
Decision Session
– Executive Member for City Strategy

6 July 2010

Report of the Director of City Strategy

WIGGINTON ROAD: PROPOSED IMPROVEMENTS FOR CYCLISTS

Summary

1. In-principle approval for outline proposals to improve cycling facilities on Wigginton Road was granted at the November 2009 Decision Session. This report discusses the outcome of further design work and public consultation on the proposals. The key issues arising from the public consultation relate to the relocation of a residents parking bay, the removal of a bus stop, and the resultant lane widths on the approach to the junction with Clarence Street. Consequently, the proposals have been revised to address the aforementioned issues, and these are discussed later in more detail.
2. The proposals are intended to provide cycling facilities on this section of Wigginton Road, which is currently a missing link in the Haxby to Station Cycle Route between the Foss Islands Cycle Route to the north and Bridge Lane to the south. The majority of the measures will be funded under a Section 278 agreement with York Hospital as part of their multi-storey car park development. The proposals consist mainly of on-road advisory cycle lanes, but also incorporate off-road shared use sections where necessary, for example, at the proposed Toucan crossing, which would be converted from the existing Pelican facility, forming a link with the Hospital's internal pedestrian/cycle route.
3. One crucial element of the measures relates to the proposed removal of an existing residents parking bay at a sensitive location, opposite the western end of Vyner Street (close to a pedestrian refuge), in order to provide safe cycling facilities. As a result, this report explores options to provide compensatory car parking within close proximity, and at a level that would exceed the three car parking spaces proposed for removal.

Recommendation

4. That the Executive Member:
 - approves the scheme proposals shown in **Annex B**, but revised to include the details shown in **Annexes C, E and F** for implementation, subject to Officers gaining the necessary planning consent and Traffic Regulation Order approvals for certain elements of the scheme;

- authorises Officers to submit a planning application to change the status of Stray land into adopted highway to facilitate the creation of a residents only parking bay;
- authorises Officers to advertise the necessary Traffic Regulation Orders relating to the proposed residents only parking amendments within the scheme, with feedback reported back to a future Officer In Consultation meeting.

Reason: Officers consider that this scheme will support the Council's aspiration of providing an uninterrupted cycling route between Haxby and the city's railway station, provide better cycling access to the hospital buildings, provide significant improvements for cyclists on Wigginton Road, and generally contribute to the aims of the Council as a Cycling City.

Background

5. Wigginton Road stands out as a key link in the cycle route network where significant problems for cyclists are currently experienced. The plan provided as **Annex A** shows how this route can take advantage of existing cycle friendly infrastructure where available, but will also necessitate the infilling of gaps in cycling facilities at appropriate points along its length. There has also been a long-standing desire to improve cycling facilities into the city centre and railway station from New Earswick and Haxby.
6. As a condition of the Hospital's planning approval to construct a multi-storey car park (gained in 2006), improved cycle access to the hospital must be provided to help reduce overall parking demands and promote sustainable travel.
7. Cycling England's guidance recommends accommodating cyclists on the road wherever this can be done safely, and measures to facilitate this might include, traffic reduction, speed reduction, or the re-allocation of road-space in favour of cyclists. Where this is not achievable, off-road facilities should then be considered.
8. In line with the principles set out above, scheme options were investigated. Due to its importance in the overall road network, it is not thought feasible to restrict traffic access, reduce traffic capacity, or introduce physical traffic calming measures. Fortunately, in many places along the road there is sufficient overall highway width to consider widening the carriageway to facilitate on-road cycle lanes. Elsewhere, some of the existing verge/footway areas are wide enough to accommodate off-road cycling facilities, and there is also the option of utilising some of the hospital grounds. However, there are localised problems caused by existing highway features, such as side road junctions, residents only parking bays, and trees.
9. Following initial consultation with relevant Councillors and key road user groups, outline proposals for the scheme were presented at the Decision Session in November 2009. In-principle approval for the scheme layout was granted at that time, and Officers were asked to undertake further design work and public consultation on the proposals.

Current Proposals

10. Following further design work, the basic layout of the proposals have not changed since gaining in-principle approval. **Annex B** shows the current proposals that were distributed for public consultation. The plan shows how the proposals link to the existing Foss Islands cycle route to the north, and with Bridge Lane/Clarence Street to the south.

Consultation

11. Consultation on the current proposals has taken place with the Local Ward Councillors, other relevant Councillors, local residents and businesses, the emergency services and other road user groups. A summary of the feedback received is outlined below.

Ward Member Views

12. Cllr King has not responded at the time of writing this report, but previously expressed support for the scheme subject to any comments from the public consultation. He also expressed some concern regarding the loss of the residents only parking bay.
13. Cllr Scott has not responded at the time of writing this report, but has previously supported Cllr King's concerns (see paragraph 12 above) about the loss of the residents only parking bay.
14. Cllr Douglas has not responded at the time of writing this report.

Other Member Views

15. Cllr D'Agorne would like to see the mini-roundabout at the main hospital access moved slightly further south, so that mature tree would not need to be removed to accommodate an off-road cycle by pass. Also, given the constrained space and peak time traffic levels on Wigginton Road, he questions whether a mini-roundabout is the right solution, now that most hospital movements will be focused on this junction. He considers that signal control linked to the existing controlled junction at Clarence Street would probably be safer for northbound cyclists than the mini-roundabout.

Officer Response: The layout of the new hospital access was agreed at the planning approval stage in December 2006 and is now substantially constructed. It is therefore unrealistic to consider moving the roundabout or changing it to signals as part of the cycling scheme.

Wanting to save a mature tree is understandable, and Officers are committed to minimising tree loss. However, in addition to the cycle scheme considerations, the mature tree in question is very close to the kerb edge and currently leans at an angle away from the carriageway. Being in this state and position, it is not beyond the realms of possibility that in high winds the tree could fall onto the adjacent footway. For these reasons the Conservation Officers are relaxed about the removal of this tree, subject to compensatory planting, as is proposed.

16. Cllr Gillies has not responded at the time of writing this report, but previously said that he was happy to support the views of the local Councillors.
17. Cllr Potter has not responded at the time of writing this report, but previously expressed in-principle support for the proposals.

Emergency Services Views

18. No views have been submitted by any of the emergency services on the proposals at the time of writing this report. Previously, both the Police Traffic Management and Police Architectural Liaison Officers expressed their general support for the proposed measures.

Cyclist's Touring Club

19. They asked whether the redesigned internal Hospital access road would create two way access between the Bridge Lane/Bootham Park access and the Hospital's main reception, as they assumed that the cycle access from the public highway would tie in with this two way access.

Officer response: The cycle route link originally looked like it might need to use the hospital's internal access road to create the link between Wigginton Road and Bridge Lane. However, there were concerns that it was quite narrow and would be well used by vehicles accessing the new multi-storey car park. Consequently, Officers considered that this would not be a very attractive part of the route to use by bicycle, as for example, it would not be possible to provide cycle lanes due to existing width restrictions. Therefore, an alternative route through the landscaping strip adjacent to the car park was investigated. For inbound cyclists, this could be accessed via a proposed Toucan crossing (which would be a conversion from the existing Pelican), and then an off-road shared use link path is proposed through the hospital grounds to access Bridge Lane. That is not to say that cyclists wouldn't be able to use the hospital's internal access road if they wished to do so, given that the new hospital entrance will be for vehicles to enter and exit.

Sustrans

20. Sustrans strongly support the proposals. However, they ask if there will be an adequate buffer zone between the cycle lane and the residents only parking bay near Fountayne Street to allow for car doors opening? In addition, will the cycle lane markings continue across the two mini roundabouts, as indicated on the consultation plan? They also presume that the hospital cycle parking will be sited appropriately to the new cycle access points.

Officer response: The buffer zone allocated is proposed at 0.55m wide. Cycle lane markings will continue partially across the mini-roundabouts from the centrelines of the adjacent side roads. There is existing cycle parking adjacent to the main hospital reception, and cyclists will have improved access to this parking area via a shared use path from the proposed zebra crossing on the

hospital's internal access road (which in turn links with the shared use path leading to the proposed Toucan).

First Group

21. They are concerned that the proposals may affect the flow of traffic on the inbound approach to the traffic lights at Clarence Street, as it only just appears wide enough at the moment and they would not support the loss of the left filter lane, as this could cause large tail backs. Consequently, they consider that road widening is necessary for this to work, without affecting the current flow of traffic. With the new Park & Ride service coming on line soon, this will be an even busier junction. In addition, they are opposed to removing the inbound bus stop because they consider that it is a well used stop for passengers boarding and alighting, and feel that this would be greatly missed.

Officer response: The potential costs of widening the road are likely to be prohibitive, given the probability of requiring service diversions. Therefore, to achieve adequate lane widths on the approach to the junction (i.e. 3.0 metre traffic lanes with a 1.5 metre central cycle feeder lane) it will be necessary to slightly move the existing splitter island closer to the hospital side of the road. The revised road layout is shown in **Annex C**. This will also provide a 3.1 metre traffic lane on the outbound side, but it will not be possible under these circumstances to commence the advisory northbound cycle lane until a point near the emergency vehicle access. However, as traffic will be travelling relatively slowly upon entering Wigginton Road at this point, Officers have no significant concerns regarding cyclists safety. In addition, it is likely that traffic would follow behind cyclists initially, before cyclists join the advisory lane and vehicles have more space available to safely overtake (this situation would be similar to that on the entry into Water End from the Clifton Green junction). This is considered to be the optimum that can be achieved without road widening, and Officers consider that the aforementioned lane widths, which retain the left filter lane, would be sufficient to maintain adequate flows through the junction.

Officers have received similar comments from other consultees regarding the proposed removal of the bus stop, which tends to confirm that this is a well used and valued facility, in particular with the more elderly residents living nearby. Officers originally proposed the removal of this bus stop to ease cyclist movements on their approach to the mini-roundabout. However, the instances when cyclists will encounter a stationary bus will be infrequent. For this reason, Officers consider that this should not present any significant road safety concerns and therefore, a recommendation will be made to retain the bus stop. However, the situation would be monitored following the implementation of the proposed scheme to check if the bus stop is causing any significant difficulties for cyclists.

Age Concern York

22. A representative has raised concerns about the proposed shared use areas that would mix pedestrians and cyclists. Being within close proximity to the hospital, a large proportion of these pedestrians will be elderly and infirm.

Officer response: The shared areas proposed are mainly to allow cyclists and pedestrians to access the hospital. Officers always try to take a balanced approach in designing shared areas, whether they are segregated or not. In addition, we always look closely at the available space and potential usage, with the intention of achieving safe environments for all users, and make judgements on a scheme by scheme basis, not necessarily a 'one size fits all' approach, and use DfT guidance to help define the limitations of the space being considered. There are many examples across the city where we have introduced shared areas that work very well. Like most situations on roads, footpaths, shared use paths, etc, things work well when people act responsibly, and are considerate to their fellow users (behaviour which tends to be encouraged within shared use areas). Unfortunately, a small minority sometimes adopt poor attitudes, and Officers appreciate that this can sometimes cause problems and concerns. On balance, the areas of shared use paths within the scheme are considered to be the most appropriate solution under the circumstances at specific locations.

Local Residents and Businesses

23. Information leaflets were distributed to 266 properties and businesses. The distribution plan is shown in **Annex D**. From a total of 24 responses, three fully support the proposed measures, 9 expressed general support, but with some reservations, four oppose implementation of the scheme proposals. The other 8 respondents raise specific issues without expressing an overall view on the scheme.
24. The key issues raised by the local residents and businesses are as follows:
- Bus stop removal;
 - Parking bay relocation;
 - Road safety concerns;
 - Loss of mature tree.

These are discussed in more detail below.

Removal of inbound bus stop

25. In addition to the comments raised by First Group above, 14 local residents object to the removal of the bus stop. They are concerned that they would have to walk considerably further if forced to use the next bus stop.

Officer response: As mentioned in paragraph 21 above (in response to the concerns raised by First Group about this issue), an Officer recommendation will be made to retain this bus stop.

Relocation of residents only parking bay onto Bootham Stray land

26. Six local residents have submitted concerns about this particular proposal for varying reasons, which are listed below:

- The provision of replacement residents only parking is inadequate. Over the years the R28 area in Wigginton Road has lost spaces to bus stops, traffic islands and mini roundabouts. Resiting like for like is not enough. The problem of residents only parking is particularly acute in Feversham Crescent, which historically has generated copious amounts of correspondence with the Council and meetings with Ward Councillors.

Officer response: There are numerous disadvantages of parking within the existing parking bay on Wigginton Road, given that this is positioned close to a pedestrian refuge. Consequently, traffic has to make an awkward manoeuvre turning quickly right and then left after passing the refuge. In addition, the traffic lane width adjacent to the parking bay is reduced at a point where the road narrows down, hence traffic passes very close to parked vehicles. Currently, this can create problems for cyclists, who are often 'squeezed' by the passing traffic at a point where road space is at a premium. Being on a bus route only adds to the potential dangers at this location, to say nothing of the damage that can occur to the wing mirrors of parked vehicles.

Officers accept the pressures that the ResPark 28 zone is under, but consider that the removal of the existing bay on Wigginton Road is justified. Having examined the limited options available, the Stray looks to be the best place to relocate these spaces, and has the advantage of being close to the original location, would be off-road, overlooked and also able to provide more than the three spaces that are proposed for removal.

- Residents would prefer to retain the green space and would not like to see any trees removed in order to accommodate space for a residents only parking bay. In addition, residents are doubtful of the council's authority to convert Stray land into a designated parking area.

Officer response: Officers appreciate that residents do not wish to lose any existing green space or trees. However, the area affected by the proposed creation of the parking bay is only a small proportion of the green space in this area. It is also worth mentioning that part of the existing grassed area used to form part of the carriageway when Vyner Street was open for traffic. The proposal will require two semi-mature trees to be removed, but again there are many other trees in this area, and some new ones will be planted to compensate for those removed.

In respect of the Stray land (which forms part of Bootham Stray), the proposed conversion to adopted highway that would facilitate the construction of the parking area will be subject to a planning approval process.

- The Green is used for ball games and could result in damage to cars and as the area is away from the main road and not being overlooked, could encourage vandalism, which is rife in this area.

Officer response: Officers understand that children playing ball games can be a nuisance, but this situation should be balanced against the disadvantages of parking within the existing parking bay on Wigginton Road.

The position of the proposed parking bay on Stray land is very close to the existing bay that is proposed for removal. In this position, the new bay would still be overlooked by properties on both Wigginton Road and Newby Terrace. Therefore, the risk of vandalism should be no higher than at present.

- There are 7+ parking spaces on Newby Terrace that are not designated as residents only parking. This is a matter of irritation to local residents, as we pay a lot of money for our parking spaces and often Vyner Street is quite full with residents' cars, whilst Newby Terrace is full of cars belonging to commuters working at the hospital or walking into town and this could be used instead of creating spaces on the Stray land.

Officer response: Officers designing the cycle scheme were unaware that some of the on-street parking occurring on Newby Terrace was not under resident only parking control. The public consultation process has helpfully highlighted this anomaly in the residents parking zone, and this may provide an alternative means of providing more designated resident only parking spaces without the need to encroach into the green area of the Stray land. Alternatively, it could provide additional residents parking as well as the Stray option. Given that local residents have complained for many years about the lack of parking provision in this area, it appears that there is an opportunity to promote both options, which could potentially provide a total of nine additional residents only parking spaces within the ResPark 28 parking zone (this constitutes twelve newly created spaces in the Vyner Street / Newby Terrace area, minus the three existing, relocated spaces). **Annex E** shows the revised proposals to accommodate this additional residents parking provision.

Officers appreciate that any newly created spaces on the currently uncontrolled section of Newby Terrace would not be directly accessible from Wigginton Road. However, it is thought that some residents who use the existing bay (proposed for removal) on Wigginton Road may already seek alternative parking places on Vyner Street, and would therefore benefit from any additional spaces created on Newby Terrace. This would also provide much needed additional provision for the residents of Vyner Street and Feversham Crescent.

- I will be unable to park outside my house to unload my car.

Officer response: Should the parking bay be relocated from Wigginton Road as proposed, the position of the old bay would be covered by extending the double yellow lines on either side. The resultant No Waiting At Any Time Traffic Regulation Order would prohibit waiting, but as there is no loading ban at this location, residents would still be able to load and unload from this position.

Safety concerns about Wigginton Road being too busy and congested to accommodate cyclists

27. Four residents have raised concerns about implementing on-road proposals on what they consider to be a busy and often congested route. Two of these residents also consider that the proposals are premature, and that the impact of the Hospital's multi-storey car park should be assessed first.

Officer response: There has been a long-standing desire to improve cycling facilities into the city centre and railway station from New Earswick and Haxby. This route takes advantage of existing cycle friendly infrastructure where available, but will also necessitate the infilling of gaps in cycling provision at appropriate points along its length. Wigginton Road stands out as a key missing link where significant problems for cyclists are currently experienced.

The planning approval for the hospital includes a condition for the hospital to provide a cycle route linking the Foss Islands cycle route with Bridge Lane as part of their car park development. Therefore, both the new multi-storey car parking arrangements and the proposed cycling improvements are intended for implementation at the same time.

The measures within the proposed scheme comply with the council's recently adopted Cycle Infrastructure Standards policy, and are therefore considered by Officers to provide safe facilities for all road users. For example, on-road cycle lanes at 1.5 metres width are generally specified within the scheme where on-road provision is proposed. Officers also believe that as the amount of visible cycling infrastructure increases, the conditions for cyclists become safer as a result. In part, this is due to motorists' increased awareness of cyclists, but also because of an increased number of cyclists using both on and off-road cycling facilities as part of an expanding network of cycle routes.

In addition, the proposals are subject to road safety audit procedures to ensure that any residual risks are identified and managed to an acceptable level.

A specific safety issue that Officers have identified through the detailed design process relates to two existing pedestrian refuges on Wigginton Road. The first is just to the south side of the mini-roundabout with Fountayne Street, and when this refuge was constructed during 2007/08, different road widths were provided on either side, mainly to accommodate the northbound cycle feeder lane. However, this means that there is now insufficient width to provide a southbound cycle lane and retain adequate width for the traffic lane. Therefore, as part of the proposals the pedestrian refuge needs to be moved across to the hospital side by approximately half a metre. The second is just to the south side of Vyner Street, and as a result of carriageway widening at this location, the refuge needs to be moved across to the Vyner Street side by approximately 200mm to ensure that there is sufficient space to accommodate cycle lanes. The revised layouts are shown in **Annex F**.

Removal of mature tree

28. Five residents have expressed concern about the proposed removal of the mature tree opposite the modified hospital entrance at the mini-roundabout.

Officer response: Wanting to save a mature tree is understandable, and Officers are committed to minimising tree loss (as previously explained in paragraph 15 above).

Options

29. The options for the Executive Member to consider are:

Option 1 – Support the scheme proposals shown in **Annex B** for implementation;

Option 2 – Support the scheme proposals shown in **Annex B**, with some changes as shown in **Annexes C, E and F** for implementation;

Option 3 – Reject the scheme proposals.

Analysis

30. The proposals set out in this report are considered to offer a positive response to the problems cyclists currently experience on Wigginton Road, and will address an important missing link in the Haxby to Station cycle route. The proposals are considered feasible, generally follow best practice design guidance, and meet the recently approved Cycling Standards. The scheme should have minimal impact on the traffic capacity of the road, thereby avoiding problems associated with increased congestion locally and possible knock-on effects elsewhere due to traffic diverting onto other alternative routes. The proposals will also enable the hospital to meet the planning condition tied to the construction of their multi-storey car park, which requires that a cycle route be created linking the Hospital site to both ends of the Local Cycle Network.

31. Consultation has highlighted four main areas of concern. In response, Officers consider that:

a. **removal of the bus stop** – this is not considered to be a crucial part of the proposals, and retaining it does not raise any significant road safety issues.

b. **relocation of the residents parking bay** – to maximise the potential for providing alternative residents parking spaces, it is recommended that both options are pursued, i.e. providing spaces on Stray land and on Newby Terrace.

c. **road safety / design details** – the scheme has been designed to the latest infrastructure standards, and will be subject to a full road safety audit process.

A minor amendment to two existing pedestrian refuges are proposed to address specific safety issues identified at these locations.

Detailed design work has also identified that it will be necessary to slightly move the splitter island on the approach to the Clarence Street signals to provide space for the proposed 1.5 metre central cycle feeder lane and retain the left turn filter lane for traffic. This means losing the advisory cycle lane on the other side for approximately 60 metres, but it is considered more important to have the central feeder lane in place to aid cyclists on their approach to the signals.

d. **tree loss** – losing the mature tree near the mini-roundabout at the reconfigured hospital access is regrettably considered to be unavoidable, but compensatory planting is proposed.

32. Based on this analysis, **Option 2** is recommended. Localised plans showing the details of the proposed changes are shown in **Annex C** (showing the repositioned splitter island and revised traffic lane widths at the signalised junction with Clarence Street), **Annex E** (showing relocated parking bay on Stray land and alternative parking provision on the currently unrestricted section of Newby Terrace), and **Annex F** (showing the repositioned pedestrian refuge at the Fountayne Street mini-roundabout).

Corporate Priorities

33. The scheme would contribute to the following Corporate Priorities:
- Sustainable City – the scheme should encourage more residents to ride into the city from Haxby, and in addition, to Nestle and the hospital, in preference to using motorised forms of transport.
 - Safer City – the scheme would make Wigginton Road easier and safer for cyclists to ride along.
 - Healthy City – the scheme should encourage more cycling and walking which would have a beneficial effect upon peoples' health.
34. The scheme would also contribute to several of the aims of the Local Transport Plan, namely:
- Encourage essential journeys to be undertaken by more sustainable modes where possible;
 - Reduce the level of actual and perceived safety problems;
 - Enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
 - Improve the health of those who live or work in, or visit, York;
 - Reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable sources;
 - Provide a transport system that is affordable and achievable in practical terms, and offers value for money.

Implications

Financial/Programme Implications

35. The Transport Capital Programme for 2010/11 currently has an allocation of £50k, which is mainly intended to cover the cost of the works from the proposed Toucan crossing to the signalised junction with Clarence Street. This allocation includes staff costs, the costs of implementing the proposed road layout, the

repositioning of the existing pedestrian refuge at the Fountayne Street mini-roundabout and the repositioning of the existing splitter island at the signalised junction with Clarence Street. The remainder of the scheme proposals will be paid for by the NHS Trust on behalf of York Hospital as part of a Section 278 agreement with the council, which relates to the highway works associated with the building of their multi-storey car park (requiring links to both ends of the local cycle network).

36. The scheme has a high priority given its strategic importance to the overall cycling network. Subject to the outcome of detailed design and any planning processes, together with the appropriate Traffic Regulation Order approvals, it is anticipated that the scheme could commence in December 2010 and be substantially completed by the end of February 2011.
37. Using the cycle scheme 'Evaluation Tool', which was approved at the Decision Session on 20th October 2009, the proposed introduction of cycle facilities on Wigginton Road can be compared to other schemes. Schemes are scored within a possible range of -30 to +38. The table below shows that the Wigginton Road scheme achieves a score of +25, which compares well with other major cycling projects.

Scheme	Total points
Beckfield Lane - Ostman Road to Wetherby Road proposals	+12
Beckfield Lane - Boroughbridge Road to Ostman Road - completed section	+16
Crichton Avenue - proposals	+21
Clifton Green - completed scheme	+24
Wigginton Road - proposals	+25
Moor Lane Bridge - completed scheme	+26

Human Resources

38. There are no Human Resources implications.

Equalities

39. Equalities implications relate directly to the proposed use of shared areas, which mix pedestrians and cyclists. Officers have ensured that the proposals comply with DfT guidance wherever possible, and where space is limited, have kept the length of shared use measures to a minimum.

Legal

40. There would be Traffic Regulation Order issues linked to the amendment of existing, or the additional provision of on-street parking.

Crime and Disorder

41. There are no Crime and Disorder implications.

Information Technology (IT)

42. There are no Information Technology implications.

Property

43. The land at the end of Vyner Street, which is being considered as a potential parking area is known to be Stray land, and a planning application would be required to pursue a change of status to adopted highway. Following approval, Officers would be required to formally dedicate the land into its new status.

Risk Management

Risk Category	Impact	Likelihood	Score
Organisation/Reputation	Medium (3)	Possible (3)	3x3=9

44. In compliance with the Council's risk management strategy, the main risks identified in this report are the potential damage to the Council's image and reputation if scheme proposals are not brought forward, especially in view of the hospital's planning requirements for its multi-storey car park. This means that at this point the risks need only to be monitored, as they do not provide a real threat to the achievement of the objectives of this report.

Contact Details:

Author

Jon Pickles
Senior Engineer
(Transport & Safety)
Tel No: (01904) 553462

Chief Officer Responsible for the report

Richard Wood
Assistant Director City Development and
Transport

Report Approved Date 14 June 2010

Specialist Implications Officer(s)

There are no specialist officer implications.

Wards Affected: Clifton

All

For further information please contact the author of the report.

Background Papers:

“Links to Cycle Route Through Hospital Grounds: Proposed Link From the Hospital to Foss Islands Route”, a report to the meeting of Executive Members for City Strategy and Advisory Panel on 9 December 2008.

“Cycling Infrastructure Within York - Principles, Standards and Evaluation Tool”, a report to the Decision Session - Executive Member for City Strategy on 20 October 2009.

“Wigginton Road: Proposed Improvements For Cyclists” a report to the Decision Session - Executive Member for City Strategy on 3 November 2009.

Annexes:

- Annex A Plan showing “An extract from the cycle network plan to show how Wigginton Road fits in with the wider Cycle Network”
- Annex B Plan showing “Route Proposal”
- Annex C Plan showing “Repositioned Splitter Island and Traffic Lane Widths On Wigginton Road Approaching the Signalised Junction with Clarence Street”
- Annex D Plan showing “Distibution Area for Public Consultation”
- Annex E Plan showing “Relocated Parking Bay on Stray Land and Alternative Parking Provision on Newby Terrace”
- Annex F ”Plan showing “Repositioned Pedestrian Refuges on Wigginton Road, one at the Mini-roundabout Junction with Fountayne Street and the other near to Vyner Street”