

Report of the Director of City and Environmental Services

JOCKEY LANE PEDESTRIAN AND CYCLE IMPROVEMENT SCHEME

Summary

1. This report seeks to; highlight the problems pedestrians and cyclists currently experience in the area; propose solutions; summarise consultation feedback; and recommend a scheme to implement.

Background

2. The Council have secured Local Sustainable Transport Fund (LSTF) monies to improve various pedestrian and cycle facilities with a focus on the northern quadrant of the city (roughly from the River Ouse to Malton Road). There is an aspiration to link up the key business, retail and residential areas in this part of the city. Together, these measures aim to increase the use of sustainable travel modes and to reduce car use.
3. Part of the LSTF funding is being used to form a continuous pedestrian/cycle route from York Business Park at Poppleton eventually linking it with the retail outlet at Monks Cross and taking in the residential areas of Rawcliffe, Clifton Moor, New Earswick, and Huntington by creating an 'Outer Orbital Route' for pedestrians and cyclists. The scheme proposed in this report would form a key link in this.
4. Currently there exists a segregated cycle/pedestrian route along part of Jockey Lane. It is not connected up, as one section runs from the East and stops at the rear access to Sainsbury's supermarket, and from the West it terminates opposite the exit from the Range, near to the Forge Close development.
5. Monks Cross Retail Park is car dominated with a lack of continuity within it for pedestrians and cyclists. There is a need to link the existing facilities

up better to improve connections with nearby residential areas and the city's existing cycle route network.

Outline Proposals

6. To help identify key problems and develop solutions, existing traffic patterns have been observed and vehicle speed surveys carried out. This work has led to the proposals are shown on the plan In Annex A. The key issues and proposals are described below.

JOCKEY LANE

7. There are two main problems with this section of road. Firstly, there is no facility for pedestrians (and prospective cyclists) to cross the road. Secondly, there is no protection for cyclists wishing to continue off road along Jockey Lane.
8. The proposed controlled Toucan crossing is located close to where the majority of people are currently crossing the road, and offers the best visibility sight lines for pedestrians, cyclists and vehicle drivers.
9. At the exit to the Range superstore there are two gates in existence. The left gate has been found to never be used by the property owners, but they are reluctant to remove it. Therefore the proposal is to extend the footway across the wide road access, with a footpath at a lower level (25mm check to each side). This will allow vehicles to cross should the need ever arise. Additional road markings will show the area to be a hazard to all users. This will also shorten what was a very wide road access to about 2/3's its previous width.
10. In order to maintain current maintenance policies the proposals include a change to the existing surface. Where antiskid surface treatments would usually be used in advance of a crossing facility a replacement of the existing surface with a high PSV material would serve to reduce maintenance costs, and improve traffic/pedestrian safety.
11. A section of the proposed route necessitates a widening of the existing path on the northern side of Jockey Lane, which takes it beyond the existing highways boundary into privately owned land. The landowners, (Portakabin) are supportive of our aims and have agreed to dedicate the land required to CYC, subject to us reinstating a boundary fence. A draft dedication agreement is currently being progressed.

Consultation

12. The consultation exercise included Ward Members, party group representatives, the Parish Council, local businesses, as well as the relevant road user organisations.

Ward Member Views

13. Cllr. K. Hyman comment is to request looking at reducing the 40mph speed limit area to 30mph.

Officers Response:- After internal consultation there appears to have been a prolonged view that some changes to the speed limits should have been done sometime in the past, also with the further development of Monk's Cross a wider area should have the speed limits addressed. Internal Consultation is therefore taking place.

14. Cllr C Runciman has enquired as to a number of additional traffic safety queries posed by the public, but not in relation to these works. Otherwise the Councillor is happy with the scheme.
15. Cllr. K.Orrell has queried the extent (area) of the public consultation.

Officers Response:- due to there having been local consultation during feasibility already, and the scheme being small in nature it was deemed necessary only to consult those properties and business immediate to the proposed works

Political Party Views

16. Cllr A. D'Agorne of the Green Party has yet to comment on the consultation documents.
17. Cllr A. Reid has no objections to the proposed scheme.
18. Cllr C. Steward of the Conservatives has yet to comment on the consultation documents.

Parish Council Views

19. Huntington Parish Council – The parish council brought forward the same queries about the speed limits needing moving as Cllr. Hyman, as well as a request to look at a right turn lane into the Range superstore; additional signage to the superstores exit; and the continued hazard presented by the car transporters delivering vehicles to the car show rooms on the South side of Jockey Lane.

Officers Response:- the speed limit issue has been responded to above. There is insufficient room or budget to move the kerbline to deliver a right turn lane into the Range superstore. There is to be additional 'NO ENTRY' signs incorporated into the scheme adjacent to the exit from the Range. It is proposed to consult and advertise 'NO LOADING' markings and sign plates to the kerb edge around the two car show rooms, consultation with Network Management has revealed that as part of the planning consents for the two businesses covenants were placed that the practice of parking container trucks and deliveries on the roads was prohibited.

Local Business Views

20. A preliminary consultation was undertaken with the Assistant Manager of the Range, to discuss the proposed changes to the highway/footway adjacent to the exit from their car park, but they have not offered any comments from the formal consultation to date..
21. Consultation has been ongoing between CYC and Portkabin to arrange for the dedication of land to facilitate the construction of footpath adjacent to their property, including the replacement of the boundary fence along the agreed set-back alignment. CYC Planning has also been consulted, such that planning permission is not required to have the boundary fence relocated.
22. The other businesses that are adjacent to the project were also consulted. Sainsbury Supermarket, SG Petch Kia, and Evans Halshaw (Ford) have all been consulted, both during the feasibility and this stage, but have not replied at this time.

User Group Views

23. Cycling Touring Club (CTC)
CTC have not offered any comment at this stage, but previously were in support of the linking of the two terminated segregated sections of cycleway.
24. York Old People's Assembly (YOPA)
Peter Scott, the Transport Spokesperson for the YOPA commented that their stand point was always to disagree with the construction of segregated footway/cycleways. However, as the footways in this location were narrow any increase was agreeable, as is the construction of controlled crossing points such as the Toucan here.
25. North Yorkshire Police
Steve Burrell has no objections to the proposed schemes beyond it being safety audited by CYC in the regular way.

Council Plan

26. The potential implications for the priorities in the Council Plan are:
 - i. Get York Moving - If implemented, these measures would encourage walking and cycling by providing real alternatives to the use of the private motor vehicle for journeys around this area and further afield.
 - ii. Protect the environment - A reduction in the use of private motor vehicles would lead to a reduction in carbon emissions.
 - iii. Protect vulnerable people – A safer highway environment would benefit the local community.

Options & Analysis

27. There are three options available;
 - (a) Do the scheme as proposed;
 - (b) Change the scheme in response to the feedback;
 - (c) Abandon the scheme.

Implications

28. This report has the following implications:

- **Human Resources** – None.
- **Financial** – The cost of installing these measures has been estimated at £35,000 for traffic signals; £80,000 in civil construction and road resurfacing; and £30,000 for fees. The estimated costs can be contained within the £150,000 from the capital programme allocation for the scheme.
- **Equalities** – It is likely that more vulnerable road users would benefit the most from these 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, and the Town and Country Planning (General Permitted Development) Order 1995 to implement the measures proposed.
- **Crime and Disorder** – None
- **Information Technology** - None.
- **Land** – A re-dedication of land is being undertaken between CYC and Portakabin, the only implication to CYC being the re-erection of Portakabin's boundary fence onto a new alignment.
- **Other** – None.

Risk Management

29. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points and set out in the table below:
30. Health and safety – the risk associated with this is in connection with the construction phase and has been assessed at 6.

31. Authority reputation – this risk is in connection with poor public perception of the Council’s handling of the site works and has been assessed at 8.

Risk Category	Impact	Likelihood	Score
Health and safety	Moderate	Remote	6
Organisation/ Reputation	Minor	Unlikely	8

Together these produce a risk score of 14, which being in the 11-15 category means that the risks have been assessed as being “medium”. This level of risk requires frequent monitoring.

Recommendations

32. That the Cabinet Member approves the implementation of the scheme shown on the plan forming Annex A, subject to agreement with the landowners of Portakabin’s site regarding the transfer of land for use as additional footway area.

Reason: To provide facilities to benefit pedestrians and cyclists in the area.

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Report
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Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Huntington and New Earswick

For further information please contact the author of the report.

Background Papers

None

Annexes

Annex A General Layout from Consultation