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## Feasibility Report

Poppleton Road Cycle Scheme  
November 2014

### Introduction

This section of Poppleton Road is one of the most obvious gaps in the cycle network along this route. There are long lengths of cycle lanes and off-road paths running along the A59, but currently, there are none between Water End, where the cycle lanes stop, and just south of Ash Street where the off-road path running along the northern edge of the road starts. This lack of cycling facility may act as a deterrent to some people who have to negotiate this section on-road and without the relative protection of cycle lanes.

The section of Poppleton Road in question is shown in **Annex A**.

### The Site

The stretch of road in question has some parking restrictions along it because of the presence of the primary school and the pelican crossing, and due to the narrowing of the carriageway the nearer to the Ash Street end you get. It is terraced housing on both sides of the road which has no alternative on-street parking except down some of the side-streets.

There is also a pedestrian refuge island at a length of the road that coincides with parking restrictions. If the island were to be removed, there would be enough width for a cycle lane of 1.5m. However, the refuge serves to assist pedestrians cross the road to gain access to the local business on the south side. Also, this length of carriageway is short, and on both sides there would not be enough width to support cycle lanes, (the typical running lane widths are around 3m).

### Options

1The option to remove the parking along this section of Poppleton Road to accommodate the cycle lanes would involve the returning the footway buildouts to carriageway and would also result in the loss of approximately 32 parking spaces. See **Annex B**. However, the surrounding side streets, which themselves are extensively used for parking, would not be able to cope with

this level of extra demand. The resulting cycle lanes would be in line with the recommended width of 1.5m. This option may involve works required by the statutory undertakers to protect or divert their apparatus, but to date they have not been approached. The cost of any works of this nature has not been ascertained and so does not form part of the estimate below.

2 An alternative option has also been considered. This is a pair of potential routes that use Chatsworth Terrace, Amberley Street and Berkeley Terrace for the outbound cyclist traffic; and Yarburgh Grove, Carrington Avenue and Seldon Road for the inbound. See **Annex C**. While these routes avoid part of Holgate Road, and thus fulfil the aim of the brief, there are some issues with them. For example, the streets are narrow with extensive parking on both sides and both routes would represent a substantial increase in the distance involved, almost doubling the distance. Generally, cyclists are known to be reluctant to travel further, especially if there is an alternative to hand.

### **Scheme proposals (Options)**

Option 1 Remove buildouts and parking to accommodate cycle lanes (**Annex B**).

Option 2 Provide alternative routes as shown on **Annex C**.

Option 3 Abandon the scheme.

### **Consultation**

No consultation has been carried out.

### **Cost Estimate**

The cost of installing Option 1 would be approximately £23000 (excluding any works necessary by the statutory undertakers).

The cost of installing the alternative routes, Option 2, would be approximately £1700.

### **Recommendation**

It is recommended that the scheme to provide a cycle route along this part of Poppleton Road be abandoned.