
Meeting of Executive Members for City Strategy and Advisory Panel

20 October 2008

Report of the Director of City Strategy

Petition from Residents Requesting the Provision of Formal Cycle Facilities on Crichton Avenue

Summary

1. This report informs the Advisory Panel of the receipt of a petition from residents requesting that formal cycling facilities be provided on Crichton Avenue and the actions which are currently underway to investigate the provision of such facilities.

Background

2. Officers were contacted by one of the Clifton Area Police Community Support Officers a while ago to inform them that a petition was being put together requesting formal cycle facilities be provided on Crichton Avenue. They were also informed that the aim was to present the complete petition to Full Council on the 25th September. The eight page petition was subsequently submitted to the aforementioned meeting by Cllr. Helen Douglas on behalf of the local residents and comprised 162 signatures.
3. The wording of the petition is as follows; "We the undersigned, require the City of York Council to provide a shared cycle/footpath on the highway at Crichton Avenue from Burtonstone Lane, on both sides of the carriageway, to the junction of Crichton Avenue and Wigginton (sic) Road." A copy of the front sheet is provided as Annex 1.
4. Crichton Avenue is currently used by many cyclists as it is located close to two of York's largest employment sites, York Hospital and Nestle. It is the only road crossing of the York to Scarborough railway line between Bootham and the Wigginton Road Level Crossing and thus carries large quantities of traffic especially in the peak hours. Cyclists' biggest complaint about the road relates to its width and the fact that cyclists get squeezed by traffic as they cross over the bridge. Many cyclists currently cycle on the footway over the bridge which in turn intimidates pedestrians.
5. Due to the numerous requests for the provision of formal cycling facilities received by the council over the past few years a feasibility study was commissioned in 2005. The study was undertaken by Halcrow Group Limited and their findings were reported in early 2006. That report identified a number of issues that were difficult to overcome such as how to re-introduce cyclists back onto the carriageway at the Burton Stone Lane junction, whether the Burton Stone Lane / Crichton Avenue junction should be signalised and how an

off-road section from Burton Stone Lane to Kingsway North would cross all the existing driveways and side roads.

6. Following that report a further review has been commissioned this year to identify solutions to the issues and this work is currently ongoing. It is expected that the outcome of this study will be reported to EMAP in Spring 2009. The section of route covered by the study and that requested by the petitioners are shown on the plan in Annex 2.
7. As part of the recent "Cycling City" bid an orbital cycle route concept was developed which would enable cyclists to travel along either traffic-free or lightly trafficked routes to transverse the city without necessarily having to go anywhere near the more heavily-trafficked city centre. This orbital route would use existing infrastructure where available but would also necessitate the infilling of gaps at various points along its length. One such gap is the length of Crichton Avenue which would link any provision on Kingsway North with Sustrans' Foss Islands Path. As the orbital route forms a key part of the Cycling City project this proposal will be given a higher priority than it might have been given previously.

Corporate Priorities

8. The scheme, if successful, would contribute to the following Corporate Priorities:

Increase the use of public and other environmentally friendly modes of transport.
The scheme would make accessibility by cycle easier and safer, and may encourage more residents to drive to York Hospital and Nestle.

Improve the economic prosperity of the people of York with a focus on minimising income differentials
Cycling is one of the cheapest forms of personal travel and switching to this mode from either private car or bus could potentially save the resident money.

Improve the health and lifestyles of the people who live in York, in particular among groups whose levels of health are the poorest.
The scheme will encourage more cycling and walking which will have a knock-on effect for health.
9. Local Transport Plan (LTP) : The scheme would contribute to several of the aims of the recently submitted LTP, namely:
 - To reduce the need to travel, especially by car, and encourage essential journeys to be undertaken by more sustainable modes;
 - To reduce levels of traffic congestion;
 - To reduce the levels of actual and perceived safety problems;
 - To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
 - To improve the health of those who live or work in, or visit, York;
 - To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources;

- To provide a transport system that is affordable and achievable in practical terms, and offers value for money.

Risk Management

10. In compliance with the Council's Risk Management Strategy the main risk which has been identified in this report could lead to the inability to meet business objectives (Strategic).
11. Measured in terms of impact and likelihood, the risk score for the recommendation is less than 16 and thus 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.

Recommendations

12. That the Advisory Panel advise the Executive Member to:

- 1) Note the content of this information report.

Reason: To inform members of the work currently underway in relation to the petition.

- 2) Request officers to respond to the residents responsible for putting the petition together.

Reason: To inform them of the ongoing work.

Contact Details

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City Strategy

Report
Approved

Date 3/10/2008

Wards Affected: Clifton

All

For further information please contact the author of the report

Background Papers:

None

Annexes

Annex 1 : Front page of the petition

Annex 2 : Plan showing the location of route being investigated