

Selby District Disability Forum

MAPPING THE STREETS OF SELBY



North Yorkshire County Council

Highways Feedback Report

Gary Lumb, Improvement Manager, Area 7
December 2017

Suggested dropped kerb locations

In 2016/17 and 2017/18 Area 7 only received enough funding to do 3 dropped kerb schemes per year – across the Selby District area. In 2017/18 a new dropped kerb was installed at the entrance to Home Bargains in Prospect Way.

Dropped kerbs are installed as a matter of course in new developments, and where possible as part of existing footway schemes. Where HGVs or other heavy vehicles are likely to use the dropped kerbs as a way of accessing the footway, we put down stick on tactile paving, as tactile slabs are likely to be broken.

SDDF highlighted 24 locations where either new dropped kerbs were required, or where dropped kerbs were in place but needed to be improved. We've grouped the issues together in the following tables.

Selby Station

NYCC highways would not be able to install drop kerbs around the entrance to the station for the reasons set out below. However, a station masterplan is being developed with Selby DC to improve the accessibility of the station. The accessibility issues raised by SDDF have been passed onto the project team so that they know there are access issues to the station entrance for pedestrians and wheelchair users. The project team is also looking at more general accessibility improvements at Selby Station, including the potential for a path to the station from Portholme Road going underneath the A1041.

<u>ISSUE</u>	<u>COMMENTS / UPDATE</u>
CS/1a	Insufficient footway width to drop the kerbs safely. Also a gulley grate in desire line.
CS/1b	Footway in front of Station is not part of the NYCC highway.

Non-NYCC Highways Locations

A number of the issues raised relate to car parks or other areas not owned by NYCC highways. Therefore, we would not be able to make improvements for the following locations.

<u>ISSUE</u>	<u>COMMENTS / UPDATE</u>
<u>AS/1a,1b,1c</u>	Access road not Highway – presume JSainsbury ownership
<u>AS/4b</u>	Private entrance.
AS/5b	SDC car park
AS/5c	SDC car park
AS/6b	SDC car park
AS/6d	SDC car park
AS/5d	Not Highway on south side of Market Lane
AS/5e	Not responsibility of NYCC
AS/6e	SDC car park
AS/7a	SDC car park
DS/1a	Not Highway part of Selby District Council (SDC) car park.
DS/1b	SDC car park.
AS/DS/2c	Part of SDC car park

Locations awaiting funding

Funding in 2018/19 has been received for location BS2a. Area 7 also received 2018/19 funding for locations in Brayton, Barlby, North Duffield and Thorpe.

Engineers at Area 7 have done design work for three of the locations in the following list, adding these dropped kerb schemes to potential schemes on behalf of customers across the rest of Selby district. We now have to wait on the 2019/20 funding decision from County Hall, where potential schemes across the whole of NY are prioritised against the £75k accessibility budget. Area 7 have asked that three locations in Selby town have been seen as a priority for funding for 2019/20. The other schemes would be assessed and designed in future funding cycles, but these would be further out than 2019/20.

<u>ISSUE</u>	<u>COMMENTS / UPDATE</u>
<u>AS/4a</u>	Designed. Seeking funding for 19/20.
<u>AS/4c</u>	On list for assessment.
AS/6a	On list for assessment.
AS/6c	On list for assessment.
BS/1a	On list for assessment.
BS/1b	On list for assessment.
BS/1c	On list for assessment.
BS/1d	On list for assessment.
BS/1e	On list for assessment.
BS/2a	Designed. Funding in place for 18/19. Expect to complete work Autumn 2018.
BS/2b	On list for assessment.
BS/3a	Designed. Seeking funding for 19/20.
<u>BS/3b</u>	On list for assessment.
<u>BS/3d</u>	On list for assessment.
<u>BS5a</u>	Designed. Seeking funding for 19/20.
AS/DS/1a,1 b & 1c	On list for assessment.
AS/DS/2a	On list for assessment.
AS/DS/2b	On list for assessment.

Locations where dropped kerbs technically difficult

In the following locations, there are problems with the footpaths that make it technically difficult to do what SDDF have asked for. In most locations either the pavement is too narrow to install a safe dropped kerb, or the existing dropped kerb is too narrow to put tactile paving slabs in place. In these locations a full reconstruction would be required. Therefore, we've taken the view that the areas above where the solution would be technically easier should take priority over those in the following locations.

<u>ISSUE</u>	<u>COMMENTS / UPDATE</u>
<u>AS/2c</u>	Does not conform as per Standard Detail for tactile paving due to dropped kerb width
<u>AS/3</u>	Does not conform as per Standard Detail for tactile paving due to dropped kerb width
<u>AS/5a</u>	Does not conform as per Standard Detail for tactile paving due to dropped kerb width
<u>BS/2c</u>	Does not conform as per Standard Detail for tactile paving due to dropped kerb width
<u>BS/2d</u>	Does not conform as per Standard Detail for tactile paving due to dropped kerb width
<u>BS/2e</u>	Does not conform as per Standard Detail for tactile paving due to dropped kerb width
<u>BS/3c</u>	Does not conform as per Standard Detail for tactile paving due to dropped kerb width
<u>BS/4a</u>	Does not conform as per Standard Detail for tactile paving due to dropped kerb width
<u>BS/4b</u>	Does not conform as per Standard Detail for tactile paving due to dropped kerb width. Funding could be made available to drop existing kerbs
<u>BS/4c</u>	Does not conform as per Standard Detail for tactile paving due to dropped kerb width. Funding could be made available to drop existing kerbs.
<u>BS/4d</u>	Does not conform as per Standard Detail for tactile paving due to dropped kerb width.

Locations with other issues

For the following locations, there are other reasons why we would need to look at a solution other than a dropped kerb.

<u>ISSUE</u>	<u>COMMENTS / UPDATE</u>
<u>AS/2a & 2b</u>	Dropping the kerbs would be likely to encourage vehicles to drive on to the footway
<u>AS/8a</u>	Kerbs are raised to assist in drainage

Suggested pedestrian crossing locations

SDDF asked NYCC to look at 6 locations where they felt a pedestrian crossing was required.

Area 7 Officers have done an initial assessment of all the locations against national guidance over the siting of pedestrian crossings. The initial assessment is that none of the locations would be assessed positively by the traffic engineering team at County Hall. Therefore, they have not been put forward formally to the team for assessment.

All the crossing locations suggested by SDDF are either too close to a junction, or the footway is too narrow at the suggested location.

At AS/5d (Market Lane/New Lane), Selby DC are seeking funding from a private developer to widen the footways and narrow the carriageway, which may mean that this location could then support a crossing application.

SDDF may also be interested to learn that funding from a developer has now come through to install a zebra crossing on the speed hump on Gowthorpe opposite Boots. This is likely to be installed during 2018/19.

Enforcement / Other issues

Putting lines and markings down near to speed tables and dropped kerbs is expensive and is not required legally.

Area 7 has contacted Harrogate BC who manage parking enforcement on NYCC's behalf. They have been asked to tighten up their enforcement of parking on or near dropped kerbs. There is nothing to stop SDDF approaching Harrogate BC's Parking team directly to seek a discussion about enforcement in Selby town.

Area 7 would be keen to receive feedback from SDDF on whether there has been any improvement. From a financial perspective we would see putting further legally unnecessary Traffic Regulation Orders in place as a last resort.

<u>ISSUE</u>	<u>COMMENTS / UPDATE</u>
<u>AS/4d</u>	Contractors are expected to ensure that any temporary signage during roadworks leaves enough space for continued access. Area 7 has tightened up on this.
<u>AS/4e</u>	Enforcement action required. Area 7 has contacted Harrogate BC who manage parking enforcement on our behalf. They have been asked to tighten up their enforcement of parking on or near dropped kerbs.
<u>DS/2a</u>	Option - extend existing double Yellow lines up to the entrance to Walkers car dealership. This has now been completed but the contractors need to come back and complete the whole of the job.
<u>DS/2b</u>	Double Yellow lines are in place on Flaxley Road either side of Long Trods. This is an enforcement issue.
<u>DS/2c</u>	Refresh bar marking on northern side of speed table. (enforcement issue parking on dropped crossing).

Further engagement

Each location has particular issues associated with it, which makes providing detailed written feedback difficult. Area 7 Officers would be happy to meet with SDDF again to talk through the issues set out in this document. It may also be useful to undertake a joint visit to some of the sites to talk through particular issues.