	BLOSSOM STREET (HOLGATE ROAD TO QUEEN STREET) OPTION REVIEW MATRIX														
THEME	OPTION 1a OPTION 1b			OPTION 2a		OM STREET (HOLGATE ROAD TO QUEEN S OPTION 2b		STREET) OPTION REVIEW MATRIX OPTION 3a		OPTION 3b		OPTION 4a		OPTION 4b	
Highway Capacity	0 0	0	0	xx	-2	xx	-2	xx	-2	××	-2	××	-2	××	-2
	Provision of pedestrian crossing at Blossom Street (Bar Cornent) will only slightly worsen the operation of the junction due to increased crossing time required for pedestrians and subsequently less green time for vehicles.	red for junction due to increased crossing time required for		Provision of pedestrian crossing at Blossom Street (Bar Convent) and reduction in number of inbound traffic lanes from 3 to 2 will worsen the operation of the junction. There is potential for further impacts on the wider highway network.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and reduction in number of inbound traffic lanes from 3 to 2 will worsen the operation of the junction. There is potential for further impacts on the wider highway network.		approach will worsen the operation of the junction. There		Convent) and separate signalling of Queen Street approach will worsen the operation of the junction. There		Convent) and separate signalling of Queen Street approach will worsen the operation of the junction. There		Convent) and separate signalling of Queen Street	
Public Transport	Proposed improvements to inbound and outbound bus stops.	Proposed improvements to inbound and o stops.	stops. Pro lanes will make the easier (pa	Provision of wider Bloss ill reduce the need of b	som Street inbound traffic buses to stagger lanes and in Street to Queen Street increase highway	Proposed improvements to inbour stops. Provision of wider Blossom lanes will reduce the need of bus make the left turn from Blossom seasier (particularly for FTSm). Increongestion will impact on bus religitines.	a Street inbound traffic es to stagger lanes and street to Queen Street ease highway	stops. Provision of wider Blo lanes will reduce the need of make the left turn from Blos	of buses to stagger lanes and som Street to Queen Street Provision of outbound Bus to improve efficiency and	stops. Provision of wider Blo lanes will reduce the need o make the left turn from Bloss	ssom Street inbound traffic f buses to stagger lanes and com Street to Queen Street Provision of outbound Bus o improve efficiency and		ssom Street inbound traffic f buses to stagger lanes and som Street to Queen Street Provision of outbound Bus o improve efficiency and	Proposed improvements to ir stops. Provision of wider Blo lanes will reduce the need of make the left turn from Bloss easier (particularly for FTR). Lane and Gate is not likely to journey times of buses given Queen Street.	ssom Street inbound traffic buses to stagger lanes and om Street to Queen Street Provision of outbound Bus o improve efficiency and
Cycling	0 0	4	1	11	2	44	2	444	3	111	3	111	3	111	3
	Very little improvement. Provision of advance cycle stop lines and right furn lane markings from Blossom Street to Holgate Road will improve safety for cyclists.	from Blossom Street to Holgate Road will	Il improve safety markings improve siqueue under the lane on B	markings from Blossom Street to Holgate Road will improve safety for cyclists. Provision of inbound cycle lane on Blossom Street.		Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safely for cyclists. Provision of two stop lines at Micklegate Bar will remove the potential for vehicles to queue under the Bar and give cyclists a head start at the signals. Provision of inbound cycle lanes on Blossom Street.		Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists. Provision of inbound and outbound cycle lanes on Blossom Street. Separate signals at Queen Street reduces the conflict for cyclists with vehicles travelling from Queen Street to Nunnery Lane / Blossom Street.		improve safety for cyclists. Provision of two stop lines at Micklegate Bar will remove the potential for vehicles to queue under th Bar and give cyclists a head start at the signals. Provision of inbound and outbound cycle lanes		markings from Blossom Street to Holgate Road will improve safely for cyclists. Provision of inbound and outbound cycle lanes on Blossom Street. Separate signals at Queen Street reduces the conflict for cyclists with vehicles travelling from Queen Street to Nunnery Lane / Blossom Street.		Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists. Provision of two stop lines at Micklegate Bar will remove the potential for vehicles to queue under the Bar and give cyclists a head start at the signals. Provision of inbound and outbound cycle lanes on Blossom Street. Separate signals at Queen Street reduces the conflict for cyclists with vehicles travelling from Queen Street to Nunnery Lane / Blossom Street.	
Walking	√ 1	44	2	✓	1	44	2	✓	1	44	2	✓	1	44	2
	Provision of pedestrian crossing at Blossom Street (Bar Convent) and kerb build out at The Crescent. Queen Street stop line set back allows repositioning of pedestrian crossing and reduces conflict between pedestrians waiting in central sland and large vehicles turning left from Blossom Street, but also amends pedestrian waiting in central stand and large vehicles turning left from Blossom Street, but also amends pedestrian desire line.	Provision of pedestrian crossing at Bloss Convent), Odeon, Blossom Street (at its ji Holgate Road) and kerb build out at The t Queen Street stop line set back allows re- pedestrian crossing and reduces conflict pedestrians waiting in central island and I turning left from Blossom Street, but also pedestrian desire line.	junction with Convent) Crescent. Street store pedestriate between large vehicles convent)	it) and kerb build out at top line set back allows ian crossing and reduc	The Crescent. Queen s repositioning of ses conflict between sland and large vehicles at, but also amends	Provision of pedestrian crossing a Convent), Odeon, Blossom Street Holgate Road) and kerb build out Queen Street stop line set back a pedestrian crossing and reduces, pedestrians waiting in central islat turning left from Blossom Street, pedestrian desire line.	t (at its junction with at The Crescent. Ilows repositioning of conflict between and and large vehicles	Convent) and kerb build out Street staggered pedestrian	crossing improves safety for eltered central waiting refuge	Convent), Odeon, Blossom S Holgate Road) and kerb buil	Street (at its junction with d out at The Crescent. lestrian crossing improves widing sheltered central	Convent) and kerb build out Street staggered pedestrian	at The Crescent. Queen crossing improves safety for eltered central waiting refuge	Provision of pedestrian cross Convent), Odeon, Biossom S Holgate Road) and kerb build Queen Street staggered ped safety for pedestrians by pro waiting refuge but also amen	Street (at its junction with d out at The Crescent. estrian crossing improves viding sheltered central
Parking and Servicing	√ 1	•	1	1	1	•	1	/	1	·	1	1	1	1	1
	Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.		does not impact Lengthen		bus stops does not impact	Additional on street parking providengthening and relocation of bus on existing servicing arrangement	s stops does not impact		of bus stops does not impact		of bus stops does not impact	Additional on street parking Lengthening and relocation on existing servicing arrange	of bus stops does not impact	Additional on street parking p Lengthening and relocation on on existing servicing arrange	of bus stops does not impact
Public Acceptability	√ √ 2	**	2	✓	1	✓	1	*	1	*	1	~	1	~	1
	No significant impact on highway capacity and provision of improvements for public transport and pedestrians.	No significant impact on highway capacity of improvements for public transport and p		ments for public transp	ort, cyclists and	Impact on highway capacity but pi improvements for public transport pedestrians.		Impact on highway capacity improvements for public trar pedestrians.		Impact on highway capacity improvements for public tran pedestrians.		Impact on highway capacity improvements for public tran pedestrians.		Impact on highway capacity I improvements for public transpedestrians.	
Conservation and Heritage	X -1		-1	×	-1	×	-1	×	-1	×	-1	×	-1	×	-1
	Blossom Street outbound bus stop improvements remove some cobbles on eastern side of road.	Blossom Street outbound bus stop impro- some cobbles on eastern side of road but pedestrian refuge at the Odeon crossing, two stop lines at Micklegate Bar needs pr signal heads adjacent to the Bar.	t replaced on some cob			Blossom Street outbound bus stop improvements remove some cobbles on eastern side of road but replaced on pedestrian refuge at the Odeon crossing. Provision of two stop lines at Micklegate Bar needs provision of signal heads adjacent to the Bar.				e Blossom Street outbound bus stop improvements remove some cobbles on eastern side of road but replaced on pedestrian refuge at the Odeon crossing. Provision of two stop lines at Micklegate Bar needs provision of signal heads adjacent to the Bar.		some cobbles on eastern side of road.		e Blossom Street outbound bus stop improvements remove some cobbles on eastern side of road but replaced on pedestrian refuge at the Odeon crossing. Provision of two stop lines at Micklegate Bar needs provision of signal heads adjacent to the Bar.	
Costs	xxx -3	xxx	-3	0	0	0	0	×	-1	×	-1	×	-1	×	-1
	No significant improvements for cyclists means Cycling City funding unlikely to be used for scheme (50% of scheme budge) leading to a defect in funding. Cost of option likely to fall just over scheme budget with improvements to bus stops (inbound and outbound) and pedestrian crossing points at The Crescent and Blossom Street.	City funding unlikely to be used for schem scheme budget) leading to a defecit in fur option likely to fall just over scheme budge improvements to bus stops (inbound and	improvem pedestria Street an inbound vertisks	ments to bus stops (inti ian crossing points at T	bound and outbound), The Crescent, Blossom ction of Blossom Street	Cost of option likely to fall just ove improvements to bus stops (inbou pedestrian crossing points at The Street and Queen Street, reduction inbound vehicular lanes and provi	ond and outbound), Crescent, Blossom on of Blossom Street	improvements to bus stops pedestrian crossing points a Street and Queen Street, re	(inbound and outbound), at The Crescent, Blossom duction of Blossom Street d provision of cycle lanes and	Cost of option likely to be ab improvements to bus stops (pedestrian crossing points a Street and Queen Street, rei inbound vehicular lanes and Blossom Street outbound Bu	inbound and outbound), t The Crescent, Blossom duction of Blossom Street provision of cycle lanes and	Cost of option likely to be ab improvements to bus stops (pedestrian crossing points a Street and Queen Street, red inbound vehicular lanes and Blossom Street outbound Bu	inbound and outbound), t The Crescent, Blossom duction of Blossom Street provision of cycle lane and	Cost of option likely to be ab improvements to bus stops (i pedestrian crossing points at Street and Queen Street, rec inbound vehicular lanes and Blossom Street outbound Bu	nbound and outbound), The Crescent, Blossom luction of Blossom Street provision of cycle lane and
Safety	0 0	0	0	0	0	0	0	×	-1	×	-1	×	-1	×	-1
Air Quality	No anticipated safety implications with proposals.	No anticipated safety implications with proposals.		The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach).		centre lane (3 lane approach) to the offside lane (2 lane approach).		The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach). Potential safety concern with road alignment of outbound Micklegate to Blossom Street ahead movement. The provision of a refuge island at Blossom		inbound Blossom Street to Micklegate ahead movement. The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach). Potential safety concern with road alignment of outbound Micklegate to Blossom Street ahead movement. The provision of a refuge island at Blossom Street (Bar Cornent) removes an outbound traffic lane		inbound Blossom Street to Micklegate ahead movement. The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach). Potential safety concern with road alignment		Potential small safety concern with road alignment of inbound Blossom Street to Micklegate ahead movement. The ahead movement has been altered from the current centre lane (3 Iane approach) to the offside lane (2 Iane approach). Potential safety concern with road alignment of outbound Micklegate to Blossom Street ahead movement. The provision of a rotuge island at Blossom Street (Bar Convent) removes an outbound traffic lane and provides a pinch point for vehicles and likely aldoment is lessue.	
All Quality	0 0		0	×	-1	×	-1	×	-1	×	-1	×	-1	×	-1
	No reduction in traffic levels is expected in the study area but no significant increase in congestion.	No reduction in traffic levels is expected in but no significant increase in congestion.		iction in traffic levels is ease in congestion.		No reduction in traffic levels is exp but increase in congestion.	pected in the study area	Potential for small reduction area but increase in conges		Potential for small reduction area but increase in congest	ion.	Potential for small reduction area but increase in congest		Potential for small reduction area but increase in congest	
TOTAL SCORE	1		3		2		3		1		2		1		2



Blossom Street pedestrian crossing + Queen Street stop line set back
Blossom Street pedestrian crossing + Blossom Street inbound reduced from 3 to 2 lanes (nc 1 cycle lane) + Queen Street stop line set back
Blossom Street pedestrian crossing + Blossom Street inbound reduced from 3 to 2 lanes (nc 2 cycle lanes) + Queen Street stop line set back / separate signals + Blossom Street outbound bus lane (nc taxi and cycle) and bus gate
Blossom Street pedestrian crossing + Blossom Street inbound reduced from 3 to 2 lanes (nc 1 cycle lane) + Queen Street stop line set back / separate signals + Blossom Street outbound bus lane (nc taxi and cycle) and bus gate
Mcklegate double stop line to enable cyclests to travel unimpeded through the Bar



