



Economy and Place Directorate

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Our Ref: TP/160003/19/01

11 February 2019

Dear Resident,

CONSULTATION:
Options for changes to parking on Bishopthorpe Road

In response to a petition submitted to the City of York Council's Executive Member for Transport concerning Bishopthorpe Road crossing points, the Council's Transport team was asked to undertake a detailed review. It was specifically requested that this include an assessment of the crossing point at the junction of Bishopthorpe Road and Campleshon Road, in part due to concerns raised by parents and children at Knavesmire Primary school.

Separately, the Transport team at the Council was also contacted last year by Micklegate Ward Councillor, Jonny Crawshaw on behalf of concerned Knavesmire Primary School parents regarding the crossing point on Bishopthorpe Road close to its junction with Campleshon Road.

The site was reviewed and four options developed to improve visibility for pedestrians using the crossing point. These are described below and plans illustrating the proposals and providing some pros and cons for each option are enclosed.

Option 1 - 20m extension to the existing no waiting at any time restrictions (Double Yellow Lines) and a small extension to the buildout to allow the crossing width to be increased by 0.8m.

Option 2 - 20m part-time no waiting restriction (Single Yellow Line) enforceable 8am - 5pm, Monday to Friday (times subject to confirmation) and a small extension to the buildout to allow the crossing width to be increased by 0.8m.

Option 3 - Scheme provides a 20m extension to the existing build-out along with no waiting at any time parking restrictions (Double Yellow Lines).

Option 4 - Scheme removes the existing refuge island and right lane and builds out the kerbs to reduce the overall crossing length. Crossing width widened by 0.8m.

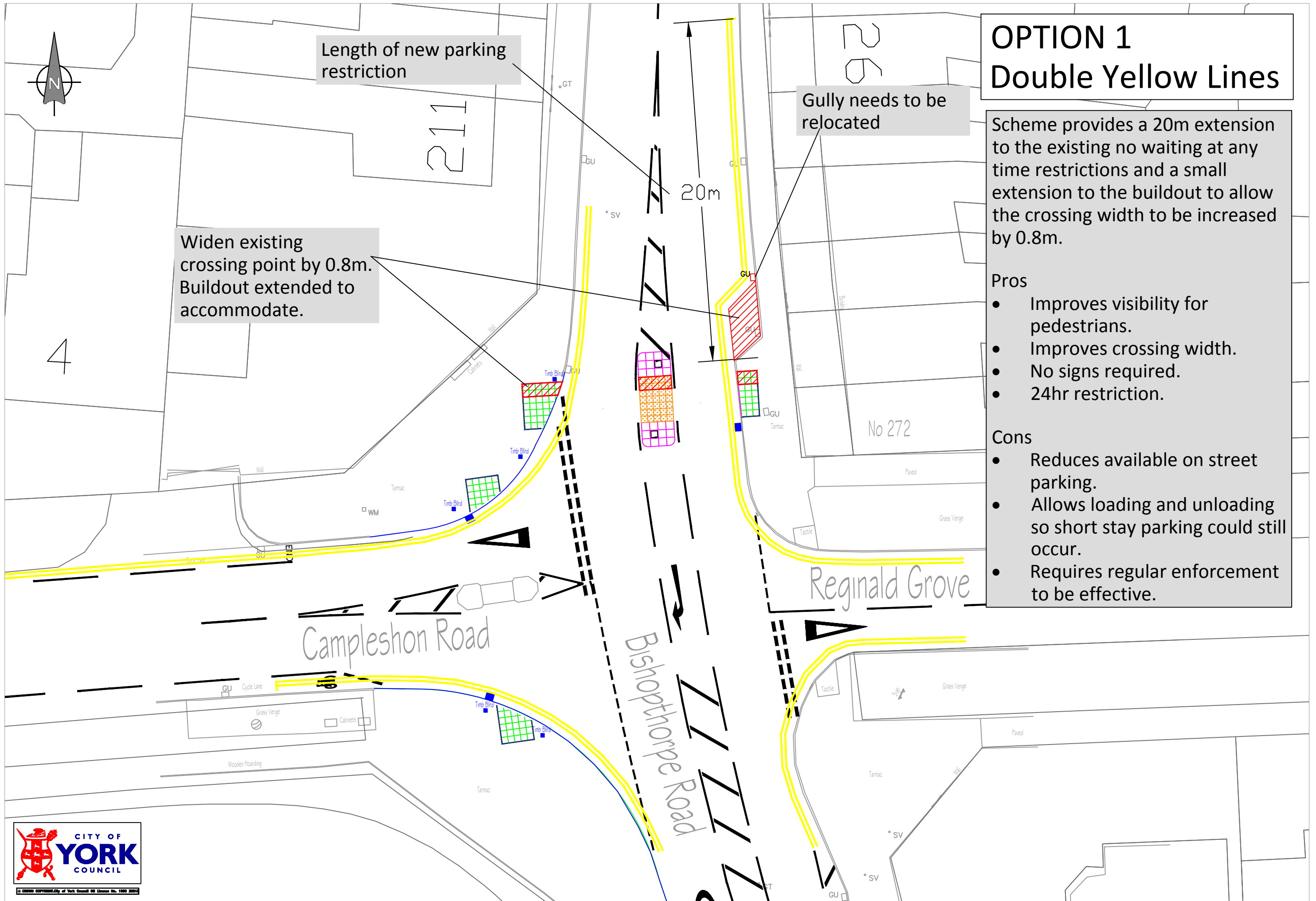
If you would like to make any comments, positive or negative regarding these proposals, please submit them to me no later than **Monday 25th February 2019**, preferably in writing or by email. All comments will be included in a report to the Executive Member for Transport and Planning to help decide if any proposals should proceed.

If the proposals are approved, a traffic regulation order would be required for the parking restrictions. This would be advertised in the local press and by posting notices on site, any objections to the scheme at this stage would also be considered by the Executive Member for Transport and Planning.

Please note that any comments submitted should relate only to this location. Any comments relating to highways issues at other locations will not be considered as part of this consultation.

Yours faithfully,

Ben Potter
Engineer – Transport Projects



Length of new parking restriction

Widen existing crossing point by 0.8m. Buildout extended to accommodate.

Gully needs to be relocated

20m

OPTION 1 Double Yellow Lines

Scheme provides a 20m extension to the existing no waiting at any time restrictions and a small extension to the buildout to allow the crossing width to be increased by 0.8m.

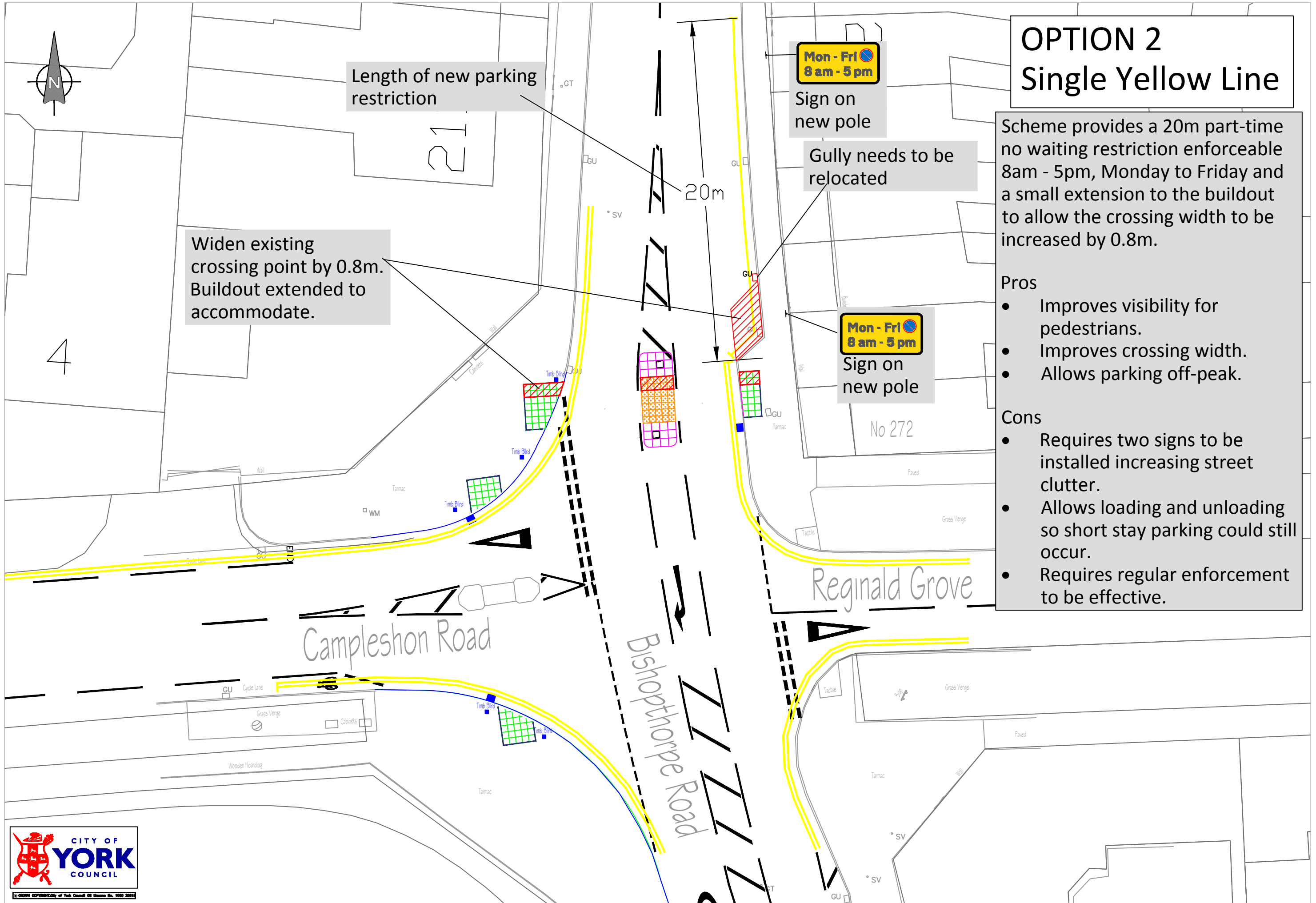
Pros

- Improves visibility for pedestrians.
- Improves crossing width.
- No signs required.
- 24hr restriction.

Cons

- Reduces available on street parking.
- Allows loading and unloading so short stay parking could still occur.
- Requires regular enforcement to be effective.





OPTION 2 Single Yellow Line

Scheme provides a 20m part-time no waiting restriction enforceable 8am - 5pm, Monday to Friday and a small extension to the buildout to allow the crossing width to be increased by 0.8m.

Pros

- Improves visibility for pedestrians.
- Improves crossing width.
- Allows parking off-peak.

Cons

- Requires two signs to be installed increasing street clutter.
- Allows loading and unloading so short stay parking could still occur.
- Requires regular enforcement to be effective.



OPTION 3 Extend Build-out

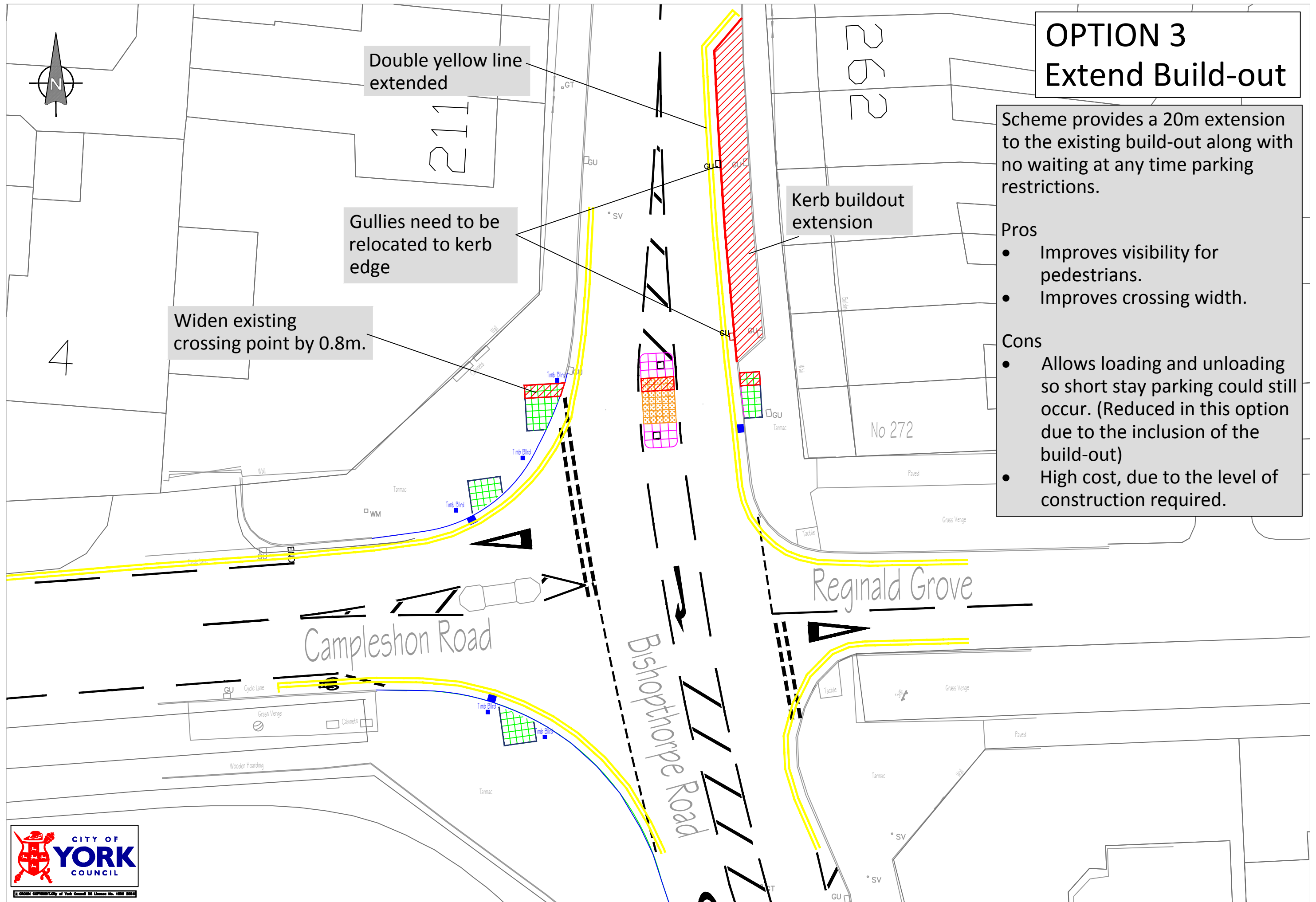
Scheme provides a 20m extension to the existing build-out along with no waiting at any time parking restrictions.

Pros

- Improves visibility for pedestrians.
- Improves crossing width.

Cons

- Allows loading and unloading so short stay parking could still occur. (Reduced in this option due to the inclusion of the build-out)
- High cost, due to the level of construction required.



OPTION 4 Remove refuge and right turn lane

Scheme removes the existing refuge island and right lane and builds out the kerbs to reduce the overall crossing length. Crossing width widened by 0.8m.

Pros

- Improves visibility for pedestrians.
- Improved crossing width allows more pedestrian to wait at the kerb edge.

Cons

- Pedestrians can no longer cross the road in two stages.
- Loss of right turn lane may lead to queuing traffic.
- Loss of pinchpoint could lead to increase in vehicle speeds.
- High cost, due to the level of construction required.

Gully needs to be relocated to kerb edge

Gully needs to be relocated to kerb edge

Kerb buildouts

Existing central island and right turn lane removed

