

In December 2022 and January 2023, we launched a consultation to get your views and understand your priorities for improvements to the path between Jubilee Terrace and Scarborough Bridge.

What you have told us

444

responses to the consultation

96%

supported making improvements to the path, with 83% strongly supporting

What you think needs improving



Making space available for different types of users (83.6% of you chose this).



Improve the lighting. (82.1% chose this, 68.6% chose safety and security).



78.2% of you wanted improved usability during flood events.

Other feedback



73% of responses had retaining the existing trees as a priority.



71.7% responded that the condition of the path (e.g surfacing) needs improving.

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What's happened since then?

In March 2023 we presented your feedback to the Executive Member for Transport who agreed to submit a funding bid, with your priorities included, to government asking for £1.7m.

In May 2023 it was announced that Active Travel England had awarded us **£1.1m** to put towards improvements to the path.

Designing the scheme

Since being awarded the funding we have been working with engineers to design a scheme. This has included consultation with key stakeholders Network Rail, discussions with planning and working with the Environment Agency to identify flood compensation areas.

The design of the compensatory flood storage will be finalised at detailed design stage. A study will investigate the soil conditions, local geology and ecology to inform design of the compensatory flood storage, and the final design will require approval from the Environment Agency.

Funding

Active Travel England has awarded us **£1.1m**. This is on top of the **£600k** that the council has committed. We have designed a scheme to fit that budget of £1.7m and want to hear your thoughts. The design looks to reflect the priorities of local residents whilst also meeting the requirements of the Active Travel England funding.

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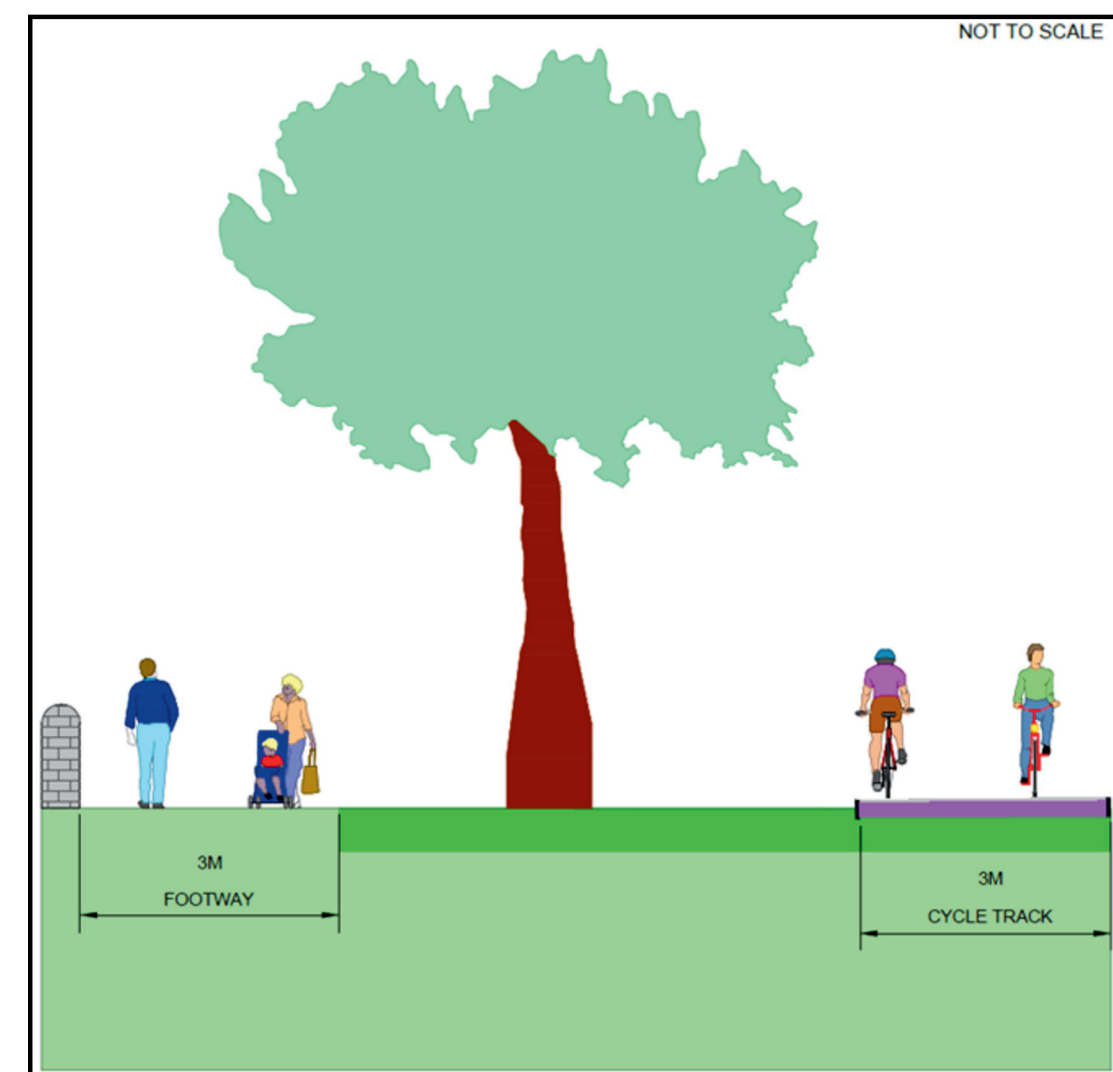


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Separating Vs widening the route

Numerous options were presented in the previous consultation. While strong support was shown for widening the path, all options were reviewed.

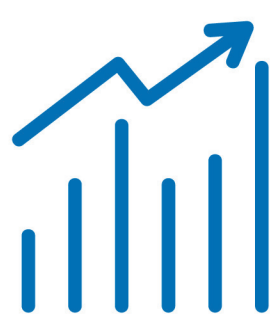
Our designers have suggested introducing a separate cycle path because:



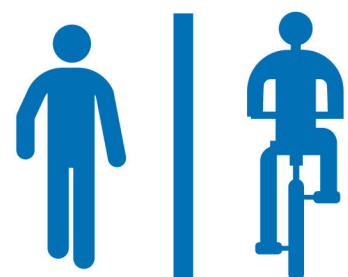
Given the need to retain existing trees, widening the path would only increase the total width by 1-1.5m. The total width gained from a segregated path is approximately 2.5m meaning more space for people.



Cost analysis was undertaken and all options were similar within **11.3%** difference.



The future demand given the York Central stopping up order of Leeman Road was also taken into account. A separate path should also reduce the level of disruption caused during construction.



It would increase capacity whilst reducing conflict between pedestrians and cyclists.

Key challenges and constraints

- Manhole covers and underground services close to the existing path and within the proposed alignment of the new cycle path.
- Working in a Flood Zone requires third party approval with Environmental Agency and EA Permits.
- Limited funding and specific requirements of Active Travel funding.
- Working adjacent to the Network Rail rail track requires Network Rail approval of the scheme.

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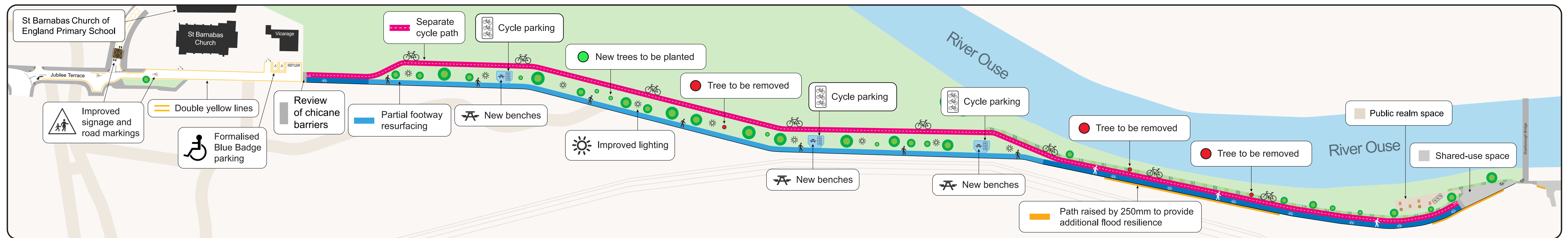
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Riverside path

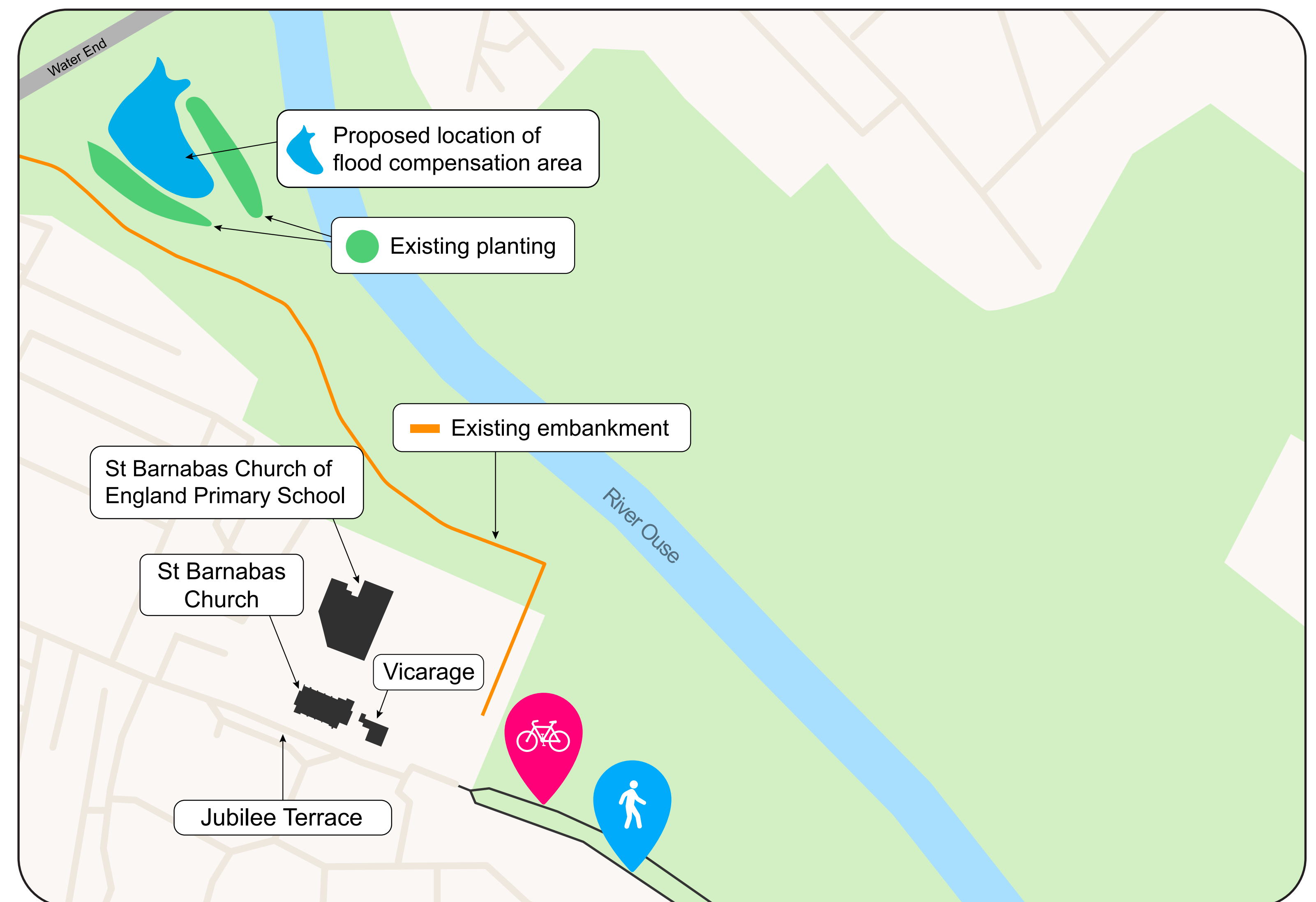


Flood compensation area

Given the proposals to raise the level of the path, the overall volume of land available to store flood water during a flood is reduced. To compensate for this, an area of land near Water End has been identified as an alternative location to provide this storage. The profile of the ground level will be lowered which will look like a dip in the field. The design for this will be finalised at detailed design stage.

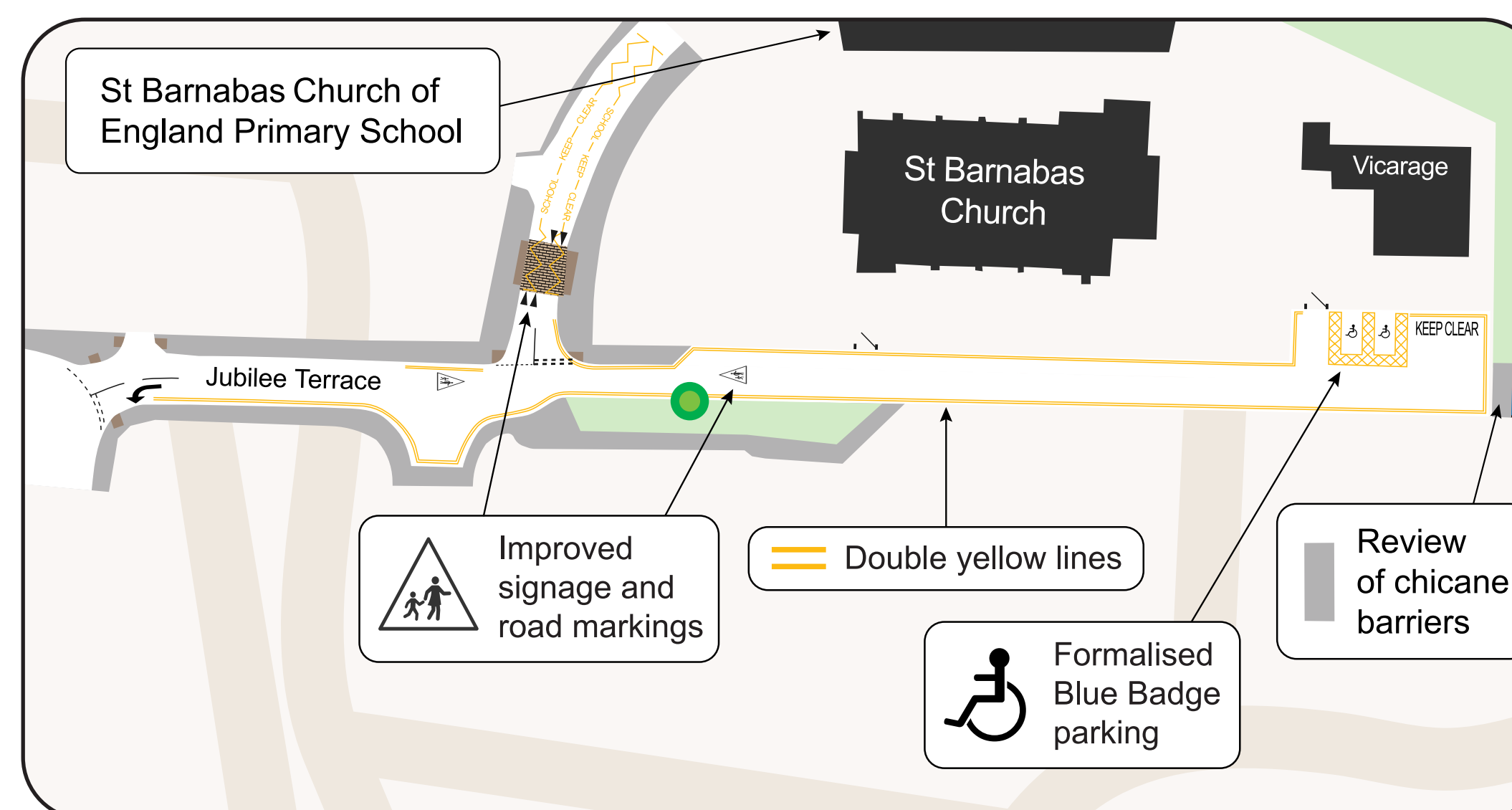
Trees

The design proposes that two ash trees are removed to provide the space required for the segregated cycle path, and to protect the path from potential root uplift. The third tree is a poorly formed collection of stems from ground level with limited future value. Retaining as many trees as possible is a key priority for both the council and community, so these removals will be mitigated by the planting of five new trees in the area.



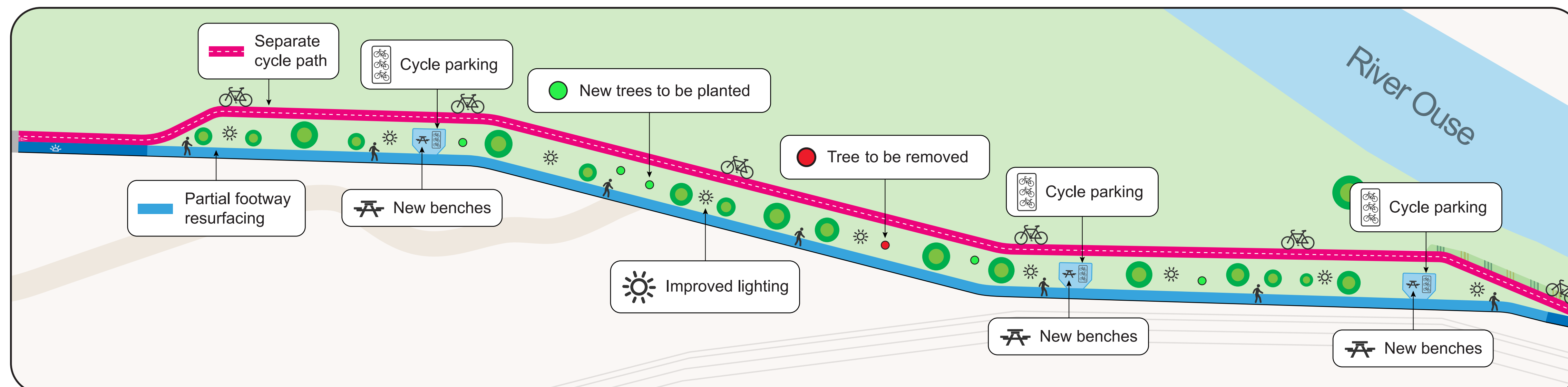
Section A: from Kingsland Terrace to Cinder Mews

- Formalises Blue Badge parking to design standards
- Reduces conflict between parked vehicles and travelling public
- Reduces traffic and traffic speed



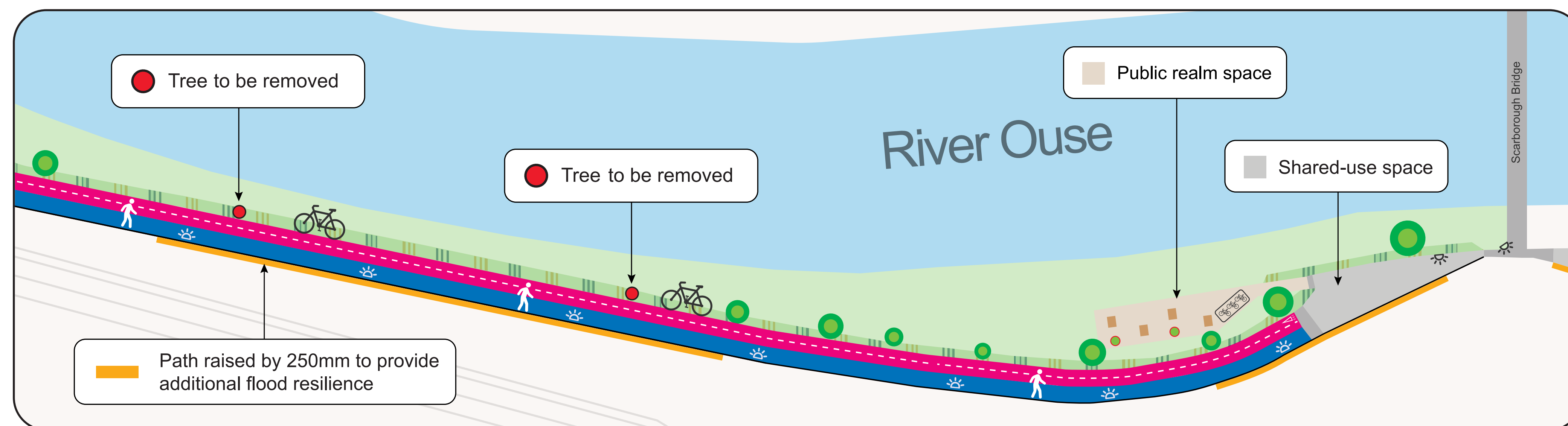
Section B1

- Separate path reduces conflict between different users
- Increases capacity for cyclists and pedestrians



Section B2

- Improves lighting and rest points along path
- Raised path provides additional flood resilience



6 Have your say and next steps

Get involved

You can let us know what you think by:



- Completing our survey online at: york.gov.uk/RiversidePath.
- Paper surveys are available during opening hours at the I am Reusable food bank on Aldborough Way and St. Barnabas Church on Jubilee Terrace.



- Attending an engagement event:
 - Tuesday 12 November, 2.30pm – 7.00pm, Drop-in session at St Barnabas Church
 - Thursday 14 November, 5:30pm – 6:30pm, Online event
 - Thursday 21 November, 2.30pm – 7.00pm, Drop-in session at St Barnabas Church

Next steps

We are awaiting the results of a structural survey of the existing Riverside Path embankment. We have identified risk to the current embankment, and we are conducting further investigations to understand its potential impact on the path and proposed improvements. Depending on the findings, adjustments may need to be made. This timeline depends on the survey results and obtaining approval from the Environment Agency, including a permit for working within a Flood Zone 3 area and approval of the flood compensation storage area.

- The consultation closes on 1st December 2024.
- Your feedback is analysed.
- A report, including a summary of your feedback, will go to a public decision session in early 2025 to agree next steps.
- The Decision Session will ask to proceed to detailed design and construction.

Thank you

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