorised and non-motorised users.

Recommendation

Install a 'Buses Only' sign (in white writing on a blue background to diagram 953.3 of TSRGD).

Designers Response

Accepted – Sign 953.3 will be added to the drawings.

5.4 Landscaping and Vegetation

5.4.1 Problem (Location 34)

Summary: Proposed landscaping in car park will potentially obscure pedestrians at crossings

The landscaping proposals indicate that trees will be placed at the end of the parking aisles, adjacent to uncontrolled pedestrian crossing points. The presence of mature trees with fully developed canopies has the potential to reduce inter-visibility between drivers and pedestrians waiting to cross the car park internal access roads, increasing the risk of collisions between pedestrians and vehicles.

Recommendation

Ensure any landscaping works proposed in the areas surrounding pedestrian crossing points utilise low level vegetation, which do not have the potential to grow to a height that may obscure inter-visibility between pedestrians and drivers of vehicles using the internal access roads of the car park.

Designers Response

Comments Noted - The long term management plan (currently being produced) is specifying that all trees in the car park areas be retained with a 2 metre clear stem as they develop to ensure good visibility. No multi stemmed trees are included, also for that reason. Trees have generally been restricted within the car park areas to ensure good visibility.

All groundcover planting has been selected to not grow higher than 1m to ensure visibility. The long term management plan will specify that vegetation in the car park areas should be maintained below this level.

6 Audit Team Statement

6.1 General

I certify that this audit has generally been carried out in accordance with HD 19/03. I certify that all members of the Audit Team have examined the drawings and documents listed in Appendix A of this Road Safety Audit Report. The Road Safety Audit has been carried out with the sole purpose of identifying any feature that could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in the report, together with associated suggestions for safety improvements that we recommend should be studied for implementation.

No-one on the Audit Team was involved with the design of the measures.

AUDIT TEAM LEADER:

Name: Mark Powell
Position: Associate Director (Transport Planning)
Organisation: Halcrow Group Ltd
Address: Arndale House, Otley Road, Headingley, Leeds, LS6 2UL

Signed: 
Date: 11 October 2012

AUDIT TEAM MEMBERS:

Name: Eric Wragg
Position: Road Safety Engineer
Organisation: City of York Council
Address: Transport Projects/Sustainable Transport Service, 9 St Leonard's Place, York, YO1 7ET

Name: Steve Burrell
Position: Traffic Management Officer
Organisation: North Yorkshire Police
Address: Traffic Management, Central Area Headquarters, Fulford Road, York, YO10 4BY

Name: Peter Broadhead
Position: Traffic Management Officer
Organisation: North Yorkshire Police
Address: Skipton Police Station, Otley Road, Skipton, BD23 1EZ

AUDIT TEAM OBSERVER:

Name: Mark Shaw

Position: Consultant (Transport Planning)

Organisation: Halcrow Group Ltd

Address: Arndale House, Otley Road, Headingley, Leeds, LS6 2UL



Appendix A

Drawings and Documents Examined During the Audit

Drawing Number THAYPR-PB/102 – General Arrangement

Drawing Number THAYPR-PB/117 – Existing Survey Sheet 1 of 4

Drawing Number THAYPR-PB/150 – Existing Topographical Survey

Drawing Number THAYPR-PB/153 – Chainage and Typical Long Section Location Plan

Drawing Number THAYPR-PB/154 – Carriageway Long Sections

Drawing Number THAYPR-PB/155 – Typical Carriageway Long Sections (Sheet 1 of 2)

Drawing Number THAYPR-PB/156 – Typical Carriageway Long Sections (Sheet 2 of 2)

Drawing Number THAYPR-PB/157 – Carriageway Cross Sections Alignment M001

Drawing Number THAYPR-PB/158 – Carriageway Cross Sections Alignment M002

Drawing Number THAYPR-PB/159 – Carriageway Cross Sections Alignment M003 (Sheet 1 of 2)

Drawing Number THAYPR-PB/160 – Carriageway Cross Sections Alignment M003 (Sheet 2 of 2)

Drawing Number THAYPR-PB/161 – Carriageway Cross Sections Alignment M002

Drawing Number THAYPR-PB/201 – Site Clearance Street Furniture Sheet 1 of 4

Drawing Number THAYPR-PB/205 – Site Clearance Surfacing Sheet 1 of 4

Drawing Number THAYPR-PB/601 – Earthworks Sheet 1 of 4

Drawing Number THAYPR-PB/605 – Site Clearance Capping Sheet 1 of 4

Drawing Number THAYPR-PB/701 – Pavements Sheet 1 of 4

Drawing Number THAYPR-PB/1101 – Kerbs, Footways and Paved Areas Sheet 1 of 4

Drawing Number THAYPR-PB/1150 – Kerbing Layout

Drawing Number THAYPR-PB/1205 – Road Markings Sheet 1 of 4

Drawing Number THAYPR-PB/1209 – Traffic Signal Layout Sheet 1 of 2

Drawing Number THAYPR-PB/1210 – Traffic Signal Layout Sheet 2 of 2

Drawing Number THAYPR-PB/1301 – Street Lighting Layout Sheet 1 of 4

Drawing Number THAYPR-PB/1351 – Street Lighting Sheet 1 of 3

Drawing Number THAYPR-PB/1352 – Street Lighting Sheet 2 of 3

Drawing Number THAYPR-PB/1353 – Street Lighting Sheet 2 of 3

Drawing Number THAYPR-PB/1700 – Underpass General Arrangement

Drawing Number THAYPR-PB/1701 – Underpass Long Sections Indicative Layout

Drawing Number THAYPR-PB/1702 – Indicative Underpass Cross Sections

Drawing Number THAYPR-PB/3001 – Phase 1 Planting Plan

Drawing Number THAYPR-PB/3010 – Phase 1 Planting Plan Station Road/North Field Lane
Junction

This page is intentionally left blank

This page is intentionally left blank



- NOTES:**
- This drawing is to be used in conjunction with all relevant drawings stated in Appendix 1/4 of the Specification.
 - The Phase 2 area is not included within this contract. However, remediation works will be completed up to clay capping and will be THAVPR-AB-3001 (as depicted on stream on drawing THAVPR-AB-3001).
 - Proposed cycle storage is to consist of the following:
 - 24no. Velo-safe lockers
 - 20 Sheffield Stands

- KEY:**
- Site Boundary (on site development works)
 - - - Phase 2 Site Boundary (on site development works)
 - ▒ Proposed flexible pavement (refer to drawing THAVPR-AB-750/51)
 - ▒ Proposed power footway (refer to drawing THAVPR-AB-750/51)
 - ▒ Proposed landscaped areas (refer to drawing THAVPR-AB-3001)
 - ▒ Proposed girdforce track (refer to drawing THAVPR-AB-1150/51)
 - ▒ Proposed balancing pond (refer to drawing THAVPR-AB-552)
 - ⊕ Proposed street lighting column (refer to drawing THAVPR-AB-1350/51)
 - Proposed surface water drainage (refer to drawing THAVPR-AB-550)
 - Proposed linear drainage (refer to drawing THAVPR-AB-550)
 - Proposed kerb drainage (refer to drawing THAVPR-AB-550)
 - Proposed drainage leads (refer to drawing THAVPR-AB-550)

Significant Residual Risks

The following list provides a cross reference between this drawing and the Designers Health & Safety Risk Assessment and identifies those areas of Significant Residual Risk.

Refer to Detail Drawings

Ref.	Detail Drawing	Risk

FOR TENDER

Rev	By	Check/Revised Date	Description
ASST			

Client: **INTELSOFT**

Halcrow Group Limited
 22, Central Square, 200, York
 York, YO1 1EP, UK. Tel: 01904 200 981
 www.halcrow.com

Halcrow

Project:
 ACCESS YORK
 PARK AND RIDE
 ASKHAM BARN

Drawing No.:
 THAVPRAB-152

GENERAL ARRANGEMENT

Drawing No. **THAVPRAB-152**

Drawn by: ASST
 Checked by: LADSON/THICK Date: 14/08/12
 Approved by: KERN/KNACK Date: 14/08/12

Drawn by: ASST
 THAVPRAB-152

Drawing No. path & name:
 Reference No. path
 User and PKM Site

This page is intentionally left blank

This page is intentionally left blank



Decision Session - Cabinet Member for 19 November 2012 Transport, Planning and Sustainability

Report of the Director of City and Environmental Services

SPEED REVIEW PROCESS UPDATE REPORT

Summary

1. This report gives an update on the collaborative Speed Review Process, set up in York, in conjunction with the Police (NYP) and Fire Service (NYF&R). This ensures that speed concerns are considered, and acted on, through partnership collaboration, giving a stronger and more robust response to the issues raised.
2. The report advises of further locations where concerns about traffic speeds have been raised, and provides an update on progress towards assessing these against the agreed prioritisation framework.

Background

3. Speed Management is a broad area, which encompasses a number of council departments and other agencies. The Speed Review Process is just one strand of speed management, which was agreed with Partners, to manage the specific area of speed complaints, of which the Council receives many from a number of sources including residents, elected members and representatives of local groups, such as resident associations. The process does not stand alone, but feeds into other processes, such as the current work to implement 20mph limits across the city.
4. To help manage this, a data led method of assessing speeding concerns in York, was approved at the Meeting of the Executive Member for City Strategy and Advisory Panel on 30 October 2006. This established that speeding issues should be assessed against certain national criteria. The criteria for assessment are shown

within **Annex A**. This criterion has been updated to include recent additions, such as the NYP camera van and the City of York (CYC) commitment to 20mph limits.

5. In the past it was evident that many of these complaints were also reported to other agencies including the Police and the Fire Service, which resulted in an overlap of work that was not a cost effective or consistent way of dealing with these community concerns. By working together in partnership we have been able to pool resources, knowledge and expertise to fully investigate all concerns raised. This also provides greater flexibility to ensure officers can look across the board to make the most difference to casualty reduction and speed.
6. Following on from the successful implementation of this Speed Review Process in York, and then in the Selby Area, North Yorkshire County Council are in the early stages of rolling out a similar scheme across the whole of North Yorkshire in relation to community speed concerns.
7. A simplified diagram of how the process works is shown at **Annex B**.
8. The form for reporting issues is available on the CYC council web site and is reproduced at **Annex C**. Casualty reduction is a key target for the Partnership.
9. For general information, the last 3 years (to end of 2011) Killed and Seriously injured statistics for York, including the figures for 2001 as a guide, are shown in the table below.

KSI	2001	2009	2010	2011
Pedestrians	19	10	11	9
Pedal Cyclists	21	11	14	18
Motor Cyclists	24	11	16	17
Car Occupants	44	25	18	18
Other	11	3	3	1
Total	119	60	62	63

10. The table shows that there is a marked decrease in KSI from 119

in 2001 to 60 in 2009.

11. The table also makes it evident, that whilst we have seen an overall general downward trend the biggest decreases in KSI's has been in car occupants.
12. Slight injury statistics for York, for the last 3 years (to end of 2011), including figures for 2001 as a guide, are shown in the table below.

Slight	2001	2009	2010	2011
Pedestrians	78	67	55	58
Pedal cyclist	110	122	109	107
Motor cyclist	77	47	66	54
Car Occupant	443	283	248	251
Others	65	38	19	19
Total	773	557	497	489

13. Again, it can be seen that whilst there is an overall reduction, the biggest reduction is again in injured car occupants.
14. Assessment of speed complaints, through a data led process, highlights that most of the locations identified by residents do not have a speed related casualty problem. This suggests that a lot of community concerns around speed are of perceived danger or "accidents waiting to happen".
15. There are no locations, of the 29 investigated within this report period (Dec 11 – Nov 2012) where speed is the causal factor, resulting in a casualty issue. (i.e. sites that score a one or two on the criteria, as per **Annex A**).
16. It is acknowledged, however, that encouraging drivers to moderate their speed to suit the prevailing conditions is important, since driver error is the major contributory factor in many accidents. Lower speeds reduce the chances of a collision occurring, and the severity of resulting casualties.

Consultation

17. As part of the Speed Review Process all locations were visited and risk assessed by CYC & Police Officers.
18. NYF&R undertake speed surveys in areas identified as not having an injury issue, but where there are community or individual concerns about speed. As it is estimated that speed surveys cost c.£250 - £300 each to undertake, the input of these resources by Partners helps to investigate community concerns in greater detail.
19. CYC continue to fund speed surveys in areas highlighted (by Police Records) as “high” accident locations as part of the ongoing commitment to reduce killed and seriously injured (KSI’s).
20. Once speed surveys are returned, these are analysed by the Partnership team, to determine, where they fall within the criteria, and what, if any further action could be taken. (A summary of the various initiatives or “tools currently available to tackle speed” can be found at the end of Annex A).

Prioritisation of speeding issues raised

21. This report covers the 29 locations which have been investigated this year (2012).
22. All are documented in Annex D, along with any results from investigations.
23. **Category 1 (high speeds and high accidents)** - None of the current complaints investigated fall within the category 1 criteria.
24. **Category 2 (low speeds and high accidents)** - None of the current complaints investigated fall within the category 2 criteria.
25. **Category 3 (high speeds and low accidents)** – The 3 sites that have scored category 3, under the criteria at Annex A, will be forwarded to Transport Projects for consideration of further cost effective speed reduction measures:- Top Lane, Copmanthorpe; Sim Balk Lane, Bishopthorpe, in 20 limit; Moor Lane, Woodthorpe. There has also been a request to re-add Willow Court site in Holtby Village where follow up speed surveys following on from Engineering work has not produced the reduction in speeds hoped

for.

26. The Transport Capital Programme includes a funding block for Speed Management, which is currently oversubscribed, with a total of 43 sites outstanding from the Speed Review reports going back to July 2010. Keeping the sites in a single category provides officers with the greatest flexibility to be able to look across the board at where we can make the most difference to casualty reduction and speed.
27. Locations on the list will be assessed and prioritised under the below criteria:-
 - (a) Accident data
 - (b) Mean/ 85th percentile and the percentage over the posted limit.
 - (c) Proximity to schools and shops.
28. The current community concern Police enforcement list from the Speed Review Process, (York Selby, Tadcaster Area) is at Annex E. This enforcement is over and above that undertaken by NYP at existing casualty locations/routes across the county.
29. It is of note that the idea of enforcement at these locations is NOT to issue speeding tickets, but to educated drivers, thus information on issue of tickets at each individual location is not available, however local Policing teams will feed back at Ward/Parish meeting as and when enforcement has taken place (NYP camera operation updates are feely available on the NYP website). Police intelligence suggests that a high number of those captured are York residents.
30. Category 4 (low speeds and low accidents) - All sites that have scored category 4 under the criteria at Annex A, have been evaluated according to the data. All have been offered the SID (mobile speed indicator device) scheme (see Annex A for details) The SID scheme was first used successfully in Leeds and was subsequently implemented in York, to provide an ideal “education” solution, to sites where residents had localised concerns about speeding, but where the data did not evidence a speeding issue. It is only ever used (in York) as evidenced via the speed review process as an “education tool by communities” (and not directly as a speed reduction measure).

31. The Speed Review Scheme successfully enables officer's time and resources to be prioritised at locations with real speed and accident issues.

Update on other related issues

32. Council Web Site - All the information on the Speed Complaint Process, including the criteria, complaint form and a "frequently asked questions" section is now available on the City of York Council web site at the below address.

www.york.gov.uk/transport/Roadsafety/Roadsafetycampaigns/ReportingSpeedingConcerns/

33. The NYP managed camera van is now operational and may be used, along with more traditional Police methods for enforcement.

34. It is of note that the placing of the camera van is completely at the discretion of NYP, whose current policy is that all requests from the community, for the camera van will be processed through the Speed Review Process and with due regard to their operational requirements. Information on the sites due to be visited by the camera van and feed back can be found at the following address: www.northyorkshire.police.uk/safetycamera

35. **Electronic reporting** – It is planned to progress the Speed Review Process, towards an electronic system, as well as the current paper system.

36. However, currently there are 2 main issues that need to be overcome in order to progress this:-
- A way to ensure the system could be accessed and shared by the 3 organisations, which have differing securities and IT operating processes.
 - Creation of a durable electronic process that ensures the system is open to all residents including the 18% who do not have access to the internet.

37. Part of the ethos of the Speed Review Process is that every single complaint and issue is important to us, and will be investigated. In order to do this we need to receive detailed information on the issues and location. The current paper based system not only fits

easily and effectively into the partnership approach, but provides this level of detailed information.

38. It is important that benefits of the current paper based system are replicated in any electronic system.

Options

39. **Option 1** - To agree to:-
- Add the 3 sites identified under category 3 and the Willow Court location at Holtby to the Transport Projects list. So that all sites can be assessed equally on the same criteria.
 - To offer other sites identified under category 4 the Community Speed Indicator Device (SID) scheme.
 - Share the speed data information for all sites with Officers implementing the 20mph City Limits.
 - Support enforcement of community concern sites, by NYP from the location target list, which is part of the outcomes of investigations. (annex E)
 - To progress an electronic reporting system, if funds and IT expertise and capacity are available to do so.
40. **Option 2** – Would be to:-
- Prioritise the 4 sites, (including Willow Court at Holtby), identified under category 3 over and above, other speed concern sites currently on the Transport Projects list.
 - To offer other sites identified under category 4 the Community Speed Indicator Device (SID) scheme.
 - Share the speed data information for all sites with Officers implementing the 20mph City Limits.
 - Support enforcement of community concern sites, by NYP from the location target list, which is part of the outcomes of investigations. (annex E)
 - To progress an electronic reporting system, if funds and IT expertise and capacity are available to do so.

Analysis

41. **Option 1**- would ensure that all locations are considered for speed reduction measures via the Transport Project list. Keeping a single category, providing officers with the greatest flexibility to be able to make the most difference to casualty reduction and speed using the below criteria:-
- (a) Accident data
 - (b) Mean/ 85th percentile and the percentage over the posted limit.
 - (c) Proximity to schools and shops.
42. **Option 2** - would mean prioritising the 4 sites identified in this report and leave the other sites on the Transport Project list to be dealt with in an “ad hoc” way, which may not result in the best value in terms of casualty and speed reduction.

Council Plan Priorities

43. Get York Moving
Build Stronger Communities
44. The aim is to increase the use of public and other environmentally friendly modes of transport is relevant to this report. Fears of being a casualty are a real deterrent to more people walking and in particular cycling. By implementing a programme of speed management measures to reduce speeding, which targets the minority of drivers whose driving behaviour poses the greatest risk to others, overall safety can be improved and an increase in active transport use achieved. The recommendations therefore support the council plan priorities, to get York moving.
45. Promoting the Speed Indicator Device (SID) gives communities, where it is evidenced as appropriate, the tools to help them selves, to make a difference, building stronger communities.

Implications

- 46.
- **Financial** - Revenue and capital funding for speed reduction schemes in 2012/13 are limited, even with Local Sustainable Transport Funding helping in other areas. Potential measures

will need to be prioritised.

- **Human Resources (HR)** – There are HR implications. As anticipated the reduced officer resources to this service, has seen a lengthening in the response times for speeding complaints. Resources will be focussed on areas, which deliver the best value for money in terms of casualty reduction
- **Equalities** – There are no equality implications.
- **Legal** – There are no legal implications.
- **Crime and Disorder** - Speeding is a criminal offence and the Council has a responsibility to deliver an effective Speed Management Strategy, however it is a Police responsibility to enforce the appropriate speed limit as per the DfT guidelines and Road Traffic Law.
- **Information Technology (IT)** - There are IT implications, if this process is to become electronic and work successfully across the 3 organisations.
- **Property** - There are no property implications.
- **Other** - There are no other implications

Risk Management

47. In compliance with the Council's risk management strategy the risks arising from the recommendations have been assessed, as below 16 and therefore require monitoring only.
48. **Strategic** - There are no strategic risks associated with the recommendations of this report.
49. **Physical** - Road accidents by their very nature are unpredictable and it is always possible that an injury accident will occur on a route that has been assessed where no action was taken. The data led method of assessing speeding issues ensures that routes with a casualty record are prioritised.
50. **Financial** - It is now evident that demand for speed management

treatments outweighs the capacity to deliver. All potential speed management administration and engineering treatments will be subject to budget allocation.

51. **Organisation/Reputation** - There is likely to be opposition to a recommendation to take no action following the assessment of a speeding issue. However, the data led method of assessing speeding issues enables justification to be provided in instances when no action is deemed appropriate. With reduced allocations and increased administration workload it is possible that the level of service provided will be lower than the public's expectations leading to a risk that the council's reputation will suffer.

Recommendations

52. The Cabinet Member for Transport, Planning and Sustainability is recommended to:

- Support Option 1 - ensuring that those sites identified in this report as category 3 are forwarded to the Engineering List.

Reason: So that all locations identified, from past reports as well as this current report, are considered for appropriate speed reduction measures on clear and equal guidelines.

Contact Details

Author:
 Trish Hirst
 Road Safety Officer
 City and Environmental
 Services
 Tel (01904) 551331

Chief Officer Responsible for the report:
 Richard Wood
 Assistant Director
 (Strategic Planning and Transport)

Report **Date** 19 November
Approved 2012

Specialist Implications Officer(s)

Financial

Patrick Looker
 Finance Manager, City and Environmental Services
 Tel (01904) 551633

Wards Affected:

All

For further information please contact the author of the report.

Annexes

- Annex A – Criteria paper
- Annex B – Flow chart of process (simplified)
- Annex C – Speed Concern Report Form
- Annex D – Excel sheet of all locations and conclusions
- Annex E – Speed enforcement locations – from the Speed Review Process

This page is intentionally left blank

ANNEX A

Criteria for assessing speed issues, as agreed at Meeting of Executive Members for City Strategy and Advisory Panel Oct 06 - updated October 2012

This established that, speeding issues should be assessed against certain criteria:-

1. **a. Injury accident record** - based upon North Yorkshire Police data, for the preceding three years, and prioritised on severity using the standard categorisations of fatal, serious, or slight. Officers use a points scoring system to rank sites as high or low. This is based on a slight casualty receiving 1 point, with a fatal or serious casualty being weighted at 4 points. A total points score of 6 or more is need for the site to be given a “high” ranking.
b.Speed data - collected using automatic counting equipment and conducted over a period of at least 24 hours.
2. DfT advice is to use the mean and 85th percentile speeds, when considering speed implications.
3. The **mean (average) speed** recorded by the survey provides a good overall indication of the speed environment, but it does not give a good indication of how many drivers may be exceeding the legal speed limit by a significant amount.
4. The **85th percentile speed** helps to show this by indicating the speed not exceeded by 85% of the traffic surveyed, and hence is the level exceeded by the other 15%.
5. Based on Association of Chief Police Officers (ACPO) criteria, the thresholds used Nationally to bring a consistent approach in speed enforcement across the Country, which is a requirement of Camera Safety Technology are worked out by the following formula:-
6. Threshold speed = speed limit + 10% + 2mph. For example in a 20 zone, the formula would look like:-
7. Speed limit + 10%+ 2mph = 20mph + 2 + 2mph = **24mph**

8. The table below summarises the thresholds above which vehicle speeds are regarded as “high” within the assessment framework adopted Nationally and Regionally:

Speed Limit	Threshold (mean speeds)	Threshold (85 th percentile speeds)
20 mph	20 mph	24 mph
30 mph	30 mph	35 mph
40 mph	40 mph	46 mph
60 mph	60 mph	68 mph

9. Based on the available speed data and the injury accident record, each road is then categorised using a scale of 1 - 4, with 1 being the highest priority, as shown in the following table:

Category	Speed	Casualties	Priority	Treatment
1	High	High	Very High	Speed management measures
2	Low	High	High	Casualty reduction measures
3	High	Low	Medium	Speed management measures, <i>if funds available.</i>
4	Low	Low	Low	Speed Indicator Scheme (SID) scheme, bin stickers etc.

Summary of available options.

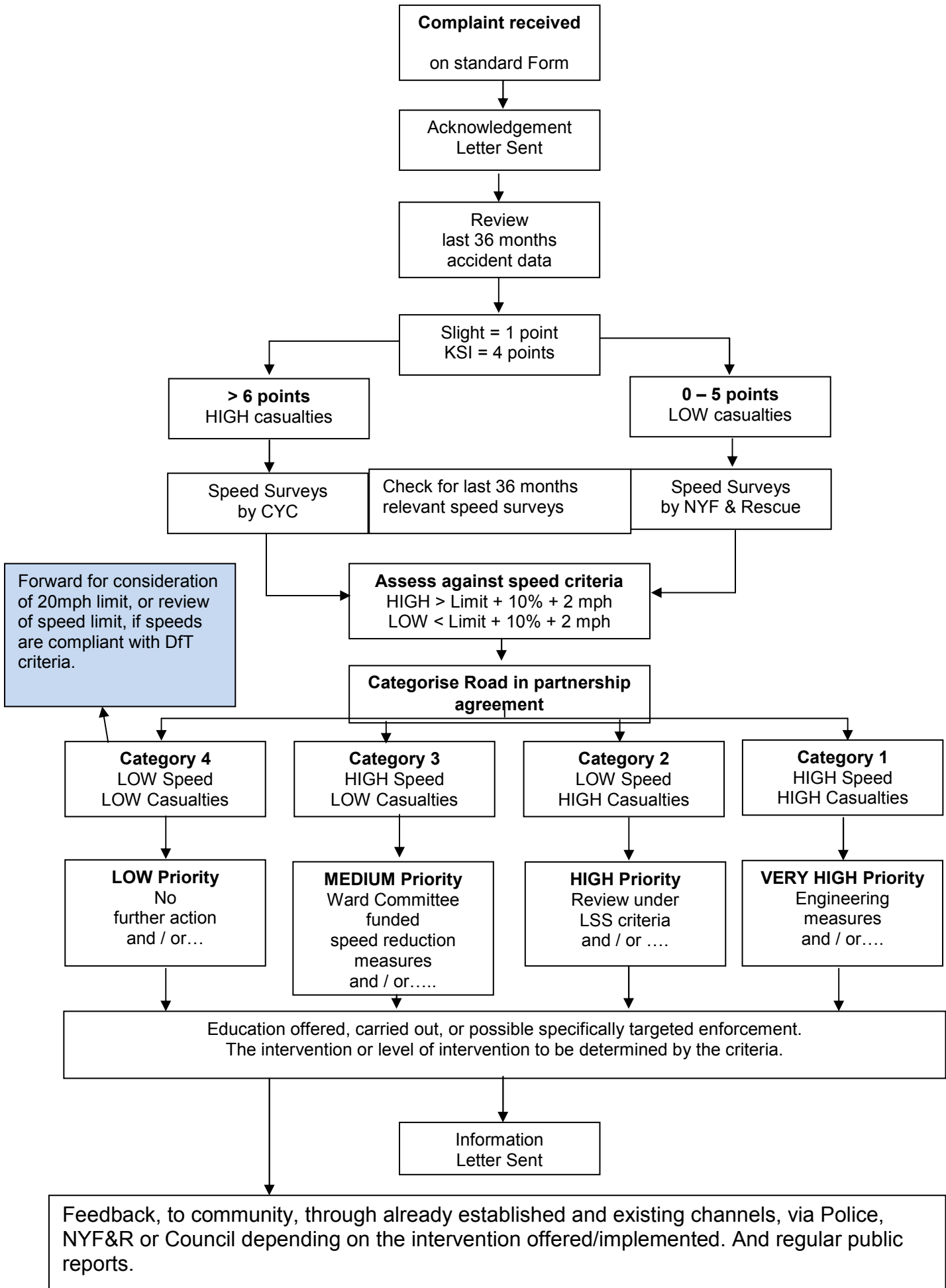
What solutions are offered, depends very much on the analysis of the data, however in the main, various options tend to fall within the 4 classifications shown above.

- Sites that fall within category “one” will be treated as priority and will be referred to Transport Projects, to be considered for cost effective treatment under the **casualty or speed reduction budget**.
- Sites that fall within category “two” would be referred to Transport Projects, to be considered for cost effective treatment under the **casualty reduction budget** as priority.
- Sites that fall within category “three” will be referred to Transport Projects to be considered for cost effective treatment under the **speed management budget**. Funding for category “three” locations they will be prioritised by:-
 - accident data;
 - Speeds, considering, the mean/85th percentiles and the percentage of traffic over the speed limit.
 - Proximity to schools and shops.
- Police enforcement may/or may not, be recommended for use at the site, depending on the outcome of the investigation and its suitability. This could be a traditional Police presence or the Police camera van. PLEASE NOTE THE PLACING OF THE CAMERA VAN IS COMPLETELY AT THE DISCRETION OF NYP, whose current policy is that all requests from the community for the camera van will be processed through this Speed Review Process,
- Sites that fall within category 4 that meet current DfT criteria for a 20mph limit will be forwarded to the team currently looking at 20mph speed limits across York.
- Occasionally, and if the analysis suggest, sites may be forwarded to Network Management, for a review of the speed limit.
- The Speed Indicator Device (SID) scheme can be offered to some category “four” sites, usually where data evidences 85th percentile speeds are below enforceable limits. SID is a “mobile” speed indicator device, which provides volunteer members of the local community, who have concerns about speeding, and wish to make a difference with the opportunity

to address anti social behavior and influence motorists' style of driving through education.

- SID works particularly well, when tackling the casual or local speeder who may not have realised that they are driving too fast or breaking the speed limit. SID notifies them of their speed and helps to make them more aware of potential hazards in the area and the appropriate speed at which they should be traveling. It also helps to re-enforce positive speed behavior, by indicating to the motorists who are driving within the speed limit.
- We ask that volunteers represent a group such as a tenants/residents association or Parish Council in order that the broader feelings of the community can be represented, rather than the feelings of one individual. It also means that there will be more volunteers on hand to operate the SID when deployed at the selected survey sites. Full training is offered to those communities that have been offered SID. **Please note**, SID is only offered as an option via the speed review process and not as a “stand alone” educational resource because the data evidence is required that there is a “perception” issue that can be addressed by education.
- Occasionally a mobile vehicle activated sign may be used where the environment is not suitable for the SID scheme, but the data evidence is that there is a perception issue, that can be addressed by education.

95 Alive Partnership Speed Review Process (Simplified)



This page is intentionally left blank



Office use Only

Speed Concern Report

Please note – ALL details are required.

Name (Dr / Mr / Mrs / Ms / Miss)

Address.....

.....

Postcode..... Tel Number(s)

E mail

Vehicles exceeding speed limit along (Road name)

.....
at / near to (house number / junction with)

.....
MON / TUE / WED / THUR / FRI / SAT / SUN / ALL DAYS

Time(s)..... if all day is there any time that you feel is worse.....

Type of vehicle Car / Motorcycle / Lorry / Bus / All Vehicles

driven by Residents / General Traffic / Employees of.....

Additional Information

.....

.....

.....

Signature

I would be willing to participate in any Community Action initiatives regarding the issue I have raised.	YES / NO
--	----------

This form should be returned to -
North Yorkshire Police, Traffic Management Office, Fulford Road,
York. YO10 4BY.

This page is intentionally left blank

Number	Road	Area		
			Location/date	Direction
10 91 0 201	Top Lane (opp Fox & Hounds)	Copmanthorpe	31.08.10 LP13	to copm from copm
10 91 0 360	Brockfield Drive	Huntington	gorse paddc 30.03.11	To monks cross from monks cross
10 91 0 540	Calf Close	Haxby	House 105 31.08.11	to York from York
10 91 0 541	Calf Close	Haxby	Post 23 09.09.11	nearside farside
10 91 0 542	Calf Close	Haxby	House 50 02.09.11	to station rd from station rd
10 91 0 610	Manor Lane	Rawcliffe /Clifton	OS house 2 06.09.11	To A19 from A19
90 91 0 202	Strensall Road	Easwick	Op 235 17.08.11	To A1237 from A1237
10 91 0 071	Sim Balk Lane	Bishopthorpe	O/s Schl	To College
	IN 20 limit		05.03.12	From College
10 91 0 530	Eastfield Lane	Dunnington	o/s Hs 57	To village
			05.03.12	From village
11 91 0 110	Slessor Road	Acomb	o/s Hs36	to Tedder Rd
			05.03.12	from Tedder Rd
11 91 0 120	Acomb Wood Drive	Woodthorpe	o/sHs 54/56	to tesco
			05.03.12	from tesco
11 91 0 130	Hospital Fields Road		LP 6	to Fulford Rd
			05.03.12	from Fulford Rd
11 91 0 140	Shipton (old) Road		o/s Hs 166	to A1237
			05.03.12	from A1237
11 91 0 150	Southolme Drive	Rawcliffe	o/s Hs 17/19	to A 19
			05.03.12	from A 19
11 91 0 160	Rawcliffe Croft	Rawcliffe	o/s Hs 19	to Manor Lane
			05.03.12	from Manor Lane
11 91 0 170	Moor Lane	Bishopthorpe	back sign	to village
			05.03.12	from village
11 91 0 180	Brecksfield	site 1 (O/S No 38)	LC 7	to school
or possibly			05.03.12	from school
11 91 0 181	Brecksfield	site 2 (Opp Burntree Ave)	LC 9	to school
or possibly	31 fairfields		05.03.12	from school
11 91 0 182	Brecksfield	site 3 in 20 limit	06.06.12	to school
				from school/toward
90 91 0 420	Westminster Rd 20 limit		06.06.12	to waterend from waterend
11 91 0 190	Granger Avenue	Acomb		to rosedale avenue from rosedale ave
11 91 0 200	Ganton Place	Acomb	06.06.12	to leven road from cul de sac
11 91 0 210	Carr Lane	Acomb(hs 84/86)	LC 18 01.05.12	to Borough B Rd from BB Rd

11 91 0 211	Carr Lane	Acomb (hs 46/48)	LC. 12 01.05.12	to Borough B Rd from BB Rd
12 91 0 010	Birch Park	Huntington	LC 3 23.05.12	to hunts road from hunts road
12 91 0 020	Hob Moor Drive	Hollybank	LC 3 29.08.12	to Hollybank from Hollybank
12 91 0 030	Queen Anne's Road	Bootham	LC 4 06.06.12	to bootham from bootham
12 91 0 040	Moor Lane	Woodthorpe	LC 51 06.06.12	to Alness drive from Alness drive
12 91 0 050	The Avenue	Clifton	LC 6 06.06.12	to bootham from bootham
	20 limit		06.06.12	from bootham

Speed data				3 year casualty record			Acc with speed cau	
Duration	Limit	Mean	85th percentile	Fatal	Serious	Slight	Fatal	Serious
7 days	30	26	31					
7 days	30	28	34	0	0	0	0	0
7 days	30	21	25					
7 days	30	19	23	0	0	1	0	0
7 days	30	28	35					
7 days	30	27	33	0	0	0	0	0
7 days	30	19	26					
7 days	30	19	25	0	0	0	0	0
7 days	30	22	29					
7 days	30	23	29	0	0	0	0	0
7 days	30	25	29					
7 days	30	25	30	0	0	3	0	0
7 days	30	32	38					
7 days	30	38	44	0	0	3	0	0
7 days	20	19	24					
7 days	20	20	24	0	0	0	0	0
7 days	30	21	27					
7 days	30	21	28	0	0	0	0	0
7 days	30	17	21					
7 days	30	16	20	0	0	0	0	0
7 days	30	27	32					
7 days	30	25	30	0	0	1	0	0
7 days	30	23	30					
7 days	30	23	30	0	0	0	0	0
7 days	30	21	28					
7 days	30	22	28	0	0	0	0	0
7 days	30	23	28					
7 days	30	22	27	0	0	0	0	0
7 days	30	22	27					
7 days	30	22	27	0	0	1	0	0
7 days	60	27	33					
7 days	60	28	35	0	0	0	0	0
7 days	30	21	26					
7 days	30	20	25	0	0	0	0	0
7 days	30	22	26					
7 days	30	22	26	0	0	1	0	0
7 days	20	21	25					
7 days	20	19	24	0	0	0	0	0
7 days	20	15	17					
7 days	20	15	17	0	0	0	0	0
7 days	20	18	21					
7 days	20	17	20	0	0	0	0	0
7 days	30	11	13					
7 days	30	14	16	0	0	0	0	0
7 days	30	27	31					
7 days	30	28	33	0	0	1	0	0

7 days	30	23	27					
7 days	30	22	26	0	0	1	0	0
7 days	30	21	25	0	0	0	0	0
7 days	30	24	28					
7 days	30	14	17	0	0	0	0	0
7 days	30	17	21					
7 days	30	16	19	0	0	0	0	0
7 days	30	16	20					
7 days	30	33	38	0	1	5	0	0
7 days	30	35	39					
7 days	20	15	15	0	0	0	0	0
7 days	20	14	17					

0	4	SID
0	4	SID
0	4	SID
0	4	SID
2	3	Refer to Engineering
0	4	SID

NOT PROTECTIVELY MARKED
Annex E -York & NYPolice Speed Enforcement Locations

		Updated: updated 09/10/2012			
Target Number	Location	Location Code	Suitable for CV	NPT Area	Date Activated
1	A0141 High Street, Carlton	10710110		Camblesforth	Jun-10
2	A19 Main Road, Burn	11710240		Selby	May-12
3	A19 Whitley	10710011		Selby	Mar-10
4	A63 Hemingbrough	90710080		Selby	Mar-10
5	A63 Hull Rd, Osgodby	10710210		Hemingbrgh	Jun-10
6	A63 Hull Road Cliffe	11710150		Selby	May-12
7	A645 Weeland Road Kellingley	10710340		Selby	Dec-11
8	A645 Weeland Road, Eggborough	90710050		Selby	Mar-10
9	B1222 Naburn Village, York	10910141		Rural West	Jun-11
10	B1228 Elvington, York	80910010		Wheldrake	Oct-09
11	B1228 Elvington, York	90910100		Wheldrake	Oct-09
12	Bankwood Rd Womersley	10710080		Whitley	Jun-10
13	Barff Ln, Brayton, Selby	10710180		Brayton	Jun-10
14	Beckfield Lane, York	80910170		Acomb	Oct-09
15	Brayton lane, Selby	10710590		Selby	Mar-11
16	Chalonsers Road Dringhouses, York	11910020			Oct-11
17	Church Lane, Wheldrake, York	90910450		Wheldrake	May-10
18	Clifton Moor Gate, York	80910050		Skel/Raw/Clif	Oct-09
19	Dodsworth Avenue, York	80910080		Heworth	Oct-09
20	Eastfield Lane Kellington	10710610		Selby	Dec-11
21	Finkle Hill, Sherburn-in-Elmet	90710020		Selby	Mar-10
22	Fordlands Road, Fulford, York	10910420		Fulford	Jun-11
23	Foxwood Lane, York	80910150		Westfield	Oct-09
24	Green Lane, Acomb, York	90910380		Acomb	May-10
25	Greenshaw Drive, Haxby, York	11910060			Oct-11
26	Huntington Rd (nr 567), York	10910050		Hunt/New E	Jun-10
27	Main St Askham Richard, York	10910500			Oct-11
28	Main St, Stockton on Forest village, York	90910060		Strensall	Oct-09
29	Main Street, Great Heck	90710030		Selby	Mar-10
30	Main Street, Hirst Courtney	10710230		Selby	Nov-11
31	Malton Road, York	90910460		Heworth	Feb-10
32	Manor Heath, Copmanthorpe, York	10910150			Aug-12
33	Millfield Lane, Poppleton, York	90910270		Rural West	Oct-09
34	Millfield Rd, Chapel Haddlesey	90710040		Selby	Mar-10
35	Murton Way, Murton, YORK	10910230		Osbaldwick	Dec-10
36	Ryecroft Avenue, Woodthorpe, York	80910090			Oct-09
37	Skipwith Road, Escrick	10710060		Selby	Apr-10
38	Station Rd Upper Poppleton, York	10910440			Oct-11
39	Stirling Road, Clifton, York	10910570			Oct-11
40	Strensall Road, Earswick, York	90910200		Hunt/New E	Apr-10
41	Strensall Road, Huntington, York	90910320		Hunt/New E	Apr-10
42	Tadcaster Road, York	10910111			Apr-11
43	Temple Lane, Copmanthorpe, York	10910040			Jun-10
44	Thorganby Village	10710030		Selby	Jun-10
45	Towthorpe Rd Haxby, York	90910130		Haxby/Wigg	Oct-11
46	Wentedge Road, Kirk Smeaton, Selby	10710070		Selby	Jun-10
47	Westcroft Ln, Hambleton	10710140		Selby	Jun-10
48	Woodlands Grove, York	90910290		Hunt/New E	Apr-10
49	York Road, Cliffe	10710360		Selby	Dec-10
50	York Road, Haxby, York	90910010		Haxby/Wig	Oct-09

NOT PROTECTIVELY MARKED

This page is intentionally left blank



Decision Session - Cabinet Member for 19 November 2012 Transport, Planning and Sustainability

Report of the Director of City and Environmental Services

A1079 HULL ROAD (NEAR OWSTON AVENUE) – LOCAL SAFETY SCHEME – ZEBRA CROSSING IMPROVEMENTS

Summary

1. A short section of Hull Road in the vicinity of the zebra crossing near Owston Avenue has been identified as an accident cluster site. A scheme has been developed to address the types of accidents that are occurring, by improving the existing zebra crossing, and has been received favourably during consultation.

Recommendations

2. That the Cabinet Member approve the implementation of the proposed zebra crossing improvements.

Reason: To improve road safety, and reduce the number and severity of collisions.

Background

3. Every year, the latest police injury accident data for the Council area is analysed to identify any clusters or patterns, with a view to introducing measures to improve road safety at these locations. The length of road in the vicinity of the zebra crossing on Hull Road has been identified as an accident cluster site with four injury accidents in the last three years.
4. Fortunately, none of the recent accidents have resulted in injury to a pedestrian, however there have been several shunt type collisions. This suggests that drivers have either not seen the crossing until it is

too late, or that they are unclear about pedestrians intentions, and some are braking whilst others are not.

Proposals

5. Proposals have been developed to maximise the visibility of the crossing and nearby pedestrian movements, by upgrading the belisha beacons, and clearing the immediate area of any unnecessary street clutter, as shown in **Annex A**.
6. The main upgrade would be achieved by installing a new type of beacon with a ring of LEDs around the globe, which is highly visible to oncoming traffic but sheds almost no light sideways towards nearby properties. In addition, on the eastbound approach, there is a lamp column which partially obscures pedestrian activity at the crossing. It is therefore proposed to remove this lamp column and replace it with a combined lamp column and belisha beacon on a single pole.

Consultation

7. Consultation has taken place with relevant Councillors, the Police, and residents living close to the proposals. The responses are summarised below:

Ward Member Views

8. Councillor F Fitzpatrick – supports the proposals.
9. Councillor N Barnes – supports the proposals, and asked what monitoring would take place.

Officer comments

Accident data for the Council area is reviewed annually, and even more frequently for local safety scheme sites. These improvements will be of particular interest, as the belisha beacon product is quite new and the first of its kind in York. If proved effective, it could be used at other similar sites.

Other Member Views

10. Councillors D'Agorne, Galvin and Reid all support the proposals.

Police Views

11. North Yorkshire Police's Traffic Management Officer suggested that visibility may also be improved by extending the zig zag road markings.

Officer comments

The existing markings are greater than the standard length, in good condition and clearly visible. Parking close to the crossing has not been observed and the accident records do not suggest any parked cars have been a contributory factor, therefore an extension to the road markings is not considered necessary.

Resident Views

12. The nearest fourteen households and the Coop Store received a plan of the proposals and a letter asking for their comments. No responses were received.

Options

13. The Cabinet Member has three options to consider:

Option One – approve the scheme as shown in **Annex A** to address a pattern shown in the accident data;

Option Two – approve the scheme as shown in **Annex A**, amended as considered necessary;

Option Three – note the contents of the report, but take no further action.

Analysis of Options

14. This particular length of road has been identified as an accident cluster site, with incidents of shunt type collisions. It is considered that upgrading the belisha beacons and removing a post on the eastbound approach would help make pedestrians and the crossing more visible to oncoming vehicles, and thereby reduce the number and severity of accidents. Consultation has shown support for the proposals with few issues raised. As a result, option one to approve the scheme as shown in **Annex A** is the preferred course of action, and option two to

approve an amended scheme is not considered necessary. Option three to take no action would not address the accident problem and is not recommended.

Council Plan

15. The potential benefits for the priorities in the Council Plan are:
16. Get York moving – Safety improvements to the pedestrian network should encourage more walking, and less unnecessary car use as a result.
17. Protect vulnerable people – A safer highway environment would benefit the local community.

Implications

18. This report has the following implications:
 - **Financial** – The scheme is included in the Safety Scheme block of the Transport Capital Programme and is estimated to cost in the region of £10,000 including fees, less than the £19,000 initially budgeted for.
 - **Human Resources** – None.
 - **Equalities** – It is likely that more vulnerable road users would benefit the most from safety improvements.
 - **Legal** – The City of York Council, as Highways Authority of the area, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984 to implement the measures proposed.
 - **Crime and Disorder** – None.
 - **Information Technology** - None.
 - **Land** – None.
 - **Other** – None.

Risk Management

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

Contact Details

Author:

Louise Robinson
Engineer
Transport Projects
Sustainable Transport
Service
Tel: (01904) 553463

Chief Officer Responsible for the report:

Richard Wood
Assistant Director
(Strategic Planning and Transport)

**Report
Approved**



Date 19 November
2012

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Hull Road

All

For further information please contact the author of the report.

Background Papers

None.

Annex

Annex A Hull Road (near Owston Avenue) – Local Safety Scheme -
Zebra crossing improvements

This page is intentionally left blank



Belisha beacon to be upgraded to high visibility unit* combined with new lamp column

Owston Avenue

A1079 Hull Road

Page 141

Lamp column to be removed

Belisha beacon to be upgraded to high visibility unit*

Cycle Street

Co-op store

Annex A



*Example of a high visibility belisha beacon

	INITIALS	REV	AMENDMENT	DATE
DRAWN BY	LR			
CHECKED BY	--			
SCALE	1:500 @ A4			
DATE	16/08/2012			

Hull Road nr Owston Avenue
- Zebra crossing improvements

BASED UPON THE ORDINANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT. UNAUTHORIZED REPRODUCTION OF THIS DOCUMENT IS PROHIBITED AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council License No. 1000 20818

TP/12012073/100/01a



This page is intentionally left blank



**Decision Session - Cabinet Member for
Transport, Planning and Sustainability**

19 November 2012

Report of the Director of City and Environmental Services

**ST LEONARD'S PLACE / BOOTHAM / GILLYGATE JUNCTION –
LOCAL SAFETY SCHEME – SIGNING & MARKING IMPROVEMENTS**

Summary

1. The St Leonard's Place / Bootham / Gillygate junction has been identified as an accident cluster site. The area is likely to benefit from a major project as part of Reinvigorate York in the next couple of years. However, in the interim, a minor scheme has been developed to help address the types of accidents that are occurring, by improving the signs and road markings.

Recommendations

2. That the Cabinet Member approve the implementation of the signing and road marking improvements shown in **Annex B**.

Reason: To improve road safety, and reduce the number and severity of collisions.

Background

3. Every year, the latest police injury accident data for the Council area is analysed to identify any clusters or patterns, with a view to introducing measures to improve road safety at these locations. The junction of St Leonard's Place with Bootham and Gillygate has been identified as an accident cluster site with nine injury accidents recorded in the last three years.
4. Most of the recent accidents occurred on the St Leonard's Place approach to the traffic signals. Although there is little similarity between the accidents, it does appear that poor lane discipline may be

a contributory factor. There has also been a shunt type accident involving a cyclist at the signals on Bootham, and site observations suggest that at peak times the advance stop line box is not large enough to accommodate the number of cyclists.

5. In addition, there are long lengths of guardrail around the junction, and whilst most of it serves the important purpose of preventing pedestrians crossing where visibility is extremely poor due to the historic walls, there are some sections that appear unnecessary.

Proposals

6. Proposals have been developed to ensure that the traffic lanes on St Leonards Place are signed clearly, increase the amount of space available to cyclists prior to the stop line on Bootham, and reduce the amount of guardrail. These are shown in **Annex A**.
7. On St Leonard's Place these improvements comprise adding another set of destination road markings and installing a lane destination sign in a more prominent position to replace an advance direction sign which in its current position is prone to being obscured by tree branches. In addition, it is proposed to extend the cyclist's advance stop line box on Bootham by 2m, and remove two surplus lengths of guardrail which did not appear to be necessary.

Consultation

8. Consultation has taken place with relevant Councillors and the Police. The proposals are not considered to affect any residents. The responses are summarised below:

Ward Member Views

9. Councillor J Looker – would like changes on a far larger scale.

Officer comments

There are likely to be major changes in the area as part of the Reinvigorate York programme in the next couple of years. As a result, these proposals have been kept minor and low cost, but will hopefully provide some improvement to the accident rate in the interim period.

10. Councillor B Watson – would also like more major improvements including changes to the signal timings. Regarding the minor proposals, Cllr Watson commented that moving the direction sign may increase the likelihood of it being obscured by buses, and would prefer that the guardrail remains to protect pedestrians.

Officer comments

The area is the subject of a major project as detailed in paragraph 9. The existing advance direction sign is mounted high so it is visible above the electronic car park sign, but this makes it difficult to read as the text is small and it is partially obscured by trees. It is therefore considered that the proposed sign, which would be the same size text as the car park sign and in a more noticeable position, would be more visible than the existing advance direction sign.

After this consultation began, the guardrail near the Bar has been removed by Network Management as part of an ongoing 'de-cluttering' programme, which involves removing unnecessary signs and street furniture. However, the other length of guardrail on Bootham remains, and it has come to light that it was originally installed to prevent delivery vehicles stopping on the carriageway to unload outside the public house. This action caused a significant amount of disruption, as vehicles queued back and blocked the junction. There are no records of accidents related directly to this length of guardrail, so it is recommended that it should remain to prevent a reoccurrence of the delivery vehicle issue. These amendments to the proposals are shown in a drawing of the revised scheme in **Annex B**.

Other Member Views

11. Councillor A D'Agorne – would welcome any removal of guardrail but recognises the need for the occasional bollard to keep vehicles out of pedestrian areas. Cllr D'Agorne is also concerned about the impact of a larger sign near the remains of the roman wall.

Officer comments

Guardrail is discussed in more detail in paragraph 10. Unfortunately the installation of bollards would not prevent unloading outside the public house unless they were installed close enough together to prevent a person carrying the goods through them, so an alternative to guardrail cannot be recommended. The scheme would reduce two sign assemblies to one with no increase in the number of posts, which

is considered to achieve an appropriate balance between providing information to drivers and treating the area sensitively.

12. Councillor J Galvin – is concerned over proliferation of signs in historic areas, but notes that there is no overall increase in signing as a result of the scheme.

Officer comments

These comments are noted and the impact of signing has been kept to a minimum. This is also in line with the aims of a 'de-cluttering' programme currently being undertaken by Network Management.

13. Councillor D Merrett – asked if the cyclist's advance stop line box could also be extended on St Leonards Place.

Officer comments

The existing stop line is currently the recommended minimum distance of 1.5m in advance of the nearside primary signal to ensure the signal heads are clearly visible from the stop line. Therefore it would not be possible to extend the box in this direction without relocating the signal heads. In addition, bus manoeuvres restrict the modifications that could be made here, particularly the left turn of the park and ride bus which passes very close to the existing cyclist's advance stop line box. The distance between the stop line and the yellow box marking also has to be considered so coaches do not encroach in either. However, it would be possible to slightly increase the amount of space in the cyclist's advance stop line box by widening the offside traffic lane and lengthening each box by about 1m as shown in **Annex B**.

14. Councillor A Reid – had a number of comments suggesting more major improvements. Regarding the minor proposals, Cllr Reid commented that enlarging the cyclists advance stop line box on Bootham may result in the reduced space leading to the yellow box marking being blocked at the Bootham Row junction.

Officer comments

Only a relatively short extension of 2m is proposed for the cyclist advance stop line box which would allow another row of bicycles into the area. It is not anticipated to have a significant effect on the number of vehicles queuing between the stop line and the yellow box at the Bootham Row junction.

Police Views

15. North Yorkshire Police's Traffic Management Officer has no comments.

Options

16. The Cabinet Member has three options to consider:

Option One – approve the scheme as shown in **Annex A**, to address the types of accidents that are occurring at the junction, and reduce the amount of guardrail in the area;

Option Two – approve the revised scheme as shown in **Annex B**, to address the types of accidents that are occurring at the junction. This plan reflects the guardrail which has recently been removed, and proposes the retention of a length near the public house to avoid re-introducing an issue with delivery vehicles. It also includes extended advance stop line boxes for cyclists on St Leonards Place;

Option Three – note the contents of the report, but take no further action.

Analysis of Options

17. This junction has been identified as an accident cluster site, with a combination of different accidents including lane discipline issues and shunt type collisions involving cyclists. A major project as part of the Reinvigorate York programme is currently expected to be implemented in 2014, however in the meantime, it is considered that a minor scheme of signing and marking improvements could result in a reduction in the number and severity of accidents. Consultation has demonstrated concerns about certain elements of the proposals, some of which can be accommodated in a revised scheme shown as **Annex B**. As a result, option one to approve the original scheme would not address the issue of vehicles unloading and disrupting traffic flow through the junction and is less accommodating to cyclists, so is not recommended, and option two to implement a revised scheme is the preferred course of action. Option three to take no action would not address the accident problem and is not recommended.

Council Plan

The potential benefits for the priorities in the Council Plan are:

18. Get York moving – Safety improvements to cycle facilities should make cycling more desirable with less unnecessary car use as a result.
19. Protect vulnerable people – A safer highway environment has benefits for all users.

Implications

20. This report has the following implications:
 - **Financial** – The scheme is included in the Safety Scheme block of the Transport Capital Programme and is estimated to cost in the region of £4,000 including fees, which is less than the £10,000 initially budgeted for.
 - **Human Resources** – None.
 - **Equalities** – It is likely that more vulnerable road users would benefit the most from safety improvements.
 - **Legal** – The City of York Council, as Highways Authority of the area, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984 to implement the measures proposed.
 - **Crime and Disorder** – None.
 - **Information Technology** - None.
 - **Land** – None.
 - **Other** – None.

Risk Management

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

Contact Details

Author:

Louise Robinson
Engineer
Transport Projects
Sustainable Transport Service
Tel: (01904) 553463

Chief Officer:

Richard Wood
Assistant Director
(Strategic Planning and Transport)

Report Approved **Date** 19 November 2012

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Guildhall

All

For further information please contact the author of the report.

Background Papers

None.

Annexes

Annex A St Leonards Place / Bootham / Gillygate junction – Local Safety Scheme – Signing and marking improvements

Annex B St Leonards Place / Bootham / Gillygate junction – Local Safety Scheme – Signing and marking improvements – Revised scheme

This page is intentionally left blank

cycle box to be lengthened by 2m

Annex A

Guardrail to be removed

White Swan PH

Bootham

Gillygate



City Art Gallery

Monument Pond

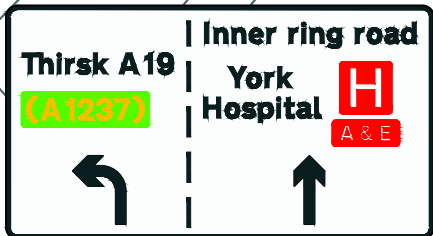
LB
TCB

Guardrail to be removed

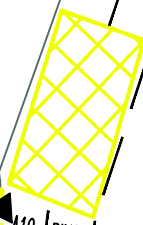
Bootham Bar

Additional set of lane destinations to be added

Existing advance direction sign to be removed from lamp column



New lane destination sign to be installed above existing parking variable message sign



A19 RING ROAD
BUS STOP
A19 RING ROAD

St Leonards Place

De Grey
De Grey

Please note for clarity, not all existing road markings are shown on the plan

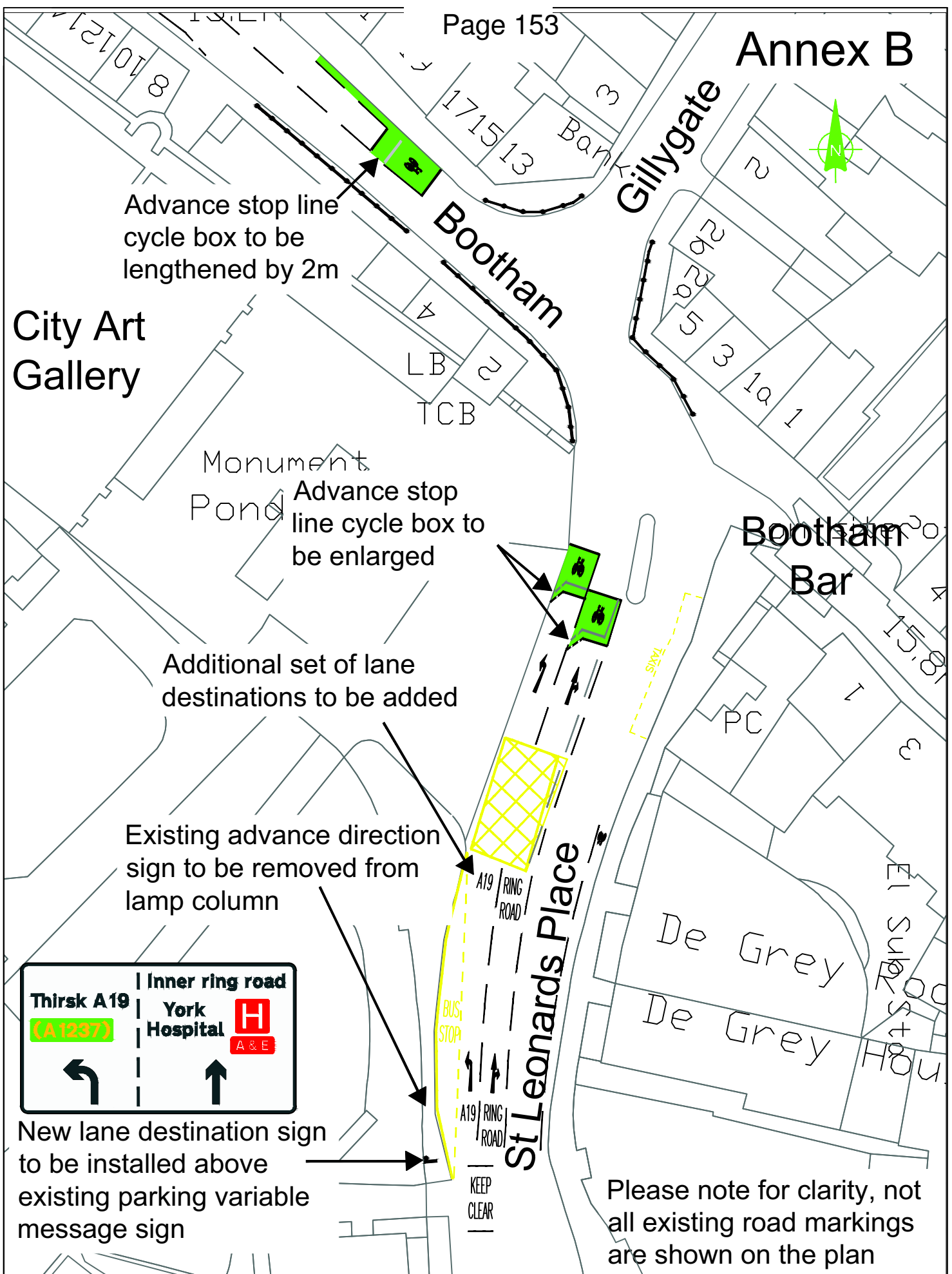


SLP / Bootham / Gillygate junction - LSS
- Proposed Sign & Marking Improvements

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS.
City of York Council, License No. 1000 20818

REV	AMENDMENTS	DATE	TP/12012070/100/01	SCALE	1:500 A4
			Drawn LR	Checked --	DATE 31/07/2012

This page is intentionally left blank

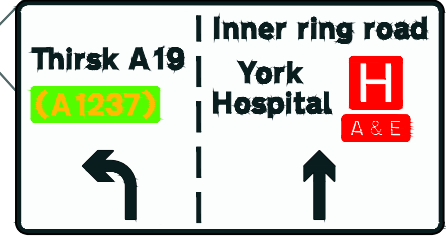


Advance stop line cycle box to be lengthened by 2m

Advance stop line cycle box to be enlarged

Additional set of lane destinations to be added

Existing advance direction sign to be removed from lamp column



New lane destination sign to be installed above existing parking variable message sign

Please note for clarity, not all existing road markings are shown on the plan



SLP / Bootham / Gillygate junction – LSS
 – Sign & Marking Improvements – Revised scheme

REV	AMENDMENTS	DATE	TP/12012070/100/01a	SCALE	1:500 A4
			Drawn LR	Checked --	DATE 24/10/2012

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS.
 City of York Council, License No. 1000 20818

This page is intentionally left blank



**Decision Session - Cabinet Member for
Transport, Planning and Sustainability****19 November 2012**

Report of the Director of City and Environmental Services

**UPDATE ON THE BENCH PREVIOUSLY LOCATED AT STOCKTON
LANE / HEMPLAND LANE****Summary**

1. Following on from the Decision Session on 2 August 2012, this report provides an update on the consultation to find a new location for the bench formerly positioned at the Stockton Lane / Hempland Lane junction, which was removed to address concerns over road safety and anti-social behaviour.

Recommendations

2. That the Cabinet Member:
 - approve the installation of the bench at the junction of Hempland Lane and Hempland Drive.

Reason: To provide a facility to benefit older residents in the community.

- requests that officers monitor the situation and liaise with local Police, and if issues arise, reconsider the position of the bench.

Reason: To safeguard the interests of local residents.

Background

3. Last year, it was proposed to slightly reposition a bench to accommodate a widened footway adjacent to a new zebra crossing. However, in response to concerns about road safety where drivers

may misread pedestrians intentions and reports of anti-social behaviour, it was removed pending further investigation.

4. Subsequent to this, a petition from residents was presented to a meeting of the Full Council on 29 March 2012 by Councillor Boyce. The petition was signed by 40 people (13 of which reside in the Field Court sheltered accommodation complex) and asked the Council to replace the bench that was removed during the road works for the new zebra crossing.
5. The petition was discussed at the Decision Session on 2 August 2012, concluding with the Cabinet Member requesting that officers relocate the bench to another location, subject to further feasibility and local consultation, in particular with the residents of Field Court.

Outline Proposals

6. A shortlist of five potential sites with sufficient land to install a bench was identified as shown in **Annex A**. This includes:
 - A. Outside house no.1 Hempland Lane – The adjacent verge to the original location at the Stockton Lane junction which would address the road safety issues by moving the bench further away from the zebra crossing, but not residents concerns about anti-social behaviour.
 - B. Outside house no. 41 Hempland Lane – Near the Hempland Drive junction, which is the closest site to the original location with a suitably sized verge. There is also a bus stop here.
 - C. & D. Monk Stray – There are 2 potential sites on the Stray near Stockton Lane
 - E. Heworth Holmes - around the midpoint between Hempland Lane and Stray Road.

Consultation

7. Local Councillors and the residents of Field Court were provided with the shortlist of the sites to establish a preference. Their responses are summarised below:

Ward Member Views

8. Councillor N Ayre – dealt with each location in turn as follows:
 - A. Outside house no.1 Hempland Lane – would be worth exploring further as that was the only resident who appeared to have no strong feelings about the bench in its original location.
 - B. Outside house no. 41 Hempland Lane – He is strongly opposed to this location as he had already been contacted by the closest residents who have concerns about anti-social behaviour.
 - C. & D. Monk Stray – Any issues are more likely to affect Heworth residents so would defer to Ward Councillors knowledge.
 - E. Heworth Holme - No strong feelings.

Officer comments

Although no response was received from the resident of no.1 Hempland Lane in the previous consultation, many of their neighbours expressed strong opposition to the bench being sited here. The views of residents near the Hempland Drive junction are detailed in paragraphs 15 to 21.

9. Councillor R Potter – suggested we seek the views of residents who previously used the bench, including their origin and destination to assess which location would be the most beneficial.

Officer comments

Thirteen of those who signed the petition reside at Field Court and their views are summarised in paragraph 12.

10. Councillor B Boyce – agreed with Councillor Potter, and is not aware of any anti-social behaviour near the Hempland Drive junction. The logic in putting it near a bus stop was also supported, and Councillor Boyce considered that putting the bench in a park did little for those seeking a place to rest on the majority of journeys.
11. Councillor C Funnell – had no further comments, but is disappointed it could not be returned to its original location.

Field Court Residents Views

12. Residents were provided with a plan showing the potential sites and a short survey to complete asking how frequently they used the bench and their preference from the shortlist of locations. 30 surveys were provided (one for each flat) and 12 were returned with an additional two completed by others from outside the complex. Four said they often used the bench, nine sometimes used it and one rarely. The overall preference was almost unanimous for a site near the Hempland Lane / Hempland Drive junction.

Detailed Proposals

13. As a result of the consultation, a proposal was developed for a site near Hempland Lane and Hempland Drive as shown on a plan with photo in **Annex B**. This position is away from both the Hempland Drive junction and a nearby vehicle access to maintain visibility for drivers pulling out. It is also close to a bus stop providing some amenity for bus passengers, and there is some screening to the nearest property provided by a tree and hedge.

Police Views

14. North Yorkshire Police's Architectural Liaison Officer has checked the last seven year's records and there are no reported incidents of anti-social behaviour in the immediate vicinity of the Hempland Lane / Hempland Drive junction. It is recognised that public seating whilst providing the opportunity for social interaction as well as a resting point for pedestrians, particularly the elderly, can attract anti-social behaviour to the detriment of local residents. Crime Prevention Through Environmental Design (CPTED) guidance suggests that seating should be carefully located where there are good levels of lighting and good natural surveillance. It should not be located at pinch points or where gathered groups may intimidate movement.

Officer comments

The Hempland Lane / Hempland Drive location is considered to meet this guidance.

Resident Views

15. The five residents who live closest to the preferred site for the bench received correspondence asking for their views on its installation. Four responses were received, one from the most directly affected household, and three from properties on the opposite side of Hempland Lane, all opposed to the installation of the bench. Their comments are detailed below.
16. Three residents have already experienced some form of anti-social behaviour including vandalism, theft from their garden, litter, groups congregating on the grass verge and associated noise. In addition, some of the residents are elderly and in poor health, and as a result are anxious about their safety and security. They fear that the problems originally associated with the bench would transfer to here. One of the properties had been burgled in the past, and the residents are concerned that the bench would give a potential criminal the chance to observe their movements without suspicion.

Officer comments

The Police have confirmed that there have been no reported incidents of anti-social behaviour in the immediate vicinity of the Hempland Lane / Hempland Drive junction in the last seven years. The concerns of local residents are understandable, but it is not certain that the same issues will transfer to this location. The Stockton Lane / Hempland Lane junction was more centrally located at a crossroads so was potentially a more attractive place to gather. Importantly, this alternative location does not share the road safety issues associated with the bench being near a zebra crossing. The proposed siting of the bench has been undertaken carefully with regards to screening from the nearest household. However, if the bench is to be sited in a residential area, it is practically unavoidable to locate it away from people's property.

17. All four residents commented that they would support the bench being installed in a nearby park and feel there is more merit in it being sited in a quiet, aesthetically pleasing location away from traffic. Some also considered that towards Heworth centre where there are shops and the nearest postbox, would be beneficial to Field Court residents. One resident felt that the previous site for the bench was mainly used by parents of children at Hempland Primary School, so this new location would be of no use to them.

Officer comments

Both Monk Stray and Heworth Holme were on the shortlist of sites provided to Field Court residents, but neither seemed popular. There are some wide verges on Heworth Village which are again outside residential properties, but these are quite close to existing benches at the Heworth Road / Melrosegate junction. Although less well used, Hempland Lane is also on the route to the rear entrance of the Primary School.

18. One resident commented that Hempland Lane was difficult to cross at this location, and there were road safety implications of siting a bench on a busy cut through and bus route.

Officer comments

The road does curve at this point reducing visibility for anyone crossing, but there are straighter sections to cross either side of this immediate area. This location experiences less traffic than the original Stockton Lane location, and the same number of buses.

19. One household disagreed that the bench would be useful to bus passengers as the curve of the road would create a reduced time to indicate to the bus driver that you wish to board. Similarly, it is not clear to a bus driver if the person using the bench is a passenger.

Officer comments

The bench was deliberately proposed about 5m away from the bus stop, as not everyone using the bench would be a bus passenger. It was also the point which was considered the most sympathetic to the nearest household because of the screening by vegetation. However, a bus driver has around 60m advance visibility of the bus stop, which is considered to represent enough time for both driver and potential passenger.

Options

20. The Cabinet Member has three options to consider:

Option One – request that Officers install the bench at the Hempland Drive junction as shown in **Annex B**, and monitor the situation, with regards to anti-social behaviour ;

Option Two - request that Officers relocate the bench to one of the other suggested locations, subject to further feasibility work and local consultation;

Option Three – note the contents of the report, but take no further action on reinstating the bench.

Analysis of Options

21. It has been some time since the bench was removed but it still appears to be missed by former users. A shortlist of potential sites was provided to the residents of Field Court, who showed a clear preference for a bench to be installed at the Hempland Drive junction. The subsequent consultation with local residents resulted in four households opposed to this proposal, primarily due to fears that the presence of the bench will lead to anti-social behaviour. The Police do not have any records of this problem in the area, and it is not certain that this would occur if the bench is located here. However, if installed this situation would be monitored, and if problems arise, appropriate action would be taken. Option one to install the bench at the Hempland Drive junction is therefore recommended. Option two would go against the clear preference of potential users, and incur further staff fees, so is not the preferred course of action at the current time, although this may be re-visited if problems arise. Option three to take no further action would not meet the needs of the local community and is not recommended.

Council Plan

The potential implications for the priorities in the Council Plan are:

22. Build strong communities – There could be benefits for the community of having a central point to meet, but likewise there could also be a negative impact on residents if the bench is installed and anti-social behaviour is experienced as a result.
23. Protect vulnerable people – A bench in the local area would provide a facility for older people to rest.

Implications

24. This report has the following implications:
- **Financial** – Installing the bench would carry a minimal cost which could be met from the School Safety block of the Transport Capital Programme (given that it is associated with the zebra crossing scheme for Hempland Primary School). Further feasibility work would incur staff fees.
 - **Human Resources** – None.
 - **Equalities** – As it is likely that those who would most benefit from a place to rest in a public area have reduced mobility, the reinstatement of the bench could be viewed positively.
 - **Legal** – None.
 - **Crime and Disorder** – There is the possibility of complaints of anti-social behaviour being made if the bench is reinstated.
 - **Information Technology** - None.
 - **Land** – None.
 - **Other** – None.

Risk Management

25. In compliance with the Council's risk management strategy, the only risk associated with the recommendations in this report is considered to be to organisation / reputation as there is a risk of criticism from nearby residents if the bench is installed, counterbalanced by the risk of criticism from the wider community if it is not.
26. Measured in terms of impact and likelihood, the risk score has been assessed at less than 6 (see table below). This means that at this point the risks need only to be monitored as they do not provide a significant threat to the achievement of the objectives of this report.

Risk Category	Impact	Likelihood	Score
Organisation/Reputation	significant	unlikely	

Contact Details

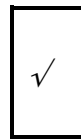
Author:

Louise Robinson
Engineer
Transport Projects
Sustainable Transport Service
Tel: (01904) 553463

Chief Officer:

Richard Wood
Assistant Director
(Strategic Planning and Transport)

Report
Approved



Date

19 November
2012

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Heworth and Heworth Without

All

For further information please contact the author of the report.

Background Papers

Minutes of Full Council meeting 29 March 2012

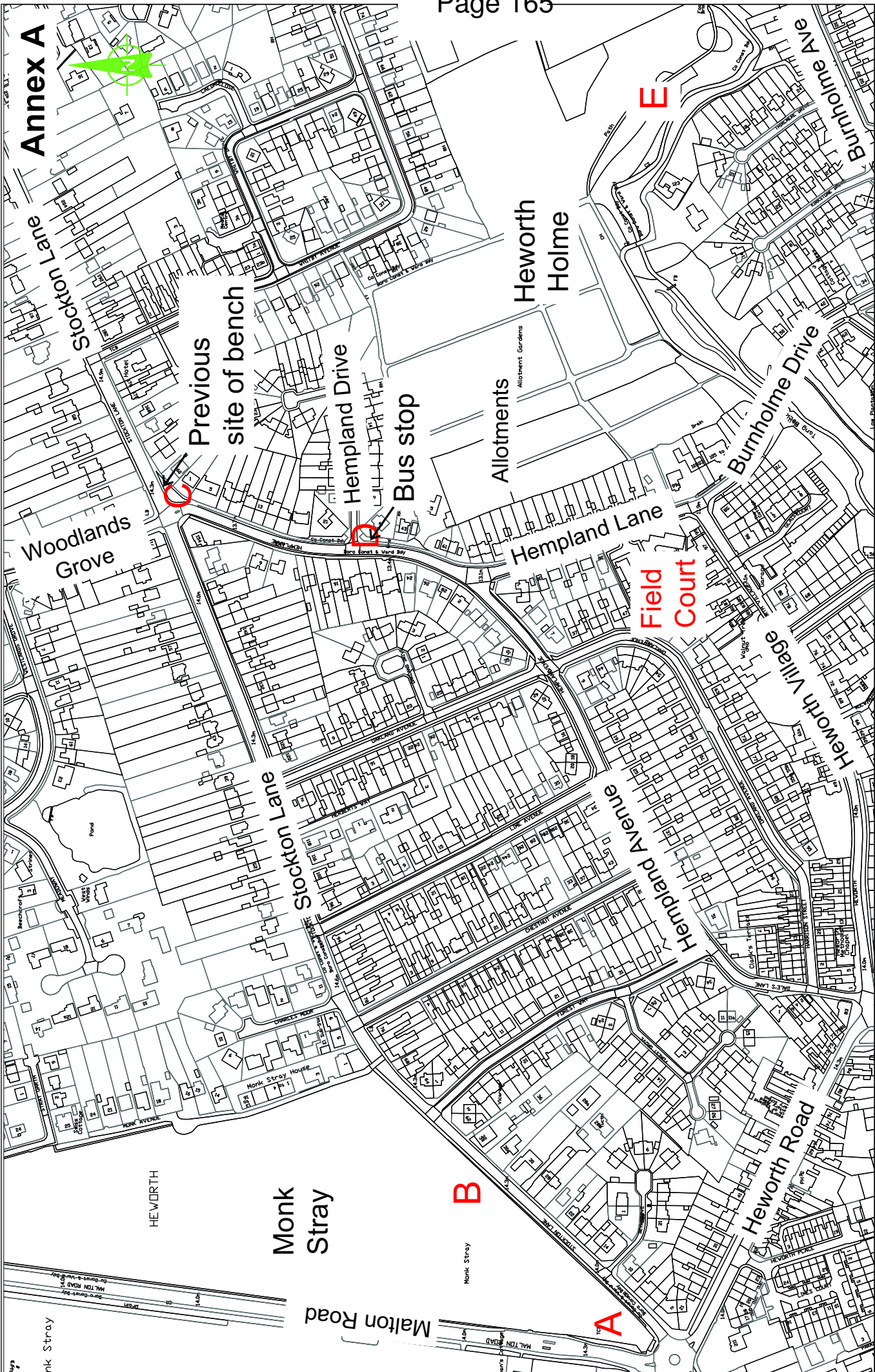
Minutes of Cabinet Member Decision Session for Transport, Planning & Sustainability 2 August 2012

Annexes

Annex A Plan showing shortlist of potential locations

Annex B Hempland Lane – Proposed location of bench

This page is intentionally left blank



					
DRAWN BY LR	CHECKED BY NTS	DATE 04/09/2012	SCALE A3	REV AMENDMENT DATE	INITIAL DATE
Stockton Lane – bench petition Alternative locations					
TP/DEC09010538/Bench/Alternative locations					

BASED UPON THE ORDNANCE SURVEY MAPS WITH THE
 OFFICE OF CHIEF CONTRACTOR, UNAUTHORISED REPRODUCTION
 OR ALTERATION OF ANY KIND IS PROHIBITED
 BY THE COPYRIGHT ACT 1988
 City of York Council, Version No. 1000 2008

This page is intentionally left blank

Annex B



Hempland Drive

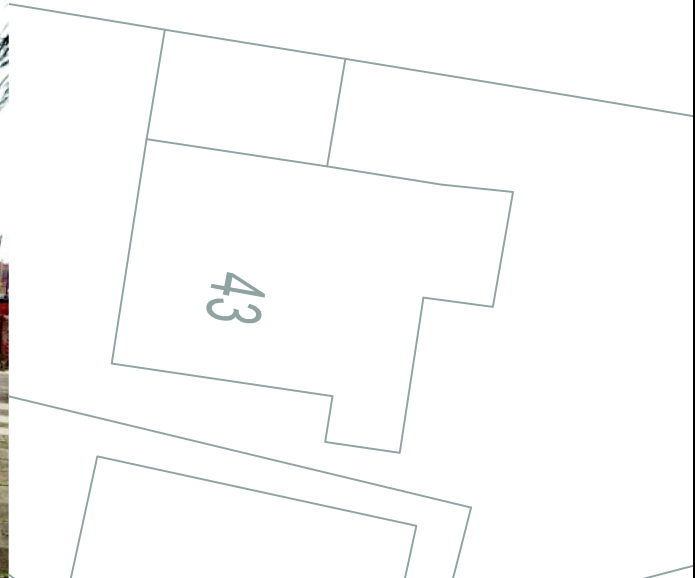
Hempland Lane

← Existing bus stop flag



Proposed position of bench on new hardstanding

Proposed position of bench



Hempland Lane
Proposed location of bench

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS.
City of York Council, License No. 1000 20818

REV	AMENDMENTS	DATE	TP/DEC09010538/Bench/H	SCALE	1:200 A4
			LR	DATE	26/09/2012

This page is intentionally left blank



**Decision Session - Cabinet Member for
Transport, Planning and Sustainability**

19 November 2012

Report of the Director of City and Environmental Services

**FISHERGATE GYRATORY PEDESTRIAN CROSSING AND FOOTWAY
PROPOSALS**

Summary

1. This report sets out proposals for pedestrian crossing and footway improvements and summarises feedback from consultation with interested parties and make recommendations on a final scheme layout for implementation.

Recommendations

2. That the Cabinet Member approves the implementation of pedestrian crossing and footway improvements (shown in **Annex D**).
3. That the Cabinet Member approves the advertisement of related traffic regulation orders (TRO's) and their implementation subject to no objections being raised.

Reason: To improve the walking route between York Barbican and St. George's Field car/coach park, enhance pedestrian and cycle facilities near Fishergate Bar whilst also improving the appearance of this sensitive area and also generally improve road safety in the area.

Background

4. The proposed pedestrian crossing and footway improvements are intended to make it safer for pedestrians to access the re-opened York Barbican venue, particularly those using the St. George's Field car park (refer to **Annex A**). There is a long standing commitment to provide these walking route improvements and the scheme seeks to address specific safety concerns in the area (in 2007 there was a fatal

accident involving a pedestrian in the vicinity of the Paragon Street / Fawcett Street junction).

Proposals

5. Following an extensive feasibility assessment, proposals were developed to improve the pedestrian crossing facilities for the Fishergate / Paragon Street and the Paragon Street / Fawcett junctions. In addition the area surrounding Fishergate Bar was looked at with a view to providing enhancements for pedestrians and cyclists, as well as improving the appearance of this important historical location. Several options for the types of pedestrian crossing have been carefully considered at each junction to aid visually impaired pedestrians but also to make sure that traffic delays and congestion are kept to a minimum. Around the Bar it was felt that the objectives would best be achieved by the creation of a shared use area using high quality natural paving materials. The scheme developed for consideration is shown in **Annex B**.

Consultation

6. In August 2012 consultation took place with relevant Councillors, emergency services, disability groups and residents living close to the proposals (see leaflet in **Annex C**). Refer to **Annex E** for consultation responses.
7. Approximately 1050 households received a consultation leaflet (refer to **Annex B**) asking for their comments. Seven replies were received. Refer to **Annex E** for consultation responses.

Options

8. The Cabinet Member for Transport, Planning and Sustainability has the following options:
 - (a) Approve the original consultation scheme layout drawing as indicated in **Annex B**.
 - (b) Approve a revised scheme layout as indicated in **Annex D**.
 - (c) Reject the scheme design.

Analysis of Options

9. Consultation has generally shown good support for the overall scheme concept. Many of the comments and queries relate to specific issues which could be addressed within the detailed design process. As a result of the comments received officers consider that no significant changes to the proposals are warranted, other than a reduction in the number of signal poles and one less bollard to reduce street clutter and further enhance the appearance of Fishergate Bar surroundings. If the Cabinet Member chooses the first option the proposals would not be taking on board consultation feedback received about minimising street clutter in the vicinity of Fishergate Bar. Option three would not address the accident problem, provide and improve the existing crossing facilities and therefore is not recommended. Therefore it is recommended that option two (refer to **Annex D**) which shows revisions to the proposals resulting from consultation feedback is taken forward for implementation.

10. Council Plan

The potential implications for the priorities in the Council Plan are:

- (a) Get York Moving - Safety improvements to the pedestrian network should encourage more walking, and less unnecessary car use as a result.
- (b) Protect vulnerable user groups and providing a safer highway environment would benefit the local community.
- (c) Economy – Improve access to and from the City centre, the pedestrian route between the St Georges Field car park and the York Barbican centre as shown in **Annex A**.

Implications

11. This report has the following implications:
- **Financial** – The scheme is estimated to cost in the region of £200,000 which will be met from this year's budget allocation.
 - **Human Resources** – None.
 - **Equalities** – Vulnerable road users would benefit the most from the crossing and footway improvements. The highway works will

be designed to meet accessibility requirements and to current design standards.

- **Legal** – The proposals shown in **Annex D** would require the alteration of two traffic regulation orders:
 - i) Amendment of the existing access/driving order from Fawcett Street to Fishergate Bar. Amend the order to include the proposed paved area on George Street.
 - ii) Revocation of the existing “no waiting at any time” restrictions within the existing and extended length on George Street.
- **Crime and Disorder** – None
- **Information Technology** - None
- **Land** – None
- **Other** – None.

Risk Management

12. In compliance with the Council’s risk management strategy, the only risk associated with the recommendations in this report is considered to be to organisation / reputation as there is a risk of criticism from residents if the proposed signalised crossing at the Fishergate / Paragon Street junction is taken forward.
13. Measured in terms of impact and likelihood, the risk score has been assessed at less than 6 (see table below). This means that at this point the risks need only to be monitored as they do not provide a significant threat to the achievement of the objectives of this report.

Risk Category	Impact	Likelihood	Score
Organisation/Reputation	Insignificant	Unlikely	3

Contact Details

Author:

Roger Webster
Engineer
Transport Projects
Sustainable Transport
Service
Tel: (01904) 553457

Chief Officer Responsible for the report:

Richard Wood
Assistant Director
(Strategic Planning and Transport)

Report Approved

Date

19 November
2012

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Fishergate and Guildhall

All

For further information please contact the author of the report.

Background Papers:

Annexes

Annex A St Georges Field to the York Barbican – Location Plan

Annex B Fishergate Gyratory Proposed Scheme Layout

Annex C Fishergate Gyratory Consultation Leaflet

Annex D Fishergate Gyratory Amended Scheme Layout

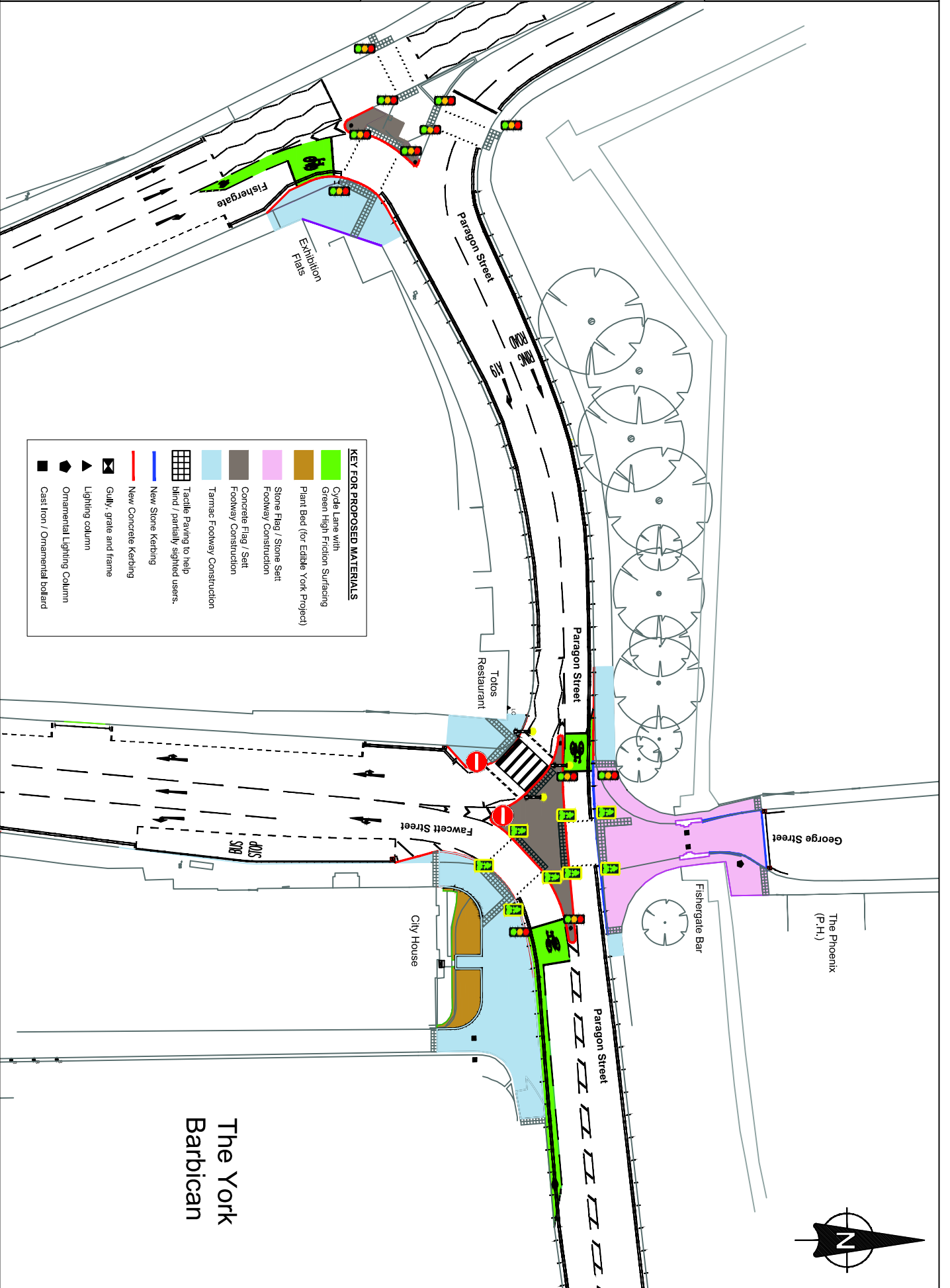
Annex E Consultation Responses

This page is intentionally left blank

This page is intentionally left blank

Fishergate Gyratory Proposed Scheme Layout

ANNEX B



KEY FOR PROPOSED MATERIALS

	Cycle Lane with Green High Friction Surfacing
	Plant Bed (for Edible York Project)
	Stone Flag / Stone Set Footway Construction
	Concrete Flag / Set Footway Construction
	Tarmac Footway Construction
	New Stone Kerbing
	New Concrete Kerbing
	Gully, grate and frame
	Lighting column
	Ornamental Lighting Column
	Cast Iron / Ornamental bollard
	Tactile Paving to help blind / partially sighted users.

The York
Barbican

This page is intentionally left blank

Fishergate Gyratory

Proposed pedestrian crossing and footway improvements

This leaflet provides information about proposed pedestrian crossing and footway improvements on Fishergate and Paragon Street. These will make it safer and easier to cross the road near Fishergate Bar and at the Fishergate / Paragon Street junction. Together these will help create a better walking route between the York Barbican to St. George's Field car/coach park walking route.

The scheme also includes proposals to simplify and improve the footway areas around and under Fishergate Bar, which will be carefully designed to allow shared use by pedestrians and cyclists.











The above illustration shows how the proposed improvements at Fishergate Bar might look.

More information explaining the main elements of these proposals is provided overleaf.

If you have any questions or would like to comment on the scheme, details of who to contact are given on the back of this leaflet.

FISHERGATE GYRATORY - PEDESTRIAN CROSSINGS & FOOTWAY IMPROVEMENTS

KEY FOR PROPOSED MATERIALS

-  Tarmac
-  Natural Yorkstone Paving
-  Concrete Flag / Block Paving
-  Tactile Paving to help blind / partially sighted users.
-  Cycle Lane with Green High Friction Surfacing
-  Plant Bed (for Edible York Project)
-  New Stone Kerbing
-  New Concrete Kerbing

- The existing pedestrian routes either side of the Bar are too narrow for wheelchairs and prams, most pedestrians already use the 'cycle only' route through the Bar.
- The proposed new layout would be similar to Walmgate Bar with a 'shared' pedestrian and cycle route through the Bar. That will allow for a simplified layout and the use of Yorkstone paving would enhance the physical appearance of the Bar. Carefully placed signs and surface markings would be used to highlight the presence of cyclists and pedestrians using the same area.

Improved Crossings

- The proposed redesign of the traffic light controlled pedestrian and cycle crossings will simplify the layout and make them more attractive to use.

Existing Crossings

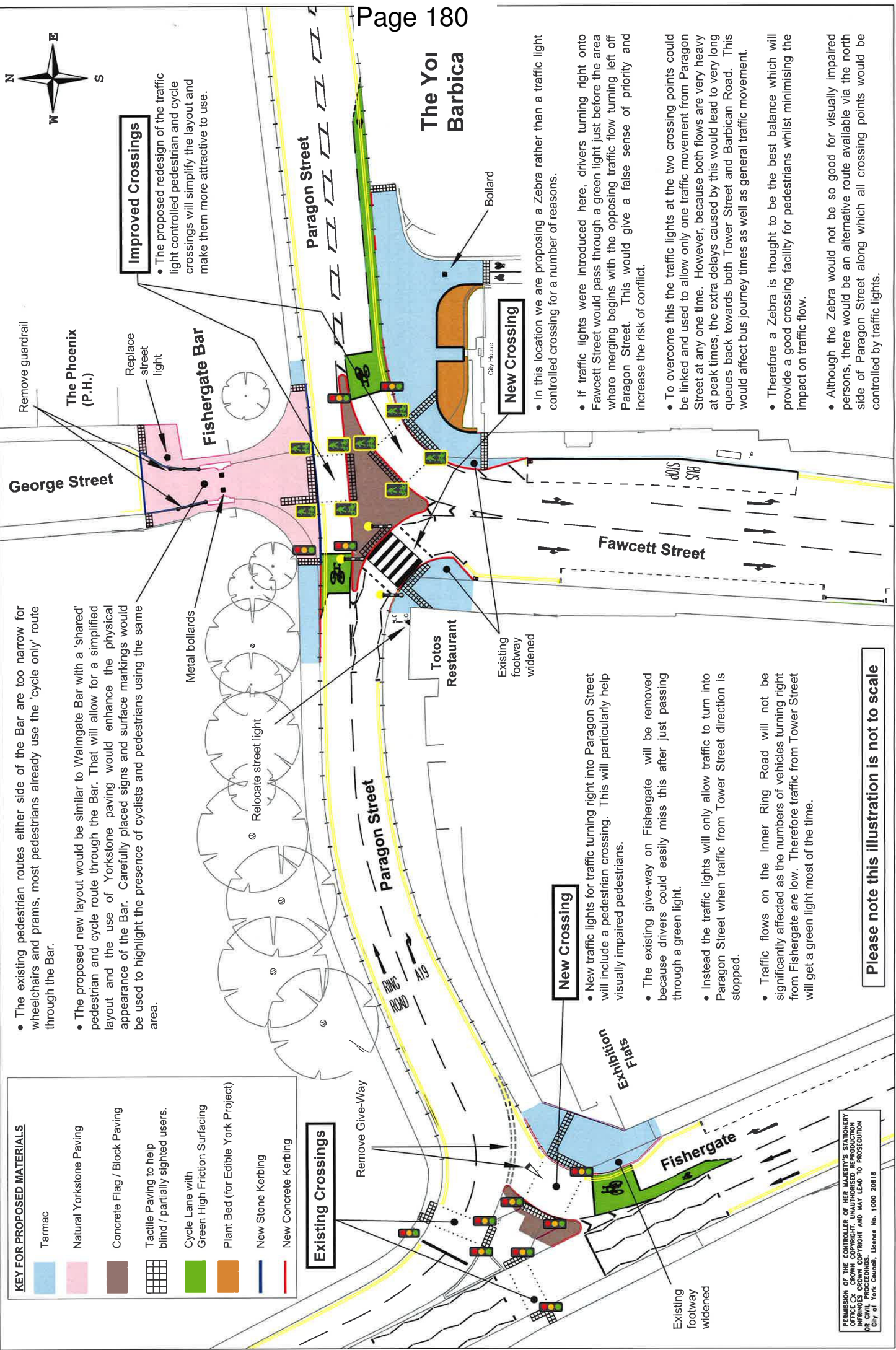
- Remove Give-Way
- Remove guardrail
- Replace street light
- Metal bollards
- Relocate street light
- Existing footway widened

New Crossing

- New traffic lights for traffic turning right into Paragon Street will include a pedestrian crossing. This will particularly help visually impaired pedestrians.
- The existing give-way on Fishergate will be removed because drivers could easily miss this after just passing through a green light.
- Instead the traffic lights will only allow traffic to turn into Paragon Street when traffic from Tower Street direction is stopped.
- Traffic flows on the Inner Ring Road will not be significantly affected as the numbers of vehicles turning right from Fishergate are low. Therefore traffic from Tower Street will get a green light most of the time.

PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. THIS DOCUMENT IS THE PROPERTY OF THE OFFICE OF HER MAJESTY'S STATIONERY AND IS NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF HER MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, License No. 1000 2018

Please note this illustration is not to scale



Additional information:-

Several pedestrian crossing options for the Fishergate/Paragon Street and the Paragon Street/Fawcett Street junctions have been considered taking into account the needs of pedestrians whilst keeping disruption to buses and other vehicular traffic to a minimum.

This proposed scheme is thought to give the best balance between improving the pedestrian crossing points, maintaining road safety and minimising the impact on traffic flow.

Fishergate Bar is a 'Grade 1 listed building' and the walls have 'Scheduled Ancient Monument Status'. In recognition of the historic significance of the location York Stone paving would be laid where it is proposed to enlarge the pedestrian areas next to or below Fishergate Bar.

The scheme also seeks to reduce the amount of signs and other street furniture to further enhance the visual appearance of the bar.

If you have any questions or comments about these proposals you can contact me as follows:-

Roger Webster
Sustainable Transport Service
City of York Council
FREEPOST (YO 239)
YORK
YO1 7ZZ

Email: roger.webster@york.gov.uk
Telephone: 01904 553457

It would be helpful if comments could be received by 24th August 2012

Feedback and comments arising from this consultation will be reported to the Cabinet Member for Transport, Planning and Sustainability for a decision about whether the scheme should be implemented.

It is currently envisaged that, if approval is given to proceed with the work, construction could begin late 2012. Anyone likely to be directly affected would be sent more information about the planned timescale and extent of the work nearer the time.

If you would like this information in a more accessible format, for example in large print, on CD, by email, or in another language, please contact 01904 551550.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

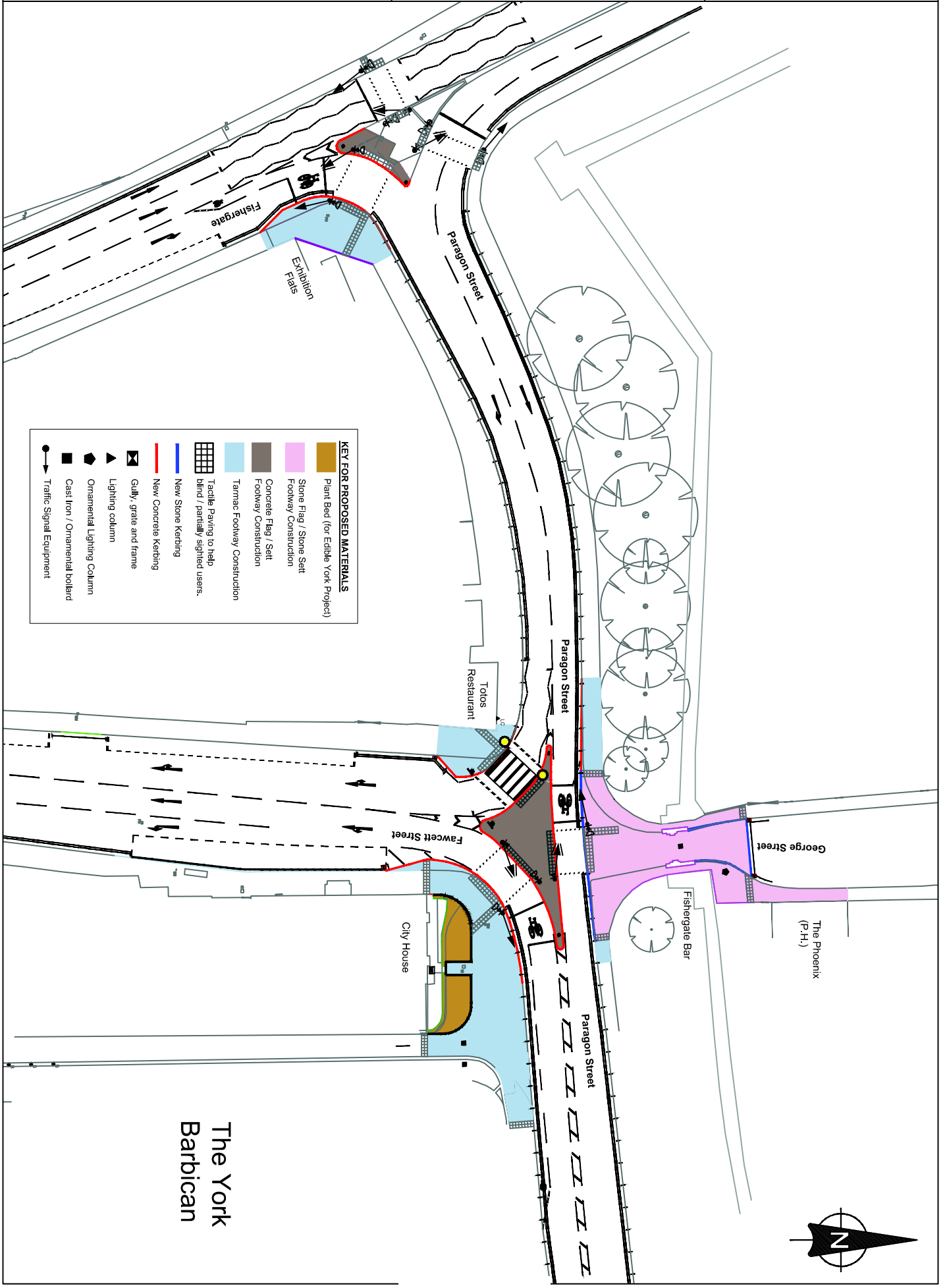
☎ (01904) 551550



This page is intentionally left blank

Fishergate Gyratory Amended Scheme Layout

ANNEX D



The York
Barbican

This page is intentionally left blank

Fishergate Gyratory – Consultation Responses

	Ward Member Views
Cllr. A. D'Agorne	<p>Supports the proposals in principle and makes the following observations;</p> <ol style="list-style-type: none"> 1. Suggests that there may need to be some clearer differentiation between the spaces intended for pedestrians and cyclists on the splitter island at the Paragon Street / Fawcett Street junction to indicate the path cyclists take to reach the cycle track alongside the York Barbican. 2. Feels that the informal pavement parking next to Exhibition flats at the junction of Fishergate and Paragon Street needs to be prevented.
<i>Officer comments</i>	<ol style="list-style-type: none"> 1. The crossings are being designed as shared use facilities. As part of this “shared route” surface marking symbols will be incorporated into the surface finishes on each crossing point within the shared route areas and will highlight the presence of cyclists and pedestrians using that area. These will make it clear that cyclists should proceed with caution and give way to pedestrians where necessary 2. The concern about this parking is acknowledged and discussions are ongoing with the landlord to hopefully remove this parking or finding a way of accommodating it more safely.
Cllr. D. Taylor	<ol style="list-style-type: none"> 1. Does not think that the scheme proposals will offer greater security for pedestrians or improvements for cyclists. 2. The scheme shown does not include proposals to help cyclists using the gyratory (refer to Annex C) 3. Has concern that the implementation of traffic signals at the Paragon Street / Fishergate junction as this may lead to traffic build up along Fishergate.

	<ol style="list-style-type: none"> 4. Opposes the installation of cyclist dismount signs suggested by Cllr Watson. 5. Supports the proposal to remove clutter in the surrounding area to Fishergate Bar. 6. Expresses concern at the lack of a right turn facility into Piccadilly from Tower Street.
<p><i>Officer comments</i></p>	<ol style="list-style-type: none"> 1. The scheme adds two controlled crossings on Fishergate gyratory providing additional pedestrian crossing facilities. In 2007 there was a fatal accident involving a pedestrian in the vicinity of the Paragon Street / Fawcett Street junction. Officers do consider that the proposals will provide greater security to pedestrians. 2. The proposals include a new cycle lane and Advanced Stop Line (ASL) to the proposed signalised crossing on Fishergate and an ASL for cyclists at the Paragon Street / George Street junction. Additional proposals to assist cyclists will be looked at during next phase of Fishergate Gyratory improvements. 3. Different options including full junction signalisation have been considered for the Fawcett Street / Paragon Street junction. If the junction was fully signalised the existing merging manoeuvre would be removed but the impact on traffic flows on the inner ring road would be significant with traffic backing up a fair distance back towards Tower Street and Barbican Road. Each side of Paragon Street would have to have separate green signal phases to enter Fawcett Street. Therefore a compromise of installing a zebra crossing at this junction will provide the best balance between providing facilities for pedestrians and keeping delays and disruption to traffic to a minimum. 4. The proposed signage will be kept to a minimum in the vicinity of Fishergate Bar to improve the visual appearance of the Bar. Through the careful use of tactiles and shared route surface marking symbols

	<p>being incorporated into the surface finishes will highlight the presence of cyclists and pedestrians using the same area.</p> <ol style="list-style-type: none"> 5. The proposed layout at Paragon Street / Fawcett Street junction will consolidate the existing multiple island arrangement and focus pedestrians and cyclists onto the proposed crossing points. The number of poles and other street furniture will be kept to a minimum, where possible to assist in improving the aesthetic appearance of Fishergate Bar. 6. The right turn facility mentioned at the Piccadilly / Tower Street junction is outside the scope of this scheme, but it is likely to be considered in the future linked to the redevelopment of the Castle / Piccadilly area.
Cllr. J. Looker	No comments
Cllr. B. Watson	<ol style="list-style-type: none"> 1. Suggests there should be signs asking cyclists to dismount in the vicinity of Fishergate Bar. 2. The proposals should be of the same style instead of the proposals illustrated in the consultation leaflet (refer to Annex C).
<i>Officer comments</i>	<ol style="list-style-type: none"> 1. The issue raised about signage will be investigated and addressed at the detailed design stage. However signage will be kept to a minimum in the vicinity of Fishergate Bar to improve the visual appearance of the Bar. The careful use of tactiles and shared route surface marking symbols being incorporated into the surface finishes will highlight the presence of cyclists and pedestrians using the same area. 2. Refer to officer comments page 2 comment 3 regarding different options.

	Other Member Views
Cllr. J. Galvin	No Comment
Cllr. A. Reid	<p>Feels that the proposals appear to be reasonable improvements, but;</p> <ol style="list-style-type: none"> Expresses concern over the merging traffic manoeuvre at the Fawcett Street / Paragon Street junction and suggests that we consider using a “merge in turn” sign or a “zip” road marking as in other countries.
<i>Officer comments</i>	<ol style="list-style-type: none"> Although such “merge in turn” signs mentioned are used in mainland Europe, currently there is no approved signage of this nature within the United Kingdom which could be used in this application. The existing merge arrangement has been in place for a very long time and appears to work reasonably well. The scheme does include some amendments to the existing roadmarkings to encourage better merging.
	Other Consultees
North Yorkshire Police	<p>North Yorkshire Police’s Traffic Management Officer states that the shared use facility through Fishergate Bar will be problematic as has been proved at Walmgate Bar. The sightlines for pedestrians many of whom are foreign visitors who are not necessarily familiar with our traffic patterns, is very poor and there will be a conflict between cyclists and pedestrians. By removing delineation between what are the cycle and pedestrian areas there is an obvious blurring and no reminder to pedestrians of the dangers which may be present.</p>
<i>Officer comments</i>	<p>Many pedestrians currently use the on-carriageway cycle only route through Fishergate Bar because the pedestrian footways either side of the Bar are too narrow for pram and wheelchair users. The proposed layout is based on creating a shared pedestrian and cycle space which will allow for a simplified layout and enhance the appearance of the Bar. The careful use of tactile paving and surface marking symbols being incorporated into the paving finishes will highlight the presence of cyclists and pedestrians using the same area. These will make it clear that cyclists should</p>

	proceed with caution and give way to pedestrians where necessary.
Sir Ron Cooke – Chair, RE-invigorate York	Would like street furniture clutter in the vicinity of Fishergate Bar to be reduced. By adopting a minimalist approach the council could save a lot of money both as capital and long term maintenance, create a splendid view of the walls and bar.
<i>Officer comments</i>	The proposed layout at Paragon Street / Fawcett Street junction will consolidate the existing multiple island arrangement and focus pedestrians and cyclists onto the proposed crossing points. The number of poles and other street furniture will be kept to a minimum, where possible to assist in improving the aesthetic appearance of Fishergate Bar. The revised scheme as shown in Annex D shows a three pole reduction at the Paragon Street / Fawcett Street junction.
RE-invigorate York Design Group	Supports the general scheme layout and welcomes the potential improvements to the setting of Fishergate Bar. Group members are mainly concerned with detailed design issues and wish to be consulted further as part of that process.
<i>Officer comments</i>	<p>A meeting of the Design Group was attended and the following issues were highlighted;</p> <ol style="list-style-type: none"> 1. The proposed materials and their layout in the vicinity of the Bar. 2. Tactile paving details. 3. The number of bollards needed to prevent vehicular access through the Bar. 4. Details of street light adjacent to the Bar. 5. Reducing the amount of ‘on street clutter’ where possible, such as using fewer signal poles. <p>Discussions are ongoing to agree the design details with the group members.</p>

English Heritage - Dr. Keith Emerick	States that Scheduled Ancient Monument consent is required for the works up to and around Fishergate Bar.
<i>Officer comments</i>	A Scheduled Monument Consent form will be applied for to gain consent from the Secretary of State in order for the works to be implemented in the vicinity of Fishergate Bar. This process can take up to eight weeks to gain approval. Officers will liaise with the CYC archaeological team to ensure sufficient detail is provided with the submission. Approval is expected to be granted.
Edible York	Welcome the idea of increasing the size of the plant beds but suggest demolition of the existing beds adjacent to City House and redesigning to making a feature of the new plant bed. The Barbican bed is one of two feature sites in York. They comment 'it's important that the growing food areas are within reach of the general public' and that innovative design of the new beds 'will assist in uplifting the overall quality of experience of this part of York'.
<i>Officer comments</i>	The extension of the Edible York plant beds has been included in the scheme to offset the proposed removal the poorly maintained planting between the cycle lane and the footway adjacent to the York Barbican, City House apartments. Removing this planting area would improve sightlines for cyclists and pedestrians using this section of footway. Officers will continue to liaise with Edible York to agree a design and the materials used will be in keeping with the surrounding environment. However, costs will be an important factor in agreeing a final solution.
Resident Views	
Navigation and Walmgate Community Association (Representing Tenants and Residents)	<ol style="list-style-type: none"> 1. Expresses concern about the amount of tactile areas and where they will be located because using them can be quite painful for wheelchair users. Will the existing tactiles which are no longer needed be removed? 2. York Stone can be dangerous when the weather is icy. Should the salt bin on Lead Mill Lane be moved

	<p>closer to the Bar?</p> <p>3. Some parents have expressed concern that children may not understand the new lights, so should work be done with the local primary school?</p>
<i>Officer comments</i>	<p>1. The proposed tactiles are an essential element of the proposals to help blind and partially sighted people. Some of the paving will warn them that they are entering an area used by both pedestrians and cyclists and other paving areas will help them to locate / use the proposed crossing points within the scheme. However this will be kept to minimum and all redundant tactile paving areas will be removed.</p> <p>2. Fishergate Bar is not currently on a pre designated winter treatment route, but it would get some treatment in times of prolonged severe weather. The York stone paving area around the bar will be designed to ensure that it will drain efficiently to eliminate areas of standing water to make it safer in wintry weather conditions.</p> <p>3. The signalised crossings at the Fishergate / Paragon Street and Fawcett Street/ Paragon Street junctions will be 'puffin' type facilities. These are becoming quite common place now, but a leaflet on how to use a puffin crossing properly will be distributed to the local schools and businesses prior to the crossings becoming operational.</p>
Resident	<p>How will the new traffic lights on the Fishergate / Paragon Street junction operate? Will there be a pressure pad under the road or will we have to wait until a pedestrian comes along and presses the button?</p>
<i>Officer comments</i>	<p>The proposed signalised crossing at the Fishergate / Paragon Street junction will show a 'green man' most of the time as the flows of traffic turning right into Paragon street are low. However if the crossing shows a red man pedestrians are advised to use the pedestrian push button and wait for the green man, which will be quick to respond to pedestrian demands.</p>

Resident	There is a risk that imprecise traffic signal phasing would hinder flow and increase congestion.
<i>Officer comments</i>	The signal timings will be investigated and carefully designed to keep delays to a minimum whilst ensuring the junction operates safely for all users.
Resident	One resident asked how the crossing signals outside Fishergate Bar will be synchronized. Most of the 2-stage crossings in York are set up so that they are never green at the same time and pedestrians (and cyclists) always have to wait in the middle.
<i>Officer comments</i>	It is true that most two-stage crossings require pedestrians to wait in the middle for a while. This is usually necessary to achieve maximum efficiency for the junction operation overall. The signal timings in this scheme will be carefully designed to keep delays to a minimum whilst ensuring the junction operates safely for all users.
Resident	Would it be better to put in a Zebra crossing at the Fishergate / Paragon Street junction instead of traffic lights?
<i>Officer comments</i>	The presence of a Zebra could make it very difficult for drivers unfamiliar with the junction to spot that there is a give-way situation immediately beyond the crossing. This is a significant safety concern. The signalised crossing will overcome this problem because traffic will have priority to join Paragon Street when a green light is displayed. In addition the signalised crossing would provide a better crossing facility for visually impaired pedestrians. The efficiency of traffic flows at this junction should not be significantly affected by the introduction of signals because the right turn out of Fishergate is a relatively low flow.
Resident	The effect of these alterations will be to cause traffic to start and stop 'en masse' polluting the air we breathe.
<i>Officer comments</i>	This area of Fishergate gyratory falls within the Air Quality Management Area and is regularly monitored. At present drivers already have to slow down at all the existing crossing points and give-way or merge points.

	<p>However the new traffic signal phasing's will be investigated and assessed to ensure any such delays are minimised. Therefore no significant increases in air pollution are expected as a result of these proposals.</p>
Resident	<p>The consultation leaflet (refer to Annex C) shows two metal bollards across Fishergate Bar, and suggests this should be reduced to one which would allow pedestrians and cyclists to flow with ease in both directions through the Bar.</p>
<i>Officer comments</i>	<p>The proposed bollard(s) will be located in such a manner to allow pedestrians and cyclists sufficient width to navigate around them but also prevent vehicles driving through the Bar.</p>
Resident	<p>Suggests extending the 20 mph speed limit from the Fishergate shops down to the corner beyond the Peasholme Centre, because this section of the road is like a race track with some vehicles driving at speeds far in excess of 30 MPH almost making it impossible for vehicles exiting the Fewster Way junction to cross over two traffic lanes to travel south on the A19.</p>
<i>Officer comments</i>	<p>It is acknowledged that the exit from Fewster Way to travel south is an awkward manoeuvre but the extent to which a 20mph speed limit on the Fishergate gyratory would solve this is debatable. Due to the nature of the road environment it cannot be guaranteed that a signed only 20mph limit would reduce speeds adequately in this area. When the citywide 20mph programme reaches this section of the city this request could be examined in further detail as it is important to integrate any 20mph requests into the larger scheme to ensure consistency across the city. This area is anticipated to be looked at in the 2014/15 financial year. Officers have noted the issue and will consider it in the future.</p>
Resident	<p>The suggestions are brilliant and just what is needed to improve the area.</p>
<i>Officer comments</i>	<p>Noted.</p>

This page is intentionally left blank



Decision Session – Cabinet Member for 19 November 2012 Transport, Planning & Sustainability

Report of the Director of City and Environmental Services

RUFFORTH TO KNAPTON BRIDLEWAY – FUNDING & CONSTRUCTION

Summary

1. This report presents the current proposals for a bridleway running between the villages of Rufforth and Knapton, the sources of funding available, and who will be responsible for construction of the various sections.

Recommendations

2. The Cabinet Member is asked to:
 - 1) Note the response to the recent consultation with residents and relevant user groups.

Reason: To acknowledge the wide support for the scheme

- 2) Agree to the central section of the route (running parallel with the North of England Activity Centre's access road) being funded from the council's Transport Capital Programme and that this section then be constructed by the council's Highways team.

Reason: To enable the scheme in its entirety to be constructed thus enabling as much external funding as possible to be made available.

Background

3. Council officers were approached by residents of Rufforth approximately ten years ago to look at providing an off-road cycle route between the village of Rufforth and Acomb. Such a route would enable commuters and school children to avoid cycling on

the very busy B1224 Wetherby Road and having to cross the A1237 Outer Ring Road at a busy roundabout to reach Acomb.

4. A group of interested parties, including council officers, met to look into the possibility of supplementing the existing PROW network to create a safe route. Both of the council officers involved in this group left the authority shortly afterwards and the project was moth-balled.
5. Rufforth and Knapton Parish Council subsequently submitted two petitions to the Council requesting a cycle link, the first in June 2004 with 211 signatures which was reported to Planning & Transport EMAP on the 6 May 2005 and the second in June 2007 with 166 signatures which was reported to City Strategy EMAP on the 10 September 2007.
6. The outcome of these two petitions and their associated EMAP reports was the formation of a steering group comprising initially council officers and members, parish councillors, Sustrans and a couple of other interested parties. Representatives from Yorwaste have since also been invited onto the group as part of the route would potentially cross their site and latterly as the major funding partner.
7. Council officers commissioned Sustrans to undertake a feasibility study on behalf of the steering group in 2009 which investigated several routes and put forward a preferred option. The approximate total cost of this option was £840k and would require a new bridge to be constructed across the A1237. This was deemed to be unjustifiable given the relatively small number of potential users and pressures on the council's Transport Capital Programme.
8. In subsequent meetings the steering group investigated other, cheaper options and alternative funding sources in a bid to keep the project alive. As several existing PROWs exist in the area a decision was taken to use these and upgrade them where necessary to keep costs down as low as possible. Sustrans, bearing this new preferred route in mind (see Annex 1), undertook an Options Study to look at how the various sections of the route might be constructed and for what cost.
9. A report was taken to an OIC meeting on 11 September 2012 to discuss the options available for each individual section and a decision made on which options should be taken forward.

10. Various funding sources were investigated to pay for the route to be established between Rufforth and Knapton over the past few years. These included Sustrans' Links to Schools and Connect 2 projects but unfortunately the group were not able to submit bids due to the short bidding windows and lack of match-funding available from the Council. A source of funding was, however, identified from an outstanding Section 106 agreement between the Council and Yorwaste from an application to extend their landfill site several years ago. The s106 condition stated that Yorwaste should provide a bridleway between the north-eastern and south-western corners of their site, this had the potential to provide a large proportion of the Rufforth to Knapton route. Yorwaste estimated the cost of providing their section of the route at £75k and agreed to this funding being put towards the complete route.
11. A further source of external funding was identified by Yorwaste from their Yorventure project (which funds schemes using landfill tax). Sustrans submitted a bid for £45k of funding which was successful and would enable the full route as identified in the Options Study to be constructed. The Yorventure funding is granted with several conditions, the most notable being that the full route needs to be constructed by May 2013 in its entirety.
12. Since these funding sources were identified representations have been made to the Council's PROW Officer by the owner of the North of England Activity Centre (NEAC) owner where he voiced his concerns about the safety of the section of the route which proposes to utilise his access road. An off-road option was investigated which satisfied both parties but which would add a further £39,600 to the cost of the scheme (see Annex 2). No source of funding has been identified for this section therefore funding is sought from the Transport Capital Programme to enable this section to be constructed and to ensure the Yorventure grant funding can be claimed in full.
13. At a meeting in early November Rufforth & Knapton Parish Council agreed in principle to contribute £5k towards the cost of the scheme from parish funds. How this will be funded and whether it will be split over the 2012/13 and 2013/14 financial years will be decided at the December meeting.

Consultation

14. The current Rural York West Ward Members have been very supportive of the overall scheme (Councillor Gillies has chaired the steering group meetings for the past 3 years) as were there predecessors. Rufforth & Knapton Parish Council have been the main instigators of the scheme so are fully in support of it.
15. An external consultation is currently underway via the council's website and the response to this consultation (which is due to end on the 16th November will be tabled at the Decision Session meeting.

Options

16. There are two options available to the Cabinet Member:
 - Option A – Agree to fund the central section of the route from the Council's Transport Capital Programme
 - Option B – Refuse to fund the central section from Council funds

Analysis

17. Option A – the main advantage of this option is that it will enable the scheme to be completed and the maximum amount of external funding to be taken advantage of. It may also help to spend the Capital Programme if there is an under-spend elsewhere in the programme. The disadvantage is that part of the Capital Programme will have to be given up which could possibly be used to deliver other schemes.
18. Option B – the advantages of this option are that Capital Programme funding will be freed up to used for other schemes. The disadvantage of this option is that the scheme may not be able to be constructed in its entirety at this time due to the fact that only the Yorwaste £75k will be available, the Yorventure Grant funding having been given up as the conditions would not be able to be met.

Council Plan

19. The outcome of this report will contribute to the following aspects of the Council Plan:
- Create jobs and grow the economy – provision of improved links to employment sites such as Northminster Business Park and York Business Park plus links to the soon to be built Park & Ride site and Poppleton Station will make it easier for staff to access employment sites farther afield workplace safely by cycle (and to a lesser extent on foot due to the distances involved). It may also influence employers' decisions as to whether they set up in York. By encouraging more people to walk or cycle to work this should reduce congestion in the city which then makes the movement of other vehicles more efficient thus saving businesses money in lost time.
 - Get York moving – making cycling and walking a more attractive and efficient mode of travel should reduce residents' reliance on motorised transport thus reducing congestion and helping to get the remaining traffic moving better. Provision of a route which can also be used in the other direction for York residents as a leisure route also has the potential to introduce more people to the positive aspects of cycling which may then encourage them to undertake utility trips by cycle as well. It also has the potential to improve health by encouraging them to be more active.
 - Build strong communities – provision of better walking and cycle links between Rufforth and the built-up part of York should help this rural community by reducing the severance caused by being put off walking and cycling by the busy Wetherby Road and Outer Ring Road
 - Protect vulnerable people – pedestrians, cyclists and horse riders are some of the most vulnerable types of road user and provision of a safer, mostly off-road route will help improve their safety
 - Protect the environment – walking and cycling are some of the most sustainable forms of transport so the more people who can be encouraged to use these modes of travel the better it will be for the local environment both in terms of air quality and noise pollution and less use of natural resources

Implications

20. The outcome of this report will have the following implications:

- **Financial** – The total scheme cost for the proposed scheme is anticipated to be £165k with the majority of the funding coming from external sources (£75k from Yorwaste, £45k from Yorventure grant and £5K from Rufforth & Knapton Parish Council). It is proposed to fund the remaining £40k from the 12/13 Transport Capital Programme.
- It is proposed to allocate £5k from the existing Cycling Minor budget and increase the Cycle Network Priority schemes budget by £35k. The increase can be accommodated by reducing the Local Transport Plan allocation to the Haxby Road to Clifton Moor Cycle route scheme where progress is slower than originally anticipated due to more extensive feasibility work being required.
- Subject to approval of the Knapton to Rufforth Cycle Route proposal the amendments to the Capital Programme will be included in the Monitor 2 report to be presented to the Cabinet Member in December. The overall Capital Programme overprogramming will be reduced to appropriate levels as the DfT have indicated, subject to full approval, that will increase their contribution (no change to overall grant) to the Access York scheme in 2012/13.
- **Human Resources (HR)** – there are no HR implications
- **Equalities** – This scheme will provide improved travel options for vulnerable groups such as children, older people and disabled groups. Initially wheelchair users won't be able to access the route as the off-road links at either end will not be in place, however, negotiations are ongoing to provide these links with the relevant landowners. The scheme also helps to reduce the severance effects experienced by Rufforth residents created by the outer ring road and the busy Wetherby Road.
- **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** – The land at Harewood Whin over which the bridleway will cross is held by Yorwaste on lease from City of York Council. Yorwaste is party to the proposal as part of its Section 106 Planning obligation. The Council as landlord has no objection to the proposed route which will become a public bridleway. If the matter is approved Property Services will write to Yorwaste to confirm Landlord's consent under the terms of the lease.

Risk Management

21. In compliance with the councils risk management strategy the main risk is that under Option B a potential external funding source (Yorventure) will be lost which will either result in the route being constructed to a lower specification or some sections not being constructed at all. This will have a negative impact on the council's reputation.
22. There is also the risk that if the route isn't provided in full that the contributions to the aspects of the Council Plan mentioned above in paragraph 17 won't be fully realised. Measured in terms of impact and likelihood, the risk score for all risks has been assessed at less than 16. This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

Contact Details

Author:

Andy Vose
Transport Planner
Sustainable Transport
Service
Tel No. 01904 551608

Chief Officer:

Richard Wood
Assistant Director
(Strategic Planning and Transport)

**Report
Approved**



Date 19 November
2012

Wards Affected: Rural West York

All

Specialist Implications Officers

Financial:

Tony Clarke

Capital Programme

Manager, CES

Ext. 1641

Equalities:

Evie Chandler

Corporate Equality &

Inclusion Manager

Ext. 1704

Property:

Paul Fox

Property Surveyor

Ext. 3357

For further information please contact the author of the report

Background Papers:

EMAP reports – Rufforth Cycle Route Petition 06/05/2005

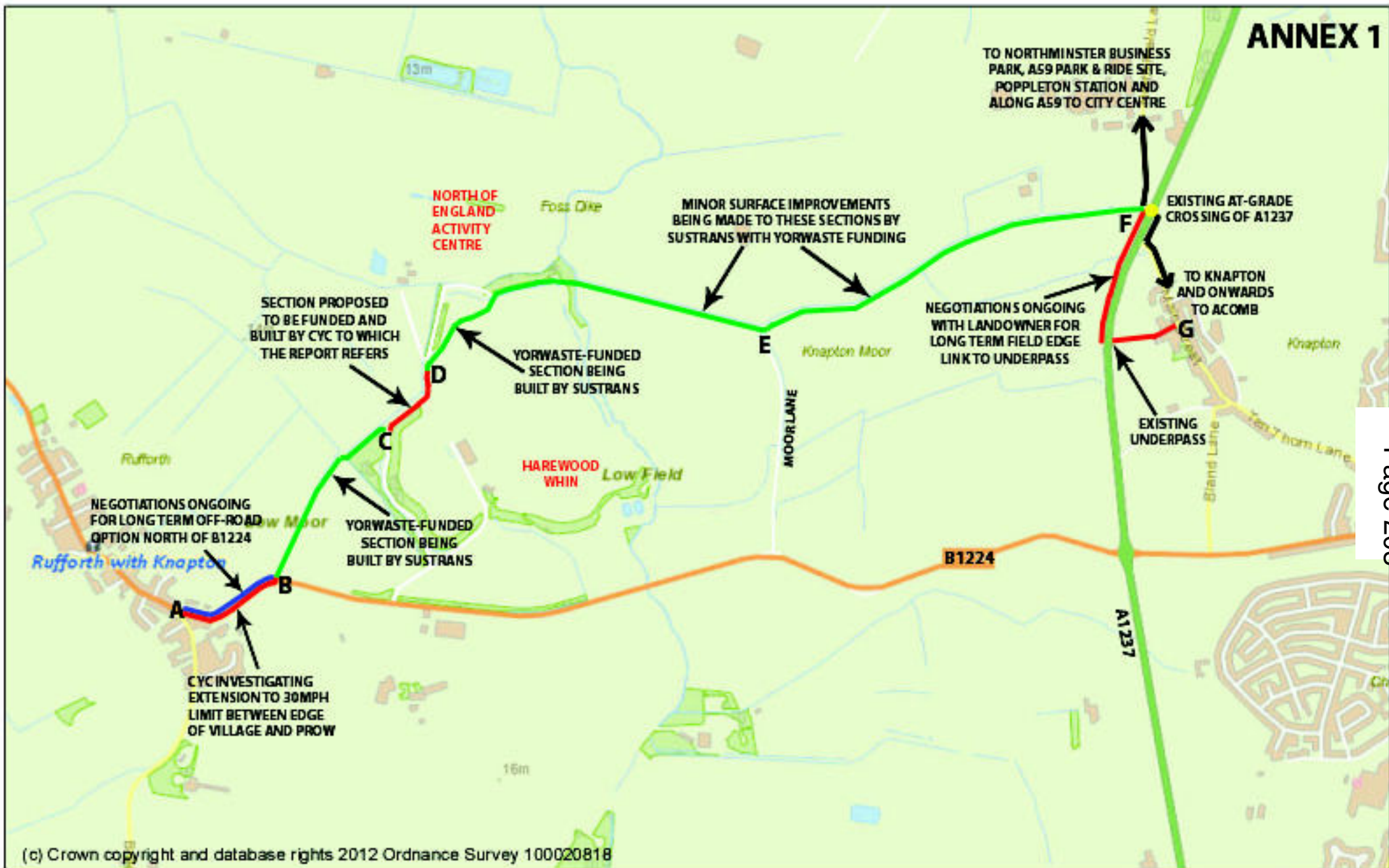
Rufforth Cycle Route Petition 10/09/2007

OIC report – Rufforth to Knapton Bridleway Alignment 11/09/2011

Annexes

Annex 1 – Rufforth to Knapton Bridleway – Proposed Route

Annex 2 – Rufforth to Knapton Bridleway – Potential CYC Funded
Section

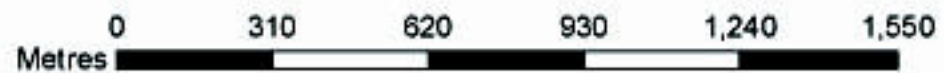


(c) Crown copyright and database rights 2012 Ordnance Survey 100020818

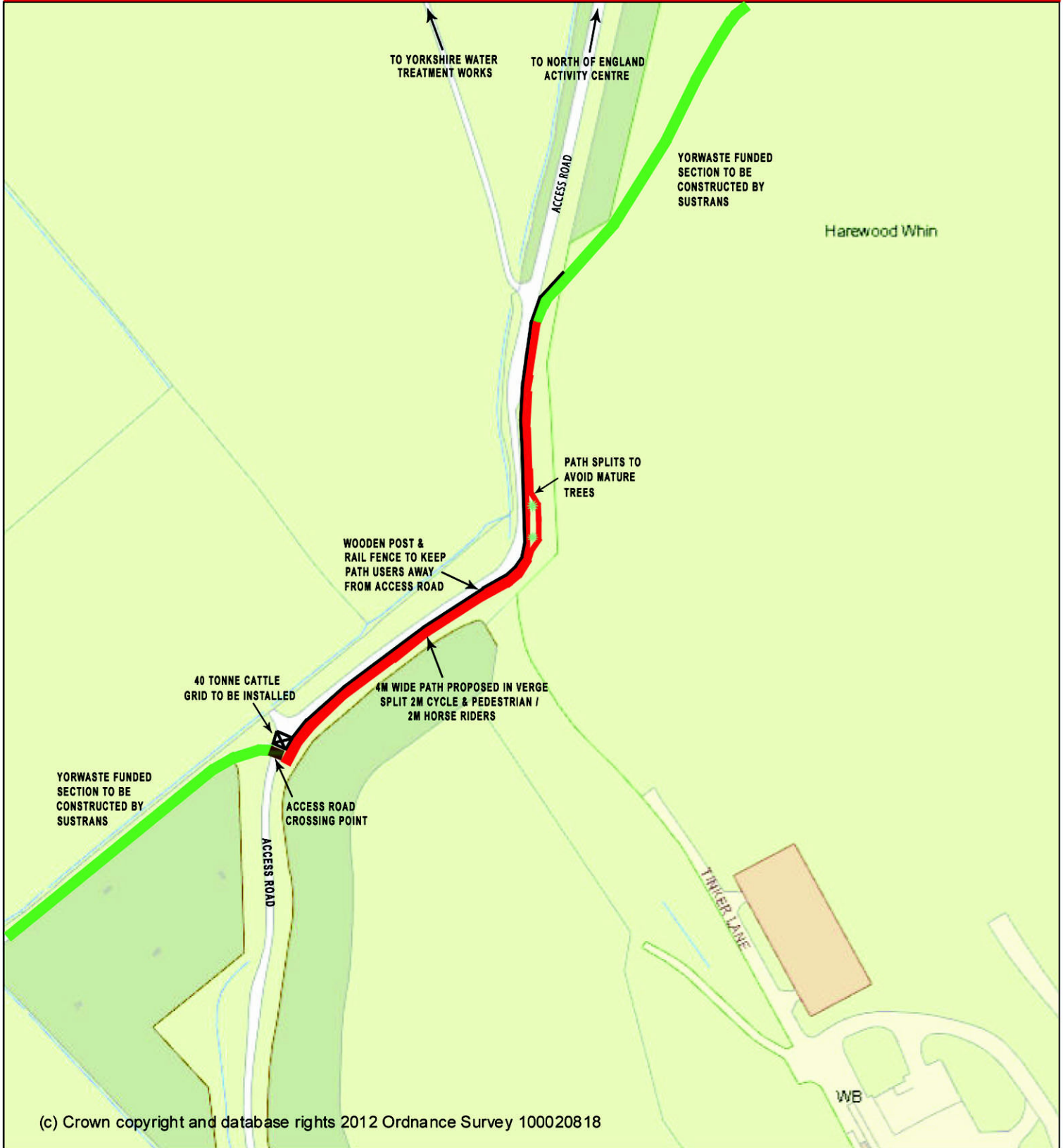
RUFFORTH TO KNAPTON BRIDLEWAY - PROPOSED ROUTE

Date: 23/10/2012

Author: Andy Vose



This page is intentionally left blank



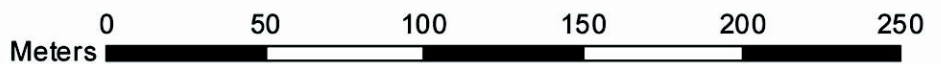
RUFFORTH TO KNAPTON BRIDLEWAY - POTENTIAL CYC FUNDED SECTION

Map Notes:

Date: 22/10/2012

Author: Andy Vose

Scale: 1:2,500



This page is intentionally left blank



**Decision Session - Cabinet Member for
Transport, Planning and Sustainability**

19 November 2012

Report of the Director of City and Environmental Services

**VEHICLE ACTIVATED SIGN (VAS) – STRENSALL ROAD
EARSWICK**

Summary

1. Earswick Parish Council has raised concerns about speeding traffic in Strensall Road and has requested the installation of a VAS which they are happy to fund. This report outlines the findings of a technical assessment, summarises consultation feedback, and makes a recommendation on the requested sign being implemented.

Recommendations

2. That the Cabinet Member approves the installation of a vehicle activated sign in Strensall Road Earswick, as detailed in Annex B.

Reason: To improve road safety by reducing the speed of traffic entering Earswick

Background

3. The Earswick Parish Council have concerns about traffic speeding on Strensall Road, and wish to fund the installation of a vehicle activated sign to face traffic entering Earswick from the north (i.e. from Strensall).
4. In response Officers have carried out a technical assessment, which involved identifying an optimum site for the sign based on visibility requirements and the availability of a mains power supply. In addition speed surveys were carried out in the vicinity of the proposed sign location to check that the exiting speeds are

sufficiently high to meet the Council's criteria for VAS being introduced. The speed surveys recorded an 85%ile speed of 35 mph which meets the criteria for a VAS within a 30mph limit when funded by a Ward Committee or Parish Council.

Proposals

5. Following this technical assessment, Officers considered that the best location for the proposed VAS would be on the lamp column opposite house No 235, just south of The Garden Village (see Annex A). This location has good visibility for traffic travelling from the direction of Strensall, and power for the VAS can be drawn directly from the lamp column without the need for an additional supply.
6. The sign will have a '30 mph' and 'Slow Down' message which will be displayed when approaching vehicles exceed a trigger speed of 35mph. Trigger speeds for such signs are normal defined as 10% of the posted speed limit plus 2 mph, which in the case of a 30 mph speed limit equates to 35 mph. This is also the threshold which North Yorkshire Police use in targeting speeding vehicles for enforcement, and is intended to target drivers who are exceeding the speed limit by a significant margin. The trigger level also provides a buffer to cater for a degree of inaccuracy which is known to exist in the speedometers of most cars.

Consultation

7. Consultation has taken place with relevant Councillors, the Police, and residents living close to the proposals. The responses are summarised below:

Ward Member Views

8. Councillor S Wiseman – supports the proposals.
9. Councillor P Doughty – supports the proposals.

Other Member Views

10. Councillor A D'Agorne – supports the proposal but has asked for police enforcement to reinforce the VAS.

Officer comments

11. Once a site with speeding concerns has been referred to CYC for an engineering solution North Yorkshire Police take the site off their enforcement list, particularly if there is no history of injury collisions which is the case here. This is a matter of policy agreed by a meeting of the Executive Member for City Strategy and Advisory Panel in October 2006 (updated 2011). This means that if a VAS is introduced on Strensall Road, the police will no longer carry out any speed enforcement there.
12. Councillor C Runciman – no comments were received.
13. Councillor J Alexander – no comments were received.
14. Councillor I Gillies – had no comments to make on the proposals.

Police Views

15. North Yorkshire Police (NYP) have indicated that the site is currently on the enforcement list but if the VAS is installed then no enforcement will be carried out. Also its installation at this location is against DfT guidance and so cannot be supported by NYP (Traffic Advisory Leaflet 1/03 states that a VAS should only be considered to address a traffic accident problem).

Parish Council response

16. The Parish Council have been made aware of the NYP position on future speed enforcement and have confirmed that they still wish to proceed with the installation of the sign.

Officer comments

17. The purpose of a VAS is to warn motorists that they are exceeding the speed limit and to take appropriate action to reduce their speed. As such the VAS is intended to be self enforcing and should not require any police intervention. City of York Council policy on the use of VAS states that a VAS can be used as a speed

management tool and not just for casualty reduction. Whilst this goes against DfT guidelines it was considered by EMAP in October 2006 and the decision was made that the use of VAS in York should not be restricted to those locations where there is a casualty record.

Resident Views

18. One resident was concerned that the original location of the proposed sign would be visible from their bay window and would be distracting and asked if it could be moved to another location.

Officer comments

19. Another suitable location for the sign would be directly opposite the junction with The Garden Village (see Annex B). Therefore some further local consultation on the alternative position was carried out. Initially another resident objected to the new location, but after discussing their concerns with officers is now happy with the revised proposal.

Options

20. The Cabinet Member has three basic options to consider:

Option One – approve the installation of a VAS in Strensall Road, as per officers' original proposal (see Annex A).

Option Two - approve the installation of a VAS in Strensall Road, as per officers' revised proposal (see Annex B).

Option Three – note the contents of the report, but decide that a VAS should not be introduced.

Analysis of Options

21. There is evidence of speeding traffic entering the village. Therefore any attempt to reduce speeds must be beneficial and reduce the risk of speed related injury collisions. It is considered that the location of the VAS shown in Annex B is the best one available after taking residents' concerns into consideration. Doing nothing will not address the concerns of the Parish Council.

Council Plan

22. The only potential implication for the priorities in the Council Plan is:

Build strong communities – There could be benefits for the community in having the speed of traffic through the village reduced.

Implications

23. This report has the following implications:

- **Financial** – the supply, installation and maintenance of the VAS is being funded by the Parish Council (£2600) so there is no financial implication for CYC. The VAS comes with a 5 year warranty against breakdown but after that it will be the responsibility of the Parish Council to maintain the sign.
- **Parish Council Response** – The Parish Council have been made aware of the financial implications of the maintenance of the sign and are happy to proceed with installation.
- **Human Resources** – None.
- **Equalities** – The reduced speed of traffic through the village is likely to have benefits for the mobility and visually impaired crossing Strensall Road in particular.
- **Legal** – None.
- **Crime and Disorder** – The reduced speed of traffic is likely to result in less speeding offences.
- **Information Technology** – None.
- **Land** – None.
- **Other** – None.

Risk Management

24. There is a small risk that the presence of a VAS might cause drivers to increase their speed to deliberately set it off, however, there is no evidence that this has been a problem elsewhere so the risk is considered minimal. Also studies of the effectiveness of VAS have indicated that they are particularly effective in reducing the number of drivers who exceed the speed limit.
25. Measured in terms of impact and likelihood, the risk score has been assessed at less than 6 (see table below). This means that at this point the risks need only to be monitored as they do not provide a significant threat to the achievement of the objectives of this report.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Insignificant	Unlikely	3

Contact Details

Author:

Eric Wragg
 Engineer
 Transport Projects
 Sustainable Transport Service
 Tel: (01904) 553523

Chief Officer Responsible for the report:

Richard Wood
 Assistant Director
 (Strategic Planning and Transport)

**Report
 Approved**



Date 19 November
 2012

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Strensall

All

For further information please contact the author of the report.

Background Papers:

Annexes

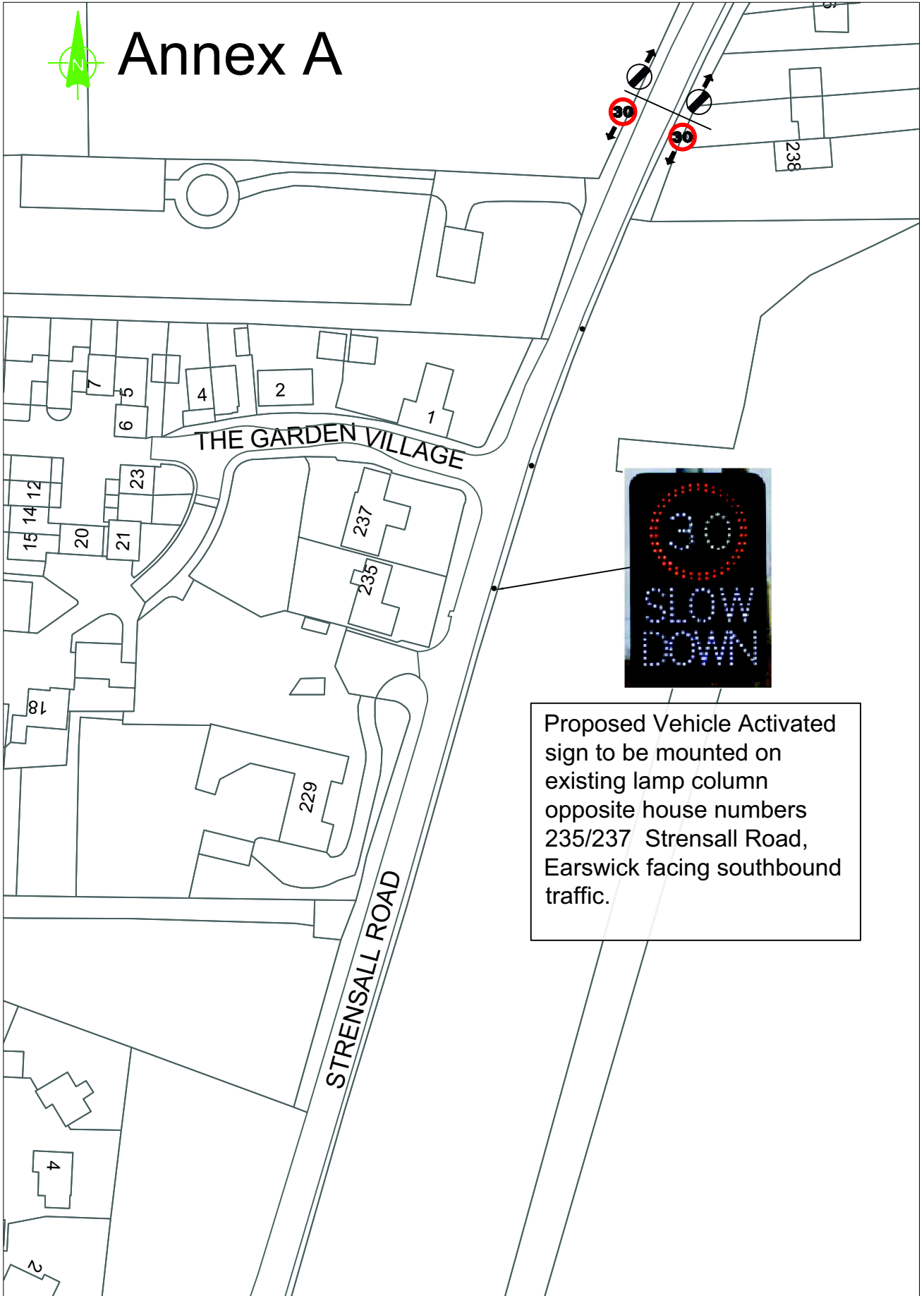
Annex A Proposed Vehicle Activated Sign - Strensall Road Earswick

Annex B Revised Proposal for Vehicle Activated Sign - Strensall Road,
Earswick

This page is intentionally left blank



Annex A



Proposed Vehicle Activated sign to be mounted on existing lamp column opposite house numbers 235/237 Strensall Road, Earswick facing southbound traffic.



Transport Projects
City & Environmental Services
9 St Leonards Place
York
Y01 7ET

Proposed Vehicle Activated Sign (Original Position) Strensall Road Earswick

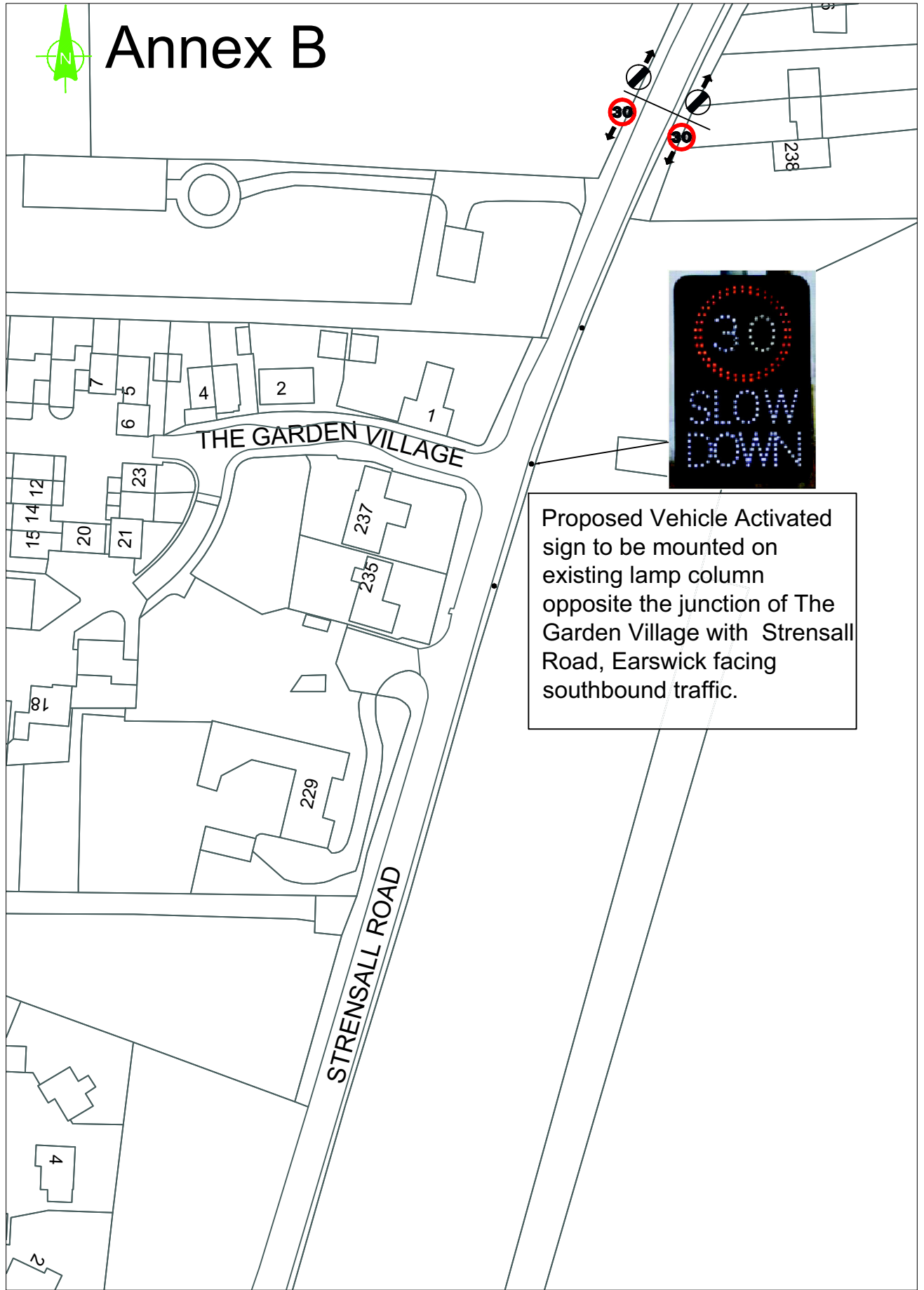
BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS.
City of York Council, License No. 1000 20818

REV	AMENDMENTS	DATE	SCALE	Not to Scale
			DATE	July 2012
		Drawn	EW	Checked

This page is intentionally left blank



Annex B



Proposed Vehicle Activated sign to be mounted on existing lamp column opposite the junction of The Garden Village with Strensall Road, Earswick facing southbound traffic.



Transport Projects
City & Environmental Services
9 St Leonards Place
York
Y01 7ET

Revised Proposal for Vehicle Activated Sign (Revised Position) Strensall Road Earswick

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS.
City of York Council, License No. 1000 20818

REV	AMENDMENTS	DATE	SCALE	Not to Scale
			DATE	Oct 2012
		EW		

This page is intentionally left blank



Decision Session – Cabinet Member for 19 November 2012
Transport, Planning and Sustainability

Report of the Director of City and Environmental Services

CITY CENTRE FOOTSTREETS REVIEW - PART TWO
TIMES OF OPERATION, DAVYGATE TO CHURCH STREET ROUTE,
AND THE NESSGATE/SPURRIERGATE JUNCTION

Summary

1. The purpose of this report is to consider the options for:
 - Standardising and extending the hours of operation, and
 - Controlling vehicle use of the Davygate, St Sampson's Square and Church Street route during footstreet hours,
 - Further limiting the access in to the central area via the Nessgate / Spurriergate junction
2. It is important to note that these three issues can be considered in isolation and do not prejudice the other matters currently under investigation.

Recommendations

3. It is recommended that the Cabinet Member approves the following:
 - That an Experimental Traffic Regulation Order be introduced to extend and standardise the hours of operation for the footstreets to 10.30am to 5pm 7 days a week (except Stonegate which already has longer hours of operation).

Reason:

To help determine the overall level of benefits that standardising and extending the hours of operation would have on the city centre activities.

- That an Experimental Traffic Regulation Order be introduced prohibiting all vehicles from using Davygate during the footstreet hours of operation.

- That an Experimental Traffic Regulation Order be introduced amending the existing one way operation around St Sampson's Square.

Reason:

To determine the impact of implementing a restriction on through traffic movements in the heart of the footstreets area during its operating hours and to facilitate improved traffic flow around the square from the Church Street direction for green badge holders and other exemptions.

- That initial consultation is carried out regarding an outline concept of closing Spurriergate at its junction with Nessgate to all motor vehicles from the end of the footstreet hours of operation to 7am the following day (i.e. 10.30am to 7am the following day).

Reason:

To determine the impact of restricting access through the footstreets in the evenings, limiting the overnight access to properties on the southern approach to the city centre to just the Parliament Street / High Ousegate junction.

Background

4. Earlier reports on the review of the footstreets identified 5 key areas of interest to tackle:
 - 1) Standardising the hours of operation,
 - 2) Extending the hours of operation,
 - 3) Vehicle access through the area by those with reduced personal mobility,
 - 4) Expanding the area to include Fossgate and
 - 5) Cycling in the footstreets.

This report focuses on the first of these 3 key issues and seeks to resolve the concerns surrounding use of the central area by increased numbers of vehicles (particularly through traffic and night time use), whilst still maintaining the ability to cater for essential services. Strengthening and extending the core hours of operation will facilitate improving the pedestrian experience in the footstreets area, lengthening the duration of stay / activity in the afternoon / early evening and strengthen the ability of the night time economy to expand.

5. Follow up reports on the footstreet review will aim to resolve issues around extending the boundary of the footstreets and cycling.
6. The public highway is for movement and there is no statutory duty requiring the Highway Authority to provide parking either on or off highway for any vehicle user. However the Equality Act 2010 introduced a public sector Equality Duty requiring public bodies to play their part in making society fairer by tackling discrimination and providing equality of opportunity for all. Hence, a Highway Authority should consider how different people are likely to be affected by new scheme proposals and due regard should be given to the effect they might have on those protected by this Duty and put forward for consideration, where practical, measures aimed at mitigating some of the consequences of implementing widespread access restrictions.

Questionnaire

7. During the summer a questionnaire was issued to all the properties in and around the footstreets area and to organisations representing different groups. Some of the questionnaires outcomes will form the basis of a report to a subsequent meeting. However key elements of the questionnaire dealt specifically with vehicle access during the footstreet hours and hours of operation.
8. The feedback from the returned questionnaires relating to the focus of this report (access, parking and hours of operation) is in Annex A and is discussed in the following sections.
9. In addition to the straight forward agree / disagree type of questions there was opportunity for other comments and observations to be made. Again these have been stripped out for this report and are shown in précis form in Annex B.

Extended and Standard Hours of Operation

10. With regards to the issue of extending and / or standardising the hours of operation both of these received support of 50% and 52% respectively (Q1 and Q2). However the extent of how far the hours of operation should be extended is less certain. The percentages given in Q2 Annex A on this matter are neither individual nor cumulative because some respondents agreed or disagreed with all options whilst others indicated a single preference. If the figures in the “don’t support” column are taken as the guide then it appears that approximately half the respondents do not support any of the suggested end hours of 4.30pm to 7pm put forward, even though 4.30pm is currently the end time on Saturdays. Hence it is reasonable to assume that they either are in favour of keeping the

existing end of footstreet hours or they would like them relaxing. Bearing this in mind and the percentages in support or have no opinion there would appear to be a fairly significant level, though clearly not a majority, of support for extending the hours of operation.

11. The question therefore for standardising the hours of operation are which of the three time periods currently in use should be settled on. The Sunday hours of Noon to 4pm would be a significant step backwards if used throughout the week, likewise the Monday to Friday hours of 11am to 4pm would compromise the current arrangements for Saturdays where pedestrians are accommodated 10.30am to 4.30pm. But clearly the Saturday hours if used throughout the week would be an extension, albeit a quite modest half hour at either end of the day, to the hours if selected as the standard hours of operation.
12. A bolder move, which does still have a good degree of support including some members of the Retail Forum, would be to extend the end of footstreet hours to 5pm. Whilst there may be a degree of resistance initially to the change it would perhaps also allow a greater degree of flexibility to try out revised ways of working. If this finish time were to be adopted it would be advisable to introduce it as an experiment at first rather than a permanent change because of the degree of reticence to change indicated in the questionnaire results.

Options - Extended and Standard Hours of Operation

13. **Option 1** - take no action.
This option does not tackle any aspect of simplifying the regulations or enhancing the pedestrian experience of the central area and is not therefore the recommended option.
14. **Option 2** - extend and standardise the hours of operation to 10.30am – 4.30pm Monday to Sunday.
This achieves standardising the hours of operation and extends the duration of the footstreets marginally. Whilst this option has merit it does little to open up possibilities for further enhancement for the footstreets, hence is not the recommended option.
15. **Option 3** - extend and standardise the hours of operation to 10.30am – 5pm Monday to Sunday.
This is the recommended option for the reasons outlined above in paragraph 12. It is also recommended to delegate authority to officers to extend, on a trial basis, activities that take place in the

highway such as pavement cafes to further enhance the special nature of the footstreets area.

Davygate, St Sampson's Square and Church Street Route

16. One of the issues under consideration in the footstreets review is the operation of the existing green permit scheme that allows those with the greatest mobility difficulty to enter and park along a route through the pedestrian zone during the footstreet hours.
17. The responses to the questionnaire (Annex A) on this issue demonstrate strong support for reviewing access and parking (Q1). However, it does also need to be said that of those responding to the questionnaire very few are holders of either Blue badges or Green permits (Q4), hence the views expressed are predominately from those with no or little difficulty with their own mobility. The responses to Q5 disappointingly do not show any strong preference for any of the options put forward in terms of permitting parking provision for Blue badge and Green permit holders.
18. People who have been issued a blue badge have an exemption nationally that allows the holder to park on a yellow line for up to 3 hours provided they don't cause an actual obstruction and / or there isn't a loading ban in place. The original footstreet arrangements provided two access arrangements for blue badge holders a) the Blake Street, St Helen's Square, Lendal loop and b) the Goodramgate, King's Square, Colliergate loop. To aid those people with such a severe mobility problem that they could not cover the distance from the two blue badge areas to the furthest parts of the footstreets zone the City of York developed its own permit scheme - the green permit - as a compromise to the original concept to try to overcome that difficulty. Those issued with a green permit are exempt from the access restriction and are allowed to enter Davygate, St. Sampson's Square and Church Street; then park up using the blue badge regulations for up to 3 hours. There are currently around 1500 green permits in circulation. Abuse of the existing access restriction along Davygate, St Sampson's Square and Church Street by vehicles (including Blue Badge holders) without a green permit can only be enforced by the Police.
19. A plan of the route in question is shown in Annex C along with an indication of the potential number of vehicles that could be parked (around 57 spaces in total) during the footstreet hours. Whilst access is allowed into the area from both directions it should be noted that because Davygate is a one way street there is only scope for drivers seeking (either illegally or by mistake) a city centre through route to do so from the Davygate direction. It is however

also acknowledged that some drivers do mistakenly travel the wrong way down Davygate from Church Street.

20. Bearing in mind the number of potential parking spaces, the higher number of green permits now issued and the difficulties around effective enforcement this route through the pedestrian zone has seriously compromised the original ethos of a vehicle free environment to a much greater extent than was envisaged. In addition, there has been a growth in the number and size of events taking place in the central area that has required greater use of the highway area to accommodate not only the activities but also the people attending which has led to greater conflict between pedestrians and vehicles.
21. The existing One Way and No Entry arrangements in place on the ground around St Sampson's Square are shown on the plan in Annex D However, the Traffic Regulation Order states the Davygate No Entry marked **Y** on the plan should be at the Feasegate junction. It is understood that this amendment was carried out quite a few years ago to resolve an ongoing maintenance problem without going through the correct legal procedure. Whilst this hasn't resulted in any legal challenges it has not resolved, rather just relocated from **X** to **Y**, the problem of drivers from the Church Street direction ending up at a point they are unable to proceed from and have little space to turn around in. It can be supposed that this situation may be contributing to some of the instances of drivers proceeding in the wrong direction in Davygate.

Surveys

22. In order to gain a picture of parked vehicle use a number of visits were made at varying times of the day and day of week to record a snap shot of the parking taking place. The results of these ad hoc surveys are shown in Annex E and indicate that a high proportion of the vehicles parked do not have a green permit. Although these surveys are not detailed and may not be entirely representative of what takes place throughout the year they do indicate that the number of vehicles parked with a green permit tends to be a minority (in some cases none of the cars parked were displaying a green permit) of the total number of cars parked along the route.
23. Additional observations were carried out in September during a period when the route around St Sampson's Square was closed that confirmed anecdotal perceptions from similar previous road closures that more on street parking than usual took place on: Duncombe Place, Lendal, College Street and Colliergate.

24. It should be noted however that this was also a time when the river was in high flood which did have an effect on traffic in the city therefore these observations can only really be seen as an indication rather than a quantified prediction. But it is fair to assume with a reasonable degree of confidence that by restricting further the number of spaces where cars could be parked on the route through the footstreets these vehicles will transfer to the next nearest parking opportunities.

Options - Davygate, St Sampson's Square and Church Street Route

25. The following options are put forward for consideration together with an outline of the likely implications on the operation of the footstreets and on those currently able to make legitimate use of the parking opportunity in Davygate, St Sampson's Square and Church Street.

26. **Option 4** - removal of the green permit scheme, but open up legitimate access along the route for all Blue badge holders.

This option simplifies the ongoing operation (and to a degree replicates the current situation) but would in time lead to an increase in traffic using the pedestrian zone and is not therefore the recommended option.

27. **Option 5** - close off the route completely for all vehicles during footstreet hours in the same manner as Parliament Street and Coney Street.

This achieves the greatest level of enhancement to the vehicle free environment in the footstreets, but doesn't take into account the needs of those with more severe mobility difficulties. However parking for Blue badge holders would still be in place on the outskirts of this route in Blake Street and Colliergate areas. For these reasons this is not the recommended option.

28. **Option 6a** - partially close off the route to all vehicles but allow access to St Sampson's Square via Church Street by Blue badge holders. In addition, because there is likely to be a greater demand for space from this direction it may become desirable to install a removable bollard at the Swinegate junction to prevent use of this area for parking.

This achieves a simplification of the administration of the of central area, cuts out the through traffic route, reduces traffic flows in Davygate but legitimises Blue Badge access right into Church Street and St Sampson's Square. Around 2/3 of the existing parking potential would be retained for use by disabled drivers. This tackles

the issues of concern, reduces confusion and an administrative burden that the authority is not obliged to provide.

29. **Option 6b** - partially close off the route to all vehicles but allow access to St Sampson's Sq via Church Street by green permit holders.

This is basically the same as option 6a, but the City Council would still have to administer a permit scheme for those considered to have the greatest level of mobility difficulties.

Both option 6a and 6b have merit but the recommended option is 6b as this limits the number of vehicles legally allowed in the area and if successful gives the greatest benefit to those with the greatest mobility impairment as originally intended.

30. **Option 7** - take no action and leave the current regulations in place.
31. This is not the recommended option because it does not address any of the issues raised.

Options - St Sampson's Square One way Arrangements

32. **Option 8** - take no action.

This option does not tackle the issue of vehicles entering the area being faced with having to make a 3 point turn in an area heavily used by pedestrians and is not therefore the recommended option.

33. **Option 9** - revise the one way flow to enable drivers to enter and leave the area easily (see Annex F).

This option tackles highway safety concerns and is the recommended option.

Spurriergate / Nessgate Junction

34. Although not a pedestrian zone at night, use of the central area by motor vehicles is considered to raise the level of conflict between the often large groups of pedestrians enjoying the city night life and drivers who are dropping off / picking up passengers or merely using the city centre as a through route. Limiting the ability to access properties for more than a few hours at a time can lead to a Public Enquiry, hence, it is important to maintain the ability to service and access premises within the city centre area but this does not mean that all routes have to be open for use.
35. There are 5 entry points to the central area (Blake Street, High Petergate, Goodramgate, High Ousegate and Spurriergate) and 3 exit points (Lendal, Colliergate and Parliament Street). Due to the one way systems in place there are many properties that would be prevented from being accessed or additional travel in the central

area if any these streets were more heavily restricted with the exception of the Spurriergate / Nessgate junction.

36. Following on from the consultation carried out in the central area a concept of further reducing the ability to use the city centre as a through route was raised which has merit and further investigation is considered desirable. As noted above the Nessgate / Spurriergate junction could be more heavily restricted in terms of access without it preventing access to properties, rather the access would have to be via another junction – Parliament St / High Ousegate being the most likely. Whilst there are apparent benefits to closing this route for additional hours in that it effectively cuts out the Ouse Bridge to Colliergate route as an option this proposal has not been put out to wider consideration.

Options- Spurriergate / Nessgate Junction

37. **Option 10** - take no action.

This option does not tackle any aspect of the issue of vehicles using the central area as a through route.

38. **Option 11** - carry out further investigation.

This option has the potential to help create a better environment for the city centre in the evening without preventing access to properties and is therefore the recommended option.

Consultation

39. Any changes to the current traffic management in the city centre will have to go through a formal Traffic Regulation Order process. There are two routes available:

Firstly, the permanent Traffic Regulation Order. This is the usual option and is put forward where there is a high degree of certainty as to the outcome in terms of managing traffic, the expectations of the travelling public and those living / working in the area. The minimum legal requirement for a permanent TRO proposal is they have to be advertised in the local press, giving 3 weeks to make a formal representation (York's current practise is to exceed to legal minimum requirements). Any objections made would be reported back to a council meeting for a decision on whether to proceed as planned or not.

Secondly, the Experimental Traffic Regulation Order (for 18 months maximum). This option is often used where there is a desire to try out regulations where there is a degree of uncertainty as to the outcome and where some changes may be considered desirable within a short time of the scheme being implemented in order to

resolve problems. Experimental orders are implemented without going through the objection period first, but any objections made during the first 6 months would have to be considered in much the same manner as for a permanent order and changes can be made to the scheme. At the end of the 18 month period the experimental order would either have to be made permanent or it would be removed and the previous restrictions would be reinstated.

40. There are also organisations that have to be formally advised of TRO proposals. Again, City of York Council current practise is to circulate information more widely than is required by law and it is considered in this case that all reasonable efforts should be made to ensure details are made available to groups in York with an active interest in the footstreets area.
41. Bearing in mind the nature of the proposals put forward in this report it is suggested that the experimental TRO route be used. This gives the authority the most flexibility and higher degree of certainty as to the longer term effect. It also allows users the opportunity to experience the proposed changes and, if problems are realised, construct a better informed representation during the experimental period.

Corporate Strategy

42. Considering this matter contributes to the corporate strategies of Thriving City, Inclusive City and City of Culture.

Implications

43.
 - **Financial** - There are no financial implications.
 - **Human Resources** - There are no HR implications.
 - **Equalities** - There are no equalities implications at present.
 - **Legal** - There are no legal implications.
 - **Crime and Disorder** - There are no crime and disorder implications.
 - **Sustainability** - There are no sustainability implications.
 - **Property** - There are no property implications.

Risk Management

44. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

Contact Details:

Author

Alistair Briggs
Traffic Network Manager
Tel No. (01904) 551368

Chief Officer Responsible for the Report

Richard Wood
Assistant Director
(Strategic Planning and Transport)

Report**Approved****Date** 19 November
2012**Wards Affected: Guildhall****All** **For further information please contact the author of the report**

- Annex A Questionnaire information
- Annex B Questionnaire comments and observations précis
- Annex C Plan of route
- Annex D St Sampson's Square one way and no entry arrangements
- Annex E Green permit / Blue badge ad hoc parking survey
- Annex F St Sampson's Square revised one way system

Annex A

Questionnaire Information

- Q1

	Support	Don't support	No opinion
Extending the footstreets hours	90 (50%)	77 (43%)	12 (7%)
Reviewing parking for people with accessibility issues	124 (69%)	22 (12%)	31 (17%)
Reviewing access into the footstreets area for those with mobility issues	116 (64%)	27 (15%)	31 (17%)

- Q2a

	Support	Don't support	No opinion
Standardising hours of operation 7 days a week	94 (52%)	53 (29%)	20 (11%)
A 10.30am start to the footstreets	100 (56%)	57 (32%)	17 (9%)
A 4.30pm end to the footstreets	50 (28%)	82 (46%)	24 (13%)
A 5pm end to the footstreets	42 (23%)	94 (52%)	20 (11%)
A 6pm end to the footstreets	42 (23%)	91 (51%)	23 (13%)
A 7pm end to the footstreets	29 (16%)	101 (56%)	24 (13%)

- Q4

	Yes	No
Do you currently have a disabled persons blue badge?	5 (3%)	171 (95%)
Do you currently have one of the green permits issued by CYC?	4 (2%)	170 (95%)
Have you used the shop mobility scheme	3 (2%)	165 (92%)

- Q5

	Support	Don't support	No opinion
Keep parking and access arrangements in the footstreets as now	63 (35%)	52 (29%)	56 (31%)
Restrict all blue badge and green permit parking to the outer edge of the footstreets	49 (27%)	60 (33%)	54 (30%)
Relocate the green permit holders away from Davygate, St Sampson's Square and Church St	36 (20%)	60 (33%)	65 (36%)
Remove all green permit and blue badge parking from the footstreets	48 (27%)	66 (37%)	53 (29%)

- Q6

	Agree	Don't agree	No opinion
Are there too many vehicles in the footstreets?	75 (42%)	62 (34%)	39 (22%)

Annex B

Extract of Footstreets Questionnaire Additional Comments Précis in relation to Hours of Operation, Access and Disabled Parking

Q1 Are there any general observations you would like to make about the operation of the footstreets?

Loading related comments

- That space is available outside footstreet hours for loading.
- Deliveries are very difficult. The hours are manageable now.
- Measures to assist deliveries to the Shambles area
- Has to have deliveries every morning
- Access to businesses is needed
- There should be access for deliveries and parking during business hours
- Review access hours separately for vehicles over 7.5t
- Better control of delivery vehicles
- Footstreet hours are workable 10 to 4 only for deliveries to stores
- Delivery access is vital do not reduce this time slot
- Streets are regularly blocked by articulated vehicles
- Pedestrianisation will only work if access is fairly applied for deliveries
- Thought needs to be given to deliveries for local business
- Limit the weight/size of vehicles allowed in the city centre
- Deliveries and pedestrians don't mix
- Get the access restrictions wrong will cause difficulty or closure for some businesses
- Retailers selling large items require access before and after the restrictions come into force. Any extension would severely affect business
- Extending the footstreet hours is wrong - how will shops get deliveries
- Only deliveries should be allowed to take place before the footstreet hours disabled should be banned at this time.
- Existing hours are fine
- Already works well no need to extend the hours
- Extend the hours to 6pm
- Deliveries are already a problem and extending the times will make life more difficult
- Would not bring children into the city centre after the footstreet hours
- 11 to 4 works well and need the time for deliveries
- Businesses need morning deliveries
- More focus on assisting businesses to receive goods during the day
- The hours are restrictive enough, any further restrictions would have detrimental effect on our business

Blue Badge holder related comments

- Should be a total ban on traffic
- Abuse of blue badge
- Not a footstreet if disabled drivers are parked
- Disabled passengers should be dropped off and the car parked elsewhere
- Through traffic makes knowing where is a footstreet difficult
- Increase designated parking for disabled in car parks
- Disabled parking only allowed in wide streets
- Too many people ignore the hours of operation
- Not obvious when the restrictions are lifted
- Parking in the centre should be available for the disabled
- Delivery vehicles parking and cyclists on the footway is dangerous for pedestrians
- Disabled parking is abused and needs tougher control
- Too many disabled drivers in the centre
- Can only disabled York drivers be allowed to park in town
- If a street is closed to traffic it should be closed to everyone
- Disabled drivers should have the same restrictions
- Would like whole area to be traffic free
- Blue badges should only be allowed to park in certain areas
- Spoilt because traffic is allowed in keep all traffic out
- Access must be retained for those with mobility issues otherwise they become excluded.
- Too many cars for the number of people in busy streets
- Not a footstreet if disabled drivers are allowed in and if they can why can't cyclists
- Disabled parking preferably on perimeter of zone
- Unlimited parking by blue badge holders clutters up the streets
- Disabled badges abused

Other comments

- The regulations aren't clear
- Footstreets are a good idea but there are too many and they are for too long a time
- Standard time of operation would help
- All the Bars should be closed to traffic after 11am

Q2 Are there any comments or suggestions you'd like to make regarding the hours the footstreets operate or deliveries?

Comments relating to deliveries

- Needs to be equitable use of space and time for deliveries.
- The current arrangements work very well
- Same number of deliveries in a shorter time will cause chaos and increase danger to pedestrians
- A lot of deliveries in Coney Street up to 11am and its sometimes hard to park
- Need deliveries on a morning. Delivery times are already very tight
- Keep access to the Whip ma whop ma gate loading bay
- Better regulation of deliveries
- Don't make it difficult to receive deliveries, retail staff already work long unsocial hours
- Deliveries need to be allowed on a Sunday
- Reducing access for deliveries would be very detrimental to business
- Deliveries before 11am is fine
- Providing the times are known suppliers will be able to cope but need somewhere close by to deliver goods.
- As long as deliveries can get access anytime I have no issues
- Large expense for a business to employ staff to take deliveries out of shop hours
- Require access to business off street parking bay to make deliveries through the day
- Most deliveries can be made within the existing hours
- Only get deliveries up to 9am
- Normally get deliveries by 9am
- Early deliveries may be possible but streets are narrow
- Already difficult for deliveries before and after the footstreet hours
- Should be no loading during footstreet hours
- Keep to 11am otherwise couriers will be too early
- Too many deliveries take place after 4pm to the detriment of the environment and evening economies
- Always a rush to finish deliveries before 11am
- Essential for businesses to receive deliveries
- All deliveries to be finished by 11am

Comments relating to hours of operation

- Footstreet hours need to be as long as possible.
- Stricter control of vehicles in pedestrian hours.
- Reduce the footstreet hours in the Shambles 11am to 3pm

- Some streets should be closed 24/7
- The 11am cut off is more than adequate
- They are adequate as they are at the moment
- The in rush of vehicles after 4pm causes problems for pedestrians
- Keep as is
- The streets should be pedestrianised until 6pm
- Extending footstreet hours will cause congestion and increase business costs
- Access needed before 10.30am but after that traffic free streets would help business
- Present hours work well for business
- The hours are restrictive enough, any further restrictions would have detrimental effect on our business

Blue Badge holder related comments

- Not a footstreet if disabled drivers park there.

Q4 Further off street parking improvements for blue badge holders are being planned. In your view, which other council managed car parks are in greatest need of more dedicated blue badge parking provision?

- None are in need of more dedicated parking
- Abuse of blue badges should be investigated.
- Unaware of Blue / Green permits
- Too many disabled privileges and they are abused
- There is no parking anywhere near St Helen's Square.
- Existing system is often abused
- More disabled spaces in Monk Bar car park
- Make spaces round St Sampson's Square easy to get out of and into the shops
- Car parks are too far away
- Shambles car park
- A space is needed in Whip ma whop ma gate
- There is adequate disabled parking
- Foss Bank and Castle car parks
- The disabled bays in Foss Bank are nearly always unused
- Acomb car park
- Duncombe Place and Blake Street
- Do not increase disabled parking
- Increase use of park and ride + mobility scheme
- Blue badge holders shouldn't be allowed to park in Fossgate

- Parking should be banned at the top of Fossgate
- More car parks should have provision so less drivers need to park in the pedestrian area
- Good idea
- Should be encouraged to use the car parks
- Increased spaces in car parks won't help all blue badge holders
- Library and Art Gallery
- More bays on street
- Drastic reduction in green permits needed
- The car parks are quite some distance from the shops for people with poor mobility
- Lord Mayor's Walk
- Nunnery Lane car park
- Monk Bar car park
- Blue badges out of the city walls in a car park

Q4 If you have limited mobility and don't currently use the shop mobility scheme please could you outline your reasons why you don't use this facility?

- Have my own scooter
- Would you put a mental patient on a scooter round York
- Didn't know it existed
- Blind / partial sighted blue badge holders can't use the shop mobility scheme
- Has own wheelchair
- Inconvenient to access Piccadilly from North side of City
- Not suitable for those attending evening functions

Q4 In terms of access to and around the city centre what do you consider to be a good example of design and / or facility that improves your ability to use the footstreets?

- Traffic restrictions
- No cars parked in the footstreets
- Okay as it is
- Likes footstreets because they make it easier and safer for pedestrians
- The loading bay at Whip-ma-whop-ma-gate is very useful
- No traffic
- Having consistent hours of operation
- The removal of all vehicles after 11am
- Remove all parking in the footstreets
- Standardise the hours
- The footstreets should remain as pedestrian only

- Pedestrianisation like Coney Street with no cars

Q4 Please outline any problems or areas of particular difficulty regarding access to, from and within the footstreets.

Delivery related comments

- Delivery vehicles in the city centre after the start of the pedestrian zone
- Hard for drivers to know the times of operation

Parking related comments

- Cars parked in Castlegate
- Stop all parking in Davygate
- Footstreets should have no vehicles in them
- No longer able to park close to favoured destinations to shop due to disability and the restrictions in place.
- Accesses being blocked by blue badge holder parking
- Problems arise from use of the area by blue badge holders
- Limited disabled parking and considerable distance from one side of the to the other

Q5 Are there any other comments / suggestions you would like to make regarding access for people with accessibility issues in the footstreets area?

- Priority must be given to the seriously immobile.
- Misuse of permit should result in it being withdrawn.
- All parking should be removed from the footstreets
- Remove all green badges
- The city centre is not all about people with accessibility issues
- More control of disabled parking needed
- Disabled people would become prisoners in their homes if they could not travel and park at their destination
- Happy with the current arrangements in Church Street
- Disabled views are very important to ensure all options are considered
- Keep cars out but have more scooters available
- Disabled cars left parked for hours on end
- Do not change anything
- Disabled parking needs to be provided but blocking footstreets is unacceptable
- Make special marked areas for disabled drivers
- Should not allow drivers into the pedestrian area
- York is not disabled friendly due to historic nature there should be free wheelchairs available for use
- If future disabled parking arrangements are ignored then all disabled

parking privileges should be removed

- There should be disabled parking spaces in all areas
- Too much use of blue badge in cars
- Restricting access to the city centre for disabled would be unfair and schemes should be inclusive and welcoming
- Any vehicle in a pedestrian area is a potential hazard
- Leave current arrangements and provide more disabled parking bays
- Do not lessen current provision of access, it is restricted enough already
- Remove the distinction between blue and green badge holders
- Reduce the number of green permits
- If disabled prevented from parking they would be unable to use the streets and there would be an increase in the number of scooters which is a risk to partially sighted

Q6 Vehicle exemptions - Are there any other comments / suggestions you would like to make regarding exemptions?

- Vehicle movements need to be outside the footstreet hours
- Only emergency vehicles should have access
- Business owners should be allowed to unload for 5 minutes at any time
- Make the centre entirely car free, lorries for deliveries only early morning
- Stop the disabled parking – find a different solution
- Too many vehicles in the streets
- Disabled should be allowed to park if they have walking difficulties
- Need FedEx to be able to collect consignments daily
- Can't be a footstreet if vehicles are allowed in
- Apply restrictions more tightly to security vehicles

Q8 If you have concerns regarding pedestrian safety in the footstreets please outline them below

Hours of operation comments

- Vehicle movement outside the restricted times
- Dangerous for pedestrians on fine days after 4pm – extend to 5.30pm
- Delivery vehicles in Coney Street before 11am can be a hazard
- Many believe that footstreets are 24/7 which increases risk
- Pedestrian safety is a problem after 4pm
- The varying hours cause confusion

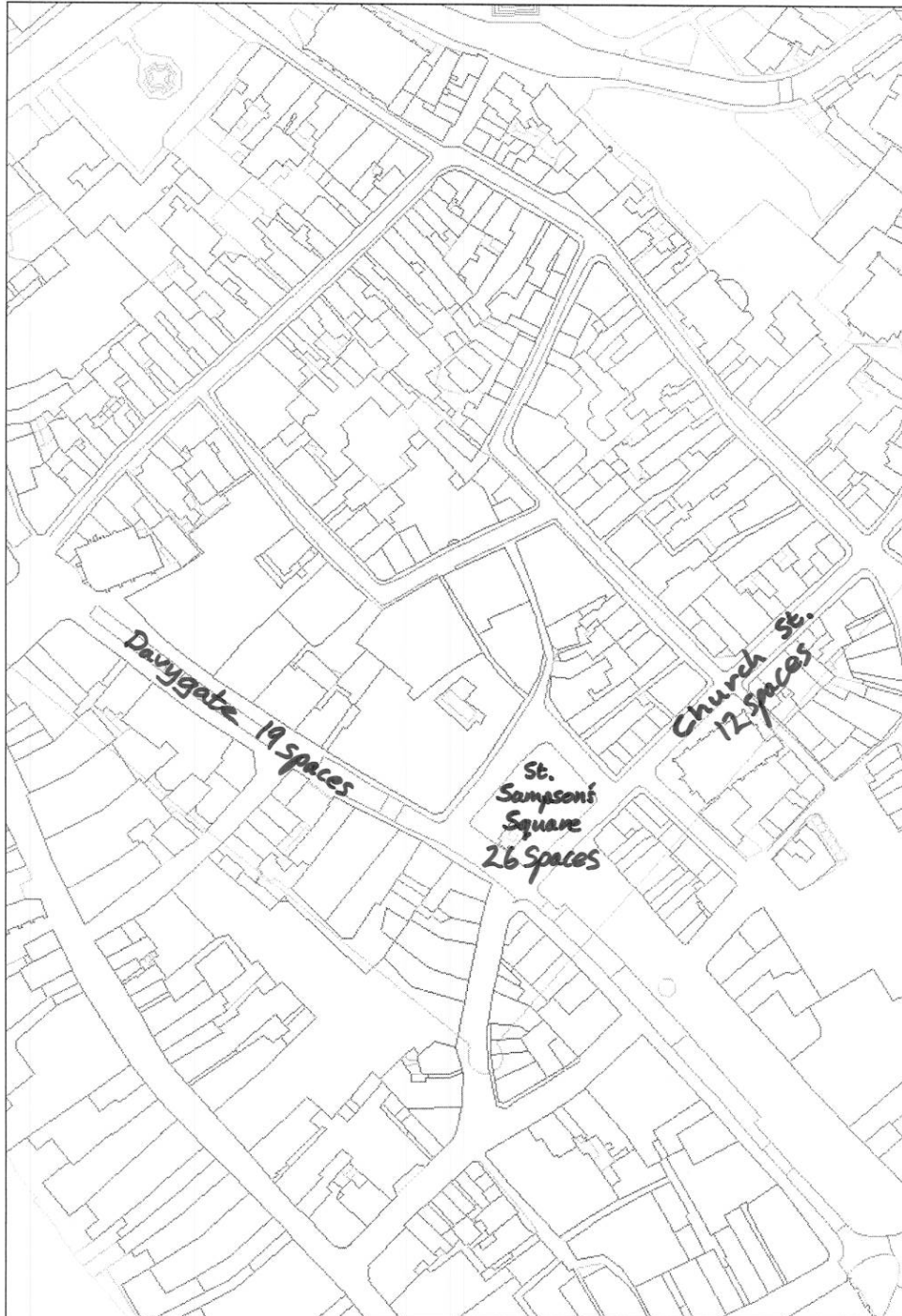
Vehicles using the area during the footstreet hours comments

- Pedestrians should be able to use the streets safe from all vehicles.
- Too many vehicles allowed in the area
- Disabled drivers speeding in King's Square

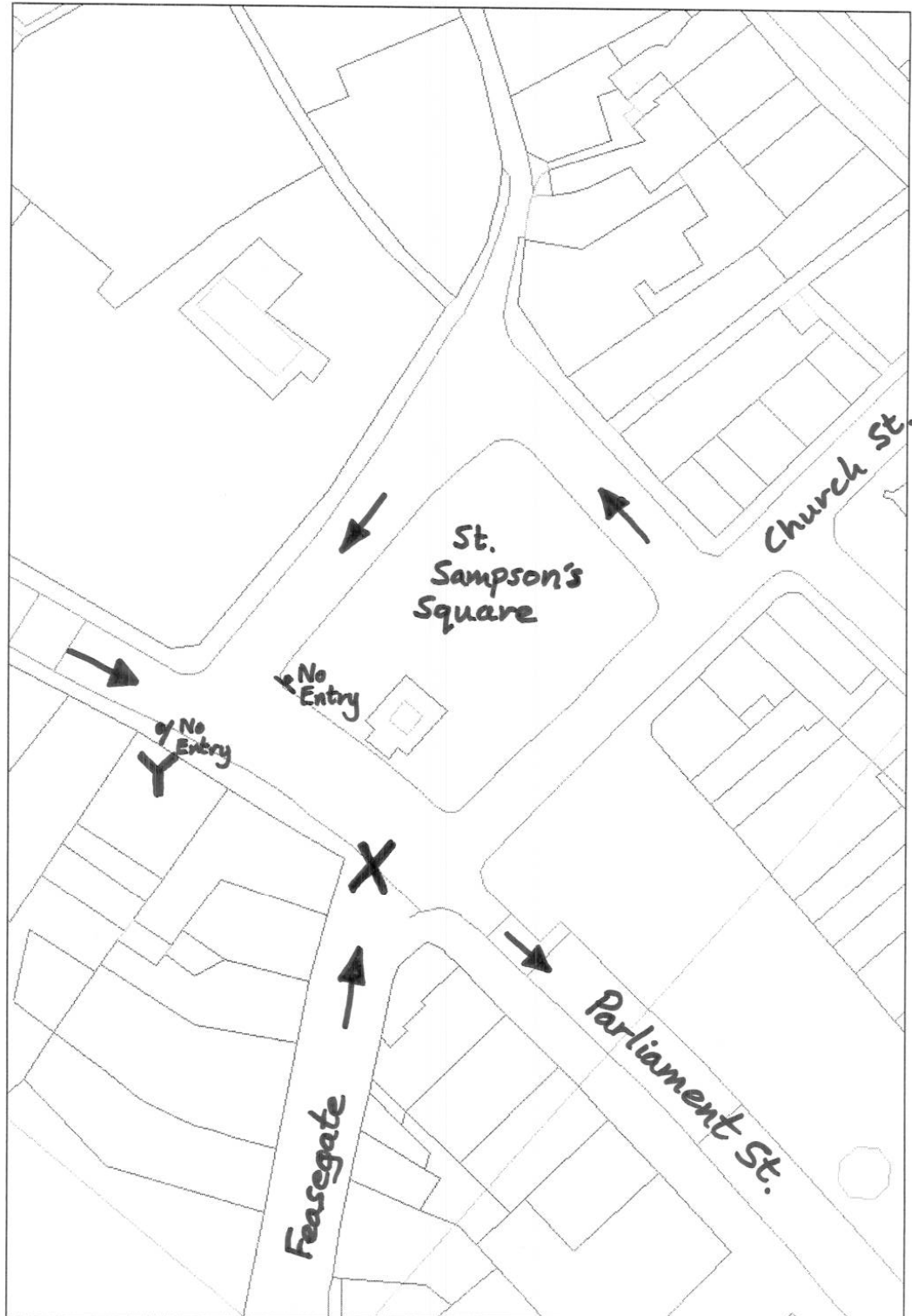
- The streets are never fully pedestrianised - false sense of security
- Too many vehicles in the streets after pedestrian hours

Annex C

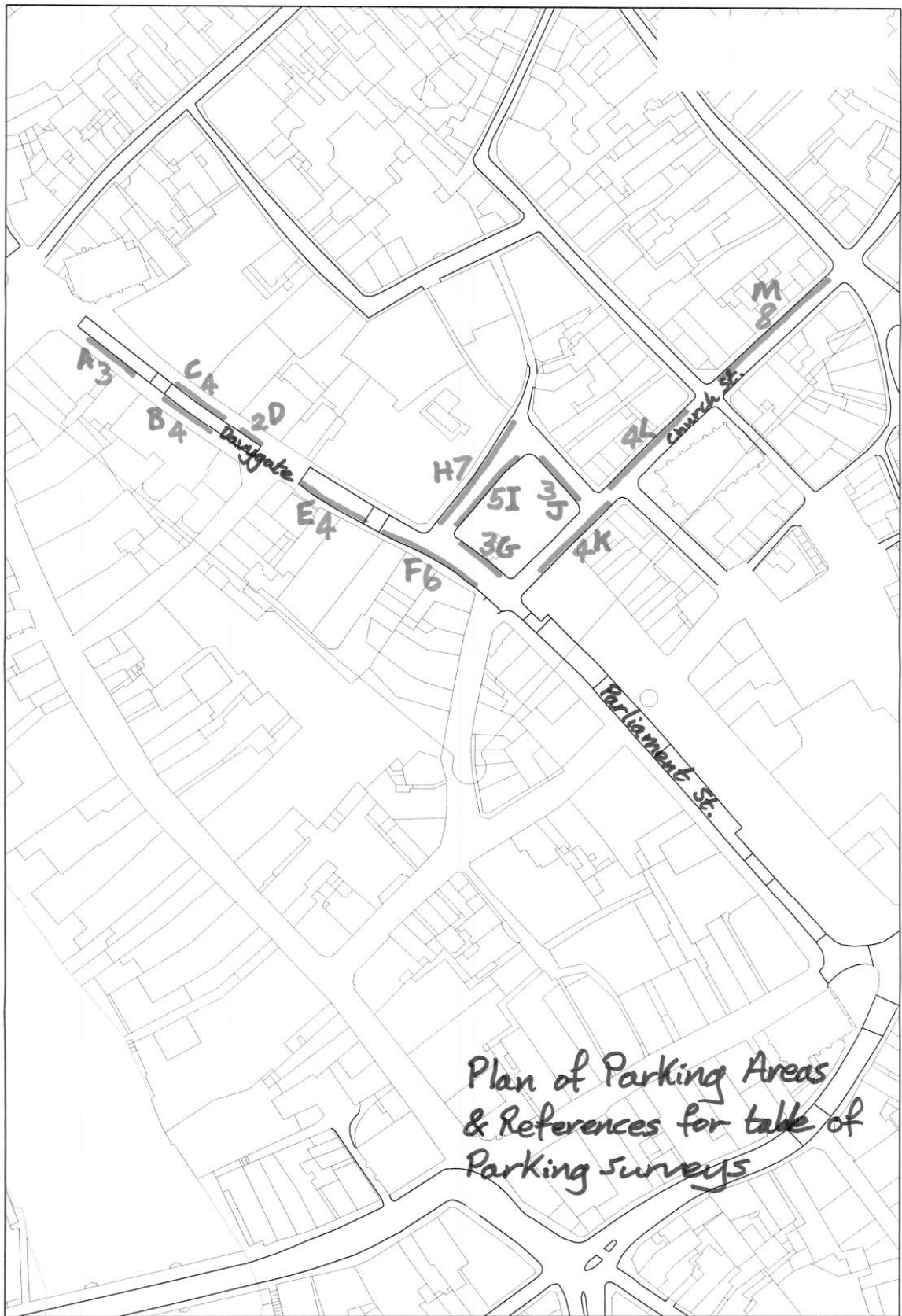
**Plan of Davygate, St Sampson's Square, Church St Route
Plus Indication of the Potential Number of Parking Spaces**



Annex D
St Sampson's Square One Way and No Entry Arrangements



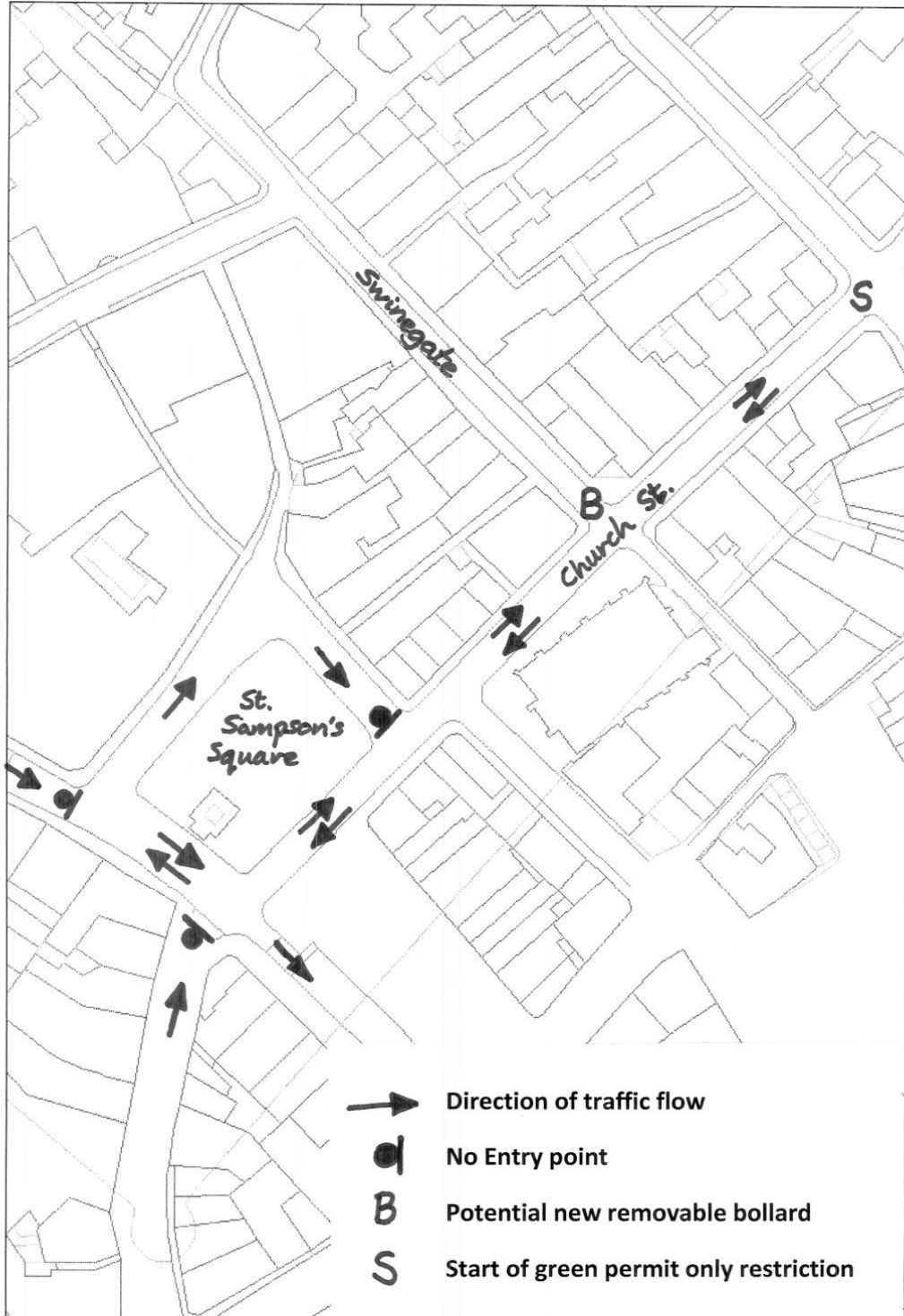
Annex E
Green Permit / Blue Badge ad hoc Parking Survey



		21/8 - 1.20pm		6/9 - noon		6/9 - 2.45pm		6/9 - 4.30pm		8/9 - 1.50pm	
		Green	Total	Green	Total	Green	Total	Green	Total	Green	Total
Davygate	A		1				1		2		
	B		1	1	1		2				
	C		1	1	1		1		1		
	D				1						
	E		1	1	2						
St. Sampson's Sq	F	1	6	2	2	2	4	1	3	1	2
	G	1	2	2	2						
	H	1	4	2	5	3	5		5		3
	I	1	1	1	3	1	5		4		
	J		2			1	2		2		
	K										
	L	2	2	1	1						
Church Street											
Total		6	21	9	18	7	20	1	18	1	5

		9/9 - 11.30am		9/9 - 1pm		Total	
		Green	Total	Green	Total	Green	Total
Davygate	A				1		1
	B		3		2		2
	C						
	D			1	2		2
	E						
St. Sampson's Sq	F			1	3		3
	G			1	1		1
	H		1	3	5		5
	I						
	J						
Church Street	K						
	L						
	M						
Total		0	4	6	14	6	14

Annex F
St Sampson's Square Revised One Way System



This page is intentionally left blank

DECISION SESSION – CABINET MEMBERS FOR TRANSPORT PLANNING & SUSTAINABILITY.

Monday 19th November 2012

Annex of Additional Comments received from Members and the Public since the agenda was published.

AGENDA ITEM	REPORT	RECEIVED FROM	COMMENTS
5	Access York Safety	David Gale	<p>1. As a result of the new roundabout design, Cinder Lane will be sited nearer the roundabout, and with traffic leaving the roundabout at potentially a greater speed, I feel that the junction of Cinder Lane and the A59 has become far more dangerous. The Road Safety Audit makes no recommendation for the introduction of any additional speed calming measures for traffic leaving the new roundabout and travelling along the A59 into York.</p> <p>2. The new road design introduces for the first time a dedicated cycle way. From existing experience of witnessing cyclists travelling into York, I would ask that there is now provided much better sight lines for drivers exiting Cinder Lane - something that currently is lacking.</p> <p>Would you please ask the Chairman to take these points into consideration - notwithstanding that I have previously mentioned them. Health and safety should be paramount in ones mind when making such decisions.</p>

This page is intentionally left blank

Ms Bootland
City of York Council
Library Square
York
YO1 7DU

15th November 2012

Dear Ms Bootland

As the owner of the Wills and Ellis garage site in Poppleton I am writing to register our concerns in respect of the impact of the Council's Access York highway proposals on the access to our site due to be discussed at the Decision Session on 19th November, agenda item 5.

Wills and Ellis has been a family run business since 1964 and serves an important need on this York gateway site. Through the years I believe it has built a reputation as a longstanding and significant business to the City of York.

We have met with the Council's officers and their designers led by Tony Clarke who have explained the new design layout for the A1237/A59 roundabout, as well as the outline proposals for the construction process and programme. We have significant concerns in respect of the detrimental impact of the current design of the A1237/A59 Roundabout proposals on our site.

Whilst Mr. Clarke has been extremely helpful and professional in how he has consulted with us and has proactively looked for ways to improve our situation, we must register our significant concerns with you in respect of the safety of the Council's highway proposals and the consequent likely impacts on our existing business. In summary these include:

- The extremely poor road safety of the design of the proposed access to the PFS/Garage uses. We note that the Stage 2 Road Safety Audit for the Poppleton highway proposals that has been published on your website does not cover any points in respect of the safety to the proposed changes to access to our site. We believe the proposed layout is unsafe and we believe this is something of an oversight from the Audit Team.
- The removal of the right turn lane facility into our site will expose those customers wishing to turn right into our site to a significant risk of rear end shunts. This risk appears to us to be exacerbated by the low radius alignment on the A1237 northern approach to the roundabout that will increase vehicular speeds through the junction.

www.willsandellis.com

Wills and Ellis Ltd, Poppleton Garage, Boroughbridge Road, York, YO26 6DD
Telephone: 01904 792651 **Fax:** 01904 799299 **Email:** mail@willsandellis.com

Registered in England and Wales at Poppleton Garage, Boroughbridge Road, York, YO26 6DD. Company No.769896. VAT No. 170 2277 84.

- There are considerable road safety difficulties that will be faced by petrol tankers maneuvering into and out of the site in a tortuous and potentially unsafe manner
- The proposals will cause increased difficulty for Petrol station and garage customers turning right into the site from the A59
- There are likely negative consequences in commercial terms that may undermine the future sustainability of the existing businesses.
- The proposed changes impose unsatisfactory and unwelcome constraints in terms of access on our site in terms of potential future redevelopment opportunities

In summary, we would very much like to work with the Council to find a much better and safer way of accessing our site, and we would welcome further dialogue in this regard.

We have put forward alternative proposals to Tony Clarke that we believe will significantly enhance road safety around the junction and enable us to continue our business and redevelop part of our site. We have submitted a pre-application enquiry in this regard and we are awaiting further meetings with the Council to progress this through the appropriate planning channels.

We would like to ask for your support to achieving a revised access that can work with a potential redevelopment of the site to enhance the roadside uses and to complement the current garage and petrol station facilities. This will ensure that we can maintain a sustainable future business whilst also meeting the needs of motorists travelling on the A1237 and A59.

Yours sincerely



Stephen Ellis
Managing Director

www.willsandellis.com

Wills and Ellis Ltd, Poppleton Garage, Boroughbridge Road, York, YO26 6QD
Telephone: 01904 792651 Fax: 01904 799299 Email: mail@willsandellis.com

Registered in England and Wales at Poppleton Garage, Boroughbridge Road, York, YO26 6QD Company No. 769896, VAT No. 170 2277 84

The Liberal Democrat Group would like to make the following representations to next Monday's Decision Session for the Cabinet Member for Transport, Planning & Sustainability:

Item 4 - Objections to the Proposed 50MPH Speed Limit on the A19 at Deighton:

We support 'Option B' as it addresses the concerns of the residents to reduce the speed limit at the junction/crossing point but keeps the 40mph stretch to a minimum. Whilst recognising that it will be difficult to enforce there will be many motorists who will adhere to it.

Item 5 – Access York Road Safety Audits:

We support the recommendations. At Askham Bar we feel that the bus route will need monitoring as it might be a temptation to use it to bypass in-bound traffic queues. We ask at what point the position of any barriers will be considered. It was always expected that there would be a similar system to that in place at Monks Cross to prevent parking by people not using the P&R service and there will need to be measures to ensure that it does not become an overflow car park for the College.

Item 6 - Partnership Speed Review Process Update Report:

We are happy to support the addition of the four Category 3 roads. We particularly welcome the addition of Moor Lane, Woodthorpe as the excessive speeds on this road were identified many years ago. Although the VAS signs have a localised impact the affect does not translate to the whole length of the road. We hope that positive further work can proceed quickly as just reducing the speed limit further will have little impact. We welcome the comments in paragraph 29 about Police feedback. This is something that we have been asking for, but has yet to materialise.

Item 8 - Local Safety Scheme - St. Leonards Place/Bootham/Gillygate - Signing and Road Marking Improvements:

We support the recommendations, but look forward to seeing the proposals for the more extensive improvements promised for the future.

Item 10 - Fishergate Gyratory - Proposed Pedestrian Crossing and Footway Improvements - Consultation Feedback:

We support the recommendations for the revised proposals.

Item 11 – Rufforth to Knapton Bridleway - Funding and Construction:

We are pleased to see this long held ambition finally being achieved. We hope that the option of utilising the tunnel under the A1079 will continue to be pursued as this will encourage greater use of the path.

Item 12 - Vehicle Activated Sign - Strensall Road, Earswick:

We support the recommendations.

Item 13 - CityCentre Footstreets Review - Part Two:

These proposals may go some way to trying to control the abuse that currently takes place as a result of the difficulty of enforcement given the current split of powers between the Police and CYC. There is a need to take some positive action. Standardising the hours would reduce confusion and there has long been a view that an increase in hours would be beneficial. Whether the proposed hours are the correct ones can be tested through an Experimental Order.

The proposals for the Nessgate/Sprurriergate junction are interesting and we have no objection to an Experimental Order here. Signage at the junction would need to be carefully considered to ensure that it is clear but not cluttered. We assume that restrictions would not apply to cyclists.

The proposals for Davygate are more controversial and whilst we are not adverse to an Experimental Order we do have many concerns. We currently await more information prior to the meeting on Monday.