

Summary of consultation and responses

Introduction

This annex provides details of the consultation processes as well as a summary of the responses. It is broken down into six sections as below.

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Annex B reviews the proposals for the corridor in the light of these results.

1. Consultation with residents and businesses

Consultation leaflets and questionnaires were delivered to about 4,700 properties in Fulford and Fishergate. During the consultation period the council website included a direct link to a section with detailed plans of the proposals and an on-line version of the questionnaire. In addition two public exhibitions and meetings were held, one in each area, at which residents could view the proposals in greater detail and ask questions of officers and the consultants. The issues raised at these exhibitions and meetings are covered in another section.

There were a total of 537 questionnaires returned as well as 60 on-line residents questionnaires giving a response rate of about 12.6%. Of the responses received 94% were from local residents, 2% from local businesses with the remainder not stating which they were.

Maps showing the location of responses, based on postcodes, are attached in Annex A1 and indicate a good distribution of responses from within the consultation area.

To gain an understanding of the respondents current travel patterns, the survey asked how often members of each household / business travel along the corridor by mode of transport, where they travelled to and what time of day they undertook their journey. One trip is classed as an outward and a return journey. The results are tabulated below.

Current Travel Patterns (all percentages in rows equal 100)

	Frequent trips (more than 2 trips per week)		Less Frequent trips (Less than 2 trips per week)	
	Frequency	Percent	Frequency	Percent
Car	411	81	96	19
Bus	175	43	234	57
Cycle	214	53	189	47
Walk	293	66	152	34

Person Trips along Fulford Road

	Residential		Businesses	
	Frequency	Percent	Frequency	Percent
Car	823	33	332	68
Bus	456	19	55	11
Cycle	485	20	46	10
Walk	695	28	54	11
Total	2459	100	487	100

Time Period of Outward and Return Journey

	Outward		Return	
	Frequency	Percent	Frequency	Percent
Before 07:00	23	4	2	1
07:00-09:30	333	62	12	2
09:30-16:00	162	30	189	35
16:00-18:00	9	2	258	48
After 18:00	13	2	78	14
Total	540	100	539	100

Length of Outward and Return Journey

	Outward Journey		Return Journey	
	Frequency	Percent	Frequency	Percent
Less than 10 mins	197	36	156	29
10-20 mins	258	48	232	43
20-30 mins	71	13	122	22
More than 30 mins	15	3	30	6
Total	541	100	540	100

The survey wanted to determine the level of support for the various improvements. The questions are listed below together with a summary of the responses to each question.

How strongly do you support the following proposed improvements to the Fulford village area?

a) Providing a new pedestrian island crossing near Elliot Court to improve access to nearby bus stops and local facilities.

62% Support 27% No opinion 11% Oppose

b) Extending the existing riverside cycle route southwards from St Oswalds Road to connect to the A19 near the Germany Beck junction.

81% Support 12% No opinion 7% Oppose

c) Relocating traffic queues outside Fulford village to the south of the proposed Germany Beck junction to improve journey times along the A19 for Fulford residents, increase access to local properties and improve local air quality.

66% Support 15% No opinion 19% Oppose

64% of the respondents from the Naburn Lane area support and 27% oppose this proposal. The level of support from the remainder of Fulford rises to 75%.

d) Provision of new bus priority measures to enable city-bound buses to bypass queuing traffic held at the Germany Beck traffic lights, comprising some or all of the following:

- **A bus lane provided along Naburn Lane; and/or**

49% Support 26% No opinion 25% Oppose

Respondents from the Naburn Lane area were equally divided with 37% supporting and 38% opposing this proposal.

- **A bus lane provided along the A19 between the A64 and Naburn Lane junction; and/or**

52% Support 25% No opinion 23% Oppose

40% of respondents from the Naburn Lane area support and 37% oppose this proposal.

- **A bus lane provided along the A19 between the Naburn Lane and Germany Beck junctions; and/or**

53% Support 22% No opinion 25% Oppose

Respondents from the Naburn Lane area were equally divided with 39% supporting and 38% opposing this proposal.

- **A bus lane provided on the A19 southern approach to the A64 junction.**

51% Support 26% No opinion 23% Oppose

44% of respondents from the Naburn Lane area support and 35% oppose this proposal

Of those who opposed the above, in each case approximately 42% are regular car drivers.

e) On-street parking in the central part of Fulford village will remain.

67% Support 22% No opinion 11% Oppose

f) Verges and trees in the central part of Fulford village will be undisturbed to preserve the character of the village centre.

91% Support 6% No opinion 3% Oppose

How strongly do you support the following proposed improvements to the Fishergate area?

a) Conversion of the existing zebra crossing outside St Georges Primary School to a traffic light controlled pedestrian crossing to improve accessibility and increase pedestrian safety.

59% Support 17% No opinion 24% Oppose

b) Provision of a new traffic light controlled pedestrian crossing between Fishergate Primary School and Mecca Bingo to improve accessibility and increase pedestrian safety.

53% support 22% No opinion 25% Oppose

c) Provision of the following facilities to improve safety for cyclists, comprising:

- **On-road cycle lanes together with a short section of off-road cycleway between Heslington Lane and Hospital Fields Road, resulting in the loss of three trees; and/or**

All respondents
43% Support 19% No opinion 37% Oppose

Regular cyclists
52% Support 17% No opinion 31% Oppose

- **A continuous off-road cycle facility between Hospital Fields Road and Heslington Lane, involving widening of the footway on the Imphal barracks side of Fulford Road.**

All respondents
77% Support 11% No opinion 12% Oppose

Regular cyclists
85% Support 8% No opinion 7% Oppose

d) Provision of an on-road cycle lane for out-bound cyclists between Cemetery Road and Hospital Fields Road.

All respondents
68% Support 17% No opinion 15% Oppose

Regular cyclists
83% Support 9% No opinion 8% Oppose

e) Provision of new bus lanes (also accessible to cyclists and taxis) to allow buses to bypass queuing traffic:

- **City-bound on the approach to the Hospital Fields Road junction**
54% Support 17% No opinion 29% Oppose
- **City-bound on the approach to the Cemetery Road junction**
51% Support 19% No opinion 30% Oppose
- **City-bound on Fishergate from outside Mecca Bingo**
51% Support 19% No opinion 30% Oppose
- **Out-bound on the approach to the Hospital Fields Road junction**
51% Support 20% No opinion 29% Oppose
- **Out-bound on the approach to the Broadway junction**
52% Support 18% No opinion 30% Oppose

In terms of responses from the Fishergate ward area 58%+ supported the above with 25% opposed.
Of those who oppose bus lanes 45% are regular car drivers.

f) Provision of new traffic lights at the junction with Cemetery Road to control the flow of traffic to the north and to improve safety at the junction for cyclists and pedestrians.

56% Support 14% No opinion 30% Oppose

Of the businesses who responded 41% supported and 41% opposed this proposal.
Of those who oppose this proposal 41% are regular car users.

g) Improvements to the existing junction at Hospital Fields Road to reduce delays to buses and increase the number of vehicles that can pass through the junction.

76% Support 16% No opinion 8% Oppose

h) Keep permit and on-street parking and loading bays in front of principal shopping areas and residential properties.

76% Support 19% No opinion 5% Oppose

Of the businesses who responded 91% supported this proposal.

i) Minimal impact on verges and trees to preserve the character of the Fishergate area.

89% Support 9% No opinion 2% Oppose

The survey wanted to identify the potential impact of on-road and off-road cycle facilities in encouraging cycling to aid decisions on the type(s) of cycle facilities to provide.

Would the provision of either of these facilities be likely to encourage you or members of your household / business to carry out more journeys by bicycle?

a) On-road cycle lanes where space permits

All respondents 45% said “Yes” 55% said “No”

Regular cyclists 69% said “Yes” 31% said “No”

b) Off-road cycle facilities where space permits

All respondents 64% said “Yes” 36% said “No”

Regular cyclists 82% said “Yes” 18% said “No”

The survey sought views on and preferences for parking restrictions on sections of roads where new bus and cycle lanes are proposed.

New parking restrictions would be required at various locations along Fulford Road to support new bus and cycle lanes. What parking restrictions would you favour?

a) Towards city on Fulford Road between Heslington Lane and Broadway

No parking at any time	No parking at peak periods only	No restrictions	No opinion
22%	36%	27%	15%

b) Out-of-city on Fulford Road between Broadway and Heslington Lane

No parking at any time	No parking at peak periods only	No restrictions	No opinion
22%	36%	27%	15%

c) Towards city on Fulford Road between Broadway and Hospital Fields Road

No parking at any time	No parking at peak periods only	No restrictions	No opinion
35%	33%	16%	16%

d) Out-of-city on Fulford Road between Hospital Fields Road and Broadway

No parking at any time	No parking at peak periods only	No restrictions	No opinion
36%	34%	14%	16%

e) Towards city on Fulford Road between Wenlock Terrace and Cemetery Road

No parking at any time	No parking at peak periods only	No restrictions	No opinion
30%	37%	19%	14%

f) Out-of-city on Fulford Road between Cemetery Road and Hospital Fields Road

No parking at any time	No parking at peak periods only	No restrictions	No opinion
32%	36%	18%	14%

The survey wanted to assess the potential demand if a signalised crossing on the southern arm of the Heslington Lane junction was provided.

If a new pedestrian crossing was provided across Main Street on the approach from Fulford at the Heslington Lane traffic lights, how often would you use it?

Only 16% of respondents stated that they would use it more than once a week and 15% would use it once a week.

Of the Fulford respondents 27% would use it more than once a week and 19% would use it once a week.

The survey sought to identify which schemes should be given priority. They were given separate lists for Fulford and Fishergate and asked to choose three from each.

The proposed improvements are likely to be implemented over several years. Which measures do you think should be implemented as a priority over the short / medium term? (approx 2 years)

Fulford area schemes

Extend the existing riverside cycle route southwards	78%
Traffic queue relocation south of the proposed Germany Beck junction	54%
New pedestrian crossing island on Main Street at Elliot Court	46%
New bus lanes to the south of Fulford village	44%
New traffic lights at Naburn junction	37%

Fishergate area schemes

New cycle lanes / cycleways	60%
Improvements to existing traffic light junction at Hospital Fields Road	58%
New traffic lights at the junction with Cemetery Road	43%
New pedestrian crossing points	43%
New bus lanes	38%
New parking restrictions along sections of Fulford Road	29%

Those respondents who opposed any of the proposals were asked to explain why. The following is a list of the main issues raised:

- Considerable and intense opposition to introducing more sets of traffic lights. They are perceived as a major factor in worsening traffic delays and deteriorating air quality.
- Many see mini roundabouts and zebra crossings as better alternatives to traffic lights at junctions and crossings.
- Strong support for traffic reduction proposals. Many residents believe that the issue of volume of traffic must be resolved in addition to the flow of traffic.
- Concerns about the adverse impact of queue relocation on residents of Selby Road.
- Allowing on-street parking causes congestion, impairs traffic flow near junctions, and increases the danger for pedestrians and cyclists.
- Opposition to traffic measures which would remove a source of parking for residents. On-road parking should be preserved outside Fulford Park Surgery and St Oswald's Church.
- Some residents stipulate that there must be provision of off-street parking if bus lanes are introduced.
- Some environmental concerns about extending the riverside cycle path southwards as well as potential adverse impact on pedestrians using the route..
- There is strong support for proposals which bring about improved cycle accessibility.
- Some say that on-road lanes shared with buses are dangerous to cyclists.
- There are calls for the introduction of continuous cycle lanes all along Fulford Road into the city.
- Some residents have asked for bus fares to be reduced.
- Suggestions for 20 mph speed limit on some sections of the corridor.

The survey gave the public an opportunity to suggest other improvements. They were asked to indicate the location(s) and what the improvement should aim to achieve.

Are there any additional improvements you would like to see along the A19 Fulford Road?

The following is a list of the main issues raised:

- Review the operation of all the traffic lights and ensure that they are synchronised.

- Review “city centre” signs off the A64.
- Reroute traffic to and from the University.
- Review the proposed access to Germany Beck and Fordlands Road.
- Introduce congestion charging.
- Introduce fast and efficient park and ride service.
- Relocate bus stops so that traffic can pass.
- Introduce more residents parking to discourage commuter parking.
- Prevent parking at junctions of residential roads.
- Provide on-road parking at St Oswalds church for funerals and weddings.
- Provide safer access for cyclists and pedestrians to and from the Aldi and Iceland supermarkets.
- Provide a refuge on Fulford Cross.
- Introduce a pedestrian crossing near Fawcett Street / Kent Street junction.
- Suggestions for additional cycle paths to link to existing off-road cycle routes.
- Provide safer cycle / pedestrian crossings at the A64 roundabouts.
- Consider river boats between the city centre and park and ride site.
- Stop Germany Beck development and restrict any more developments along the corridor.

The survey sought to get an idea as to how the public perceive the proposed improvements will affect their travel times by various modes of transport.

How do you think the proposed improvements will affect your travel times by mode of transport?

	Increase	No change	Reduce
Car (485 responses)	42%	39%	19%
Bus (377 responses)	16%	32%	52%
Cycle (378 responses)	12%	56%	32%
Walk (400 responses)	5%	90%	5%

The survey sought to establish how the public perceive the proposed improvements will influence their choice of mode of transport. They were asked to tick as many of the boxes as appropriate.

How do you think the proposed improvements will affect your choice of mode of transport for journeys along the A19 Fulford Road?

Travel by car more frequently	5%
Travel by bus more frequently	15%
Travel on foot more frequently	6%
Travel by cycle more frequently	24%
Unlikely to influence choice of transport	47%
Other	2%

2. Issues raised at public exhibitions and meetings

As part of the consultation process, two public exhibitions and meetings were held, as below, at which residents could view the proposals in greater detail and ask questions of officers and the consultants.

- Fulford Social Hall, School Lane, Fulford on Monday 28 January 2008.
 - Danesgate Pupil Support Centre, Fulford Cross on Wednesday 30 January 2008.
- The exhibitions were from 2.00pm to 7.00pm followed by a more formal meeting from 7.00pm to 9.00pm with a ward councillor from the relevant ward also in attendance.

A total of approximately 150 members of the public attended the daytime exhibition at Fulford Social Hall, with approximately 120 people attending the subsequent evening meeting. The exhibition at the Danesgate Centre was attended by approximately 45 people, with a further 40 people attending the evening meeting.

The following is a summary of the issues raised.

Germany Beck development issues:

- Development will add significantly to the traffic congestion problems.
- Germany Beck should have a direct connection to the A64.
- Existing Fordlands Road users will have difficulty getting out.
- Pedestrians and cyclists going to / from Fordlands Road area will have difficulty crossing Germany Beck access road(s). Existing "safe route to school" will become unsafe.
- Concerns that development will increase the risk of flooding.
- Will proposals to raise the A19 at the new junction create flooding on land nearby?
- Is Fordlands Road also to be raised as it has also been closed due to flooding?
- How will junction be built and access maintained?
- Concerns about impact on adjacent SSSI.

A19 south of A64:

- Concerns that the queues will have an adverse effect on buses coming from Selby as well as making it more difficult to access the P&R site.
- Public transport from the south needs to be given more priority with express routes to encourage more people to use it.

A19 / Crockey Hill junction:

- Since this junction was signalised the outbound queues in the evening extend back through the A64 roundabouts and a significant length of Fulford Road.

A64 Interchange:

- Concerns that the A19 is signposted as "York Central" on the A64 encouraging motorists to use the A19 rather than other corridors such as the A1036.
- Concerns that proposals will only increase the risk of traffic queues back onto the A64 and south along the A19.

Selby Road / Naburn Lane junction area:

- Are traffic lights required? Junction appears to operate all right as a priority junction.
- Concerns about the impact of traffic signalised junction on access to local properties.
- Concerns that the proposed queue relocation will cause additional queues fronting Selby Road properties with adverse environmental impact on those properties. Suggestions to put the traffic lights away from the junction to try to minimise queues fronting Selby Road properties.
- Concerns about loss of verges as a result of road widening.

Naburn Lane:

- Concerns that additional traffic will use Naburn Lane, with adverse impact on villages to the south.
- Off road cycle path should be 2-way and link with the existing facility fronting the treatment works further down Naburn Lane. With the proposed extension of the riverside route this would provide a continuous off-road route between the city centre and Naburn / NCN route 65.

Heslington Lane to Broadway:

- Concerns about the impact of cycle lanes / bus lanes on parking. In particular loss of parking in vicinity of St Oswald's Church would cause major problems when there is a wedding or a funeral.

Hospital Fields Road junction signals:

- Many people said this is the main problem at present.

Cemetery Road junction:

- Support provision of signalised crossing facilities for pedestrians.
- However many felt that signals were not required and would result in more queuing.

Fishergate gyratory and area to north:

- Noted that this is subject to further study.
- This area is not currently as pedestrian / cycle friendly as it should be.
- Right turn into Piccadilly would benefit public transport services.

Traffic Signals (General):

- Concerns that there will be too many traffic signals along the corridor.
- The existing traffic signals appear to be the cause of a lot of the queuing, and additional signals will only aggravate the problem.
- If linking of signals is proposed, can it be effective with so many signals?

Cycling (General):

- Off-road cycle paths are considered safer than on-road.
- Concerns where off-road routes cross accesses and minor junctions (loss of priority compared with on-road route).
- Improve / extend off-road cycle routes to encourage more cyclists.

- Experienced cyclists will want to remain on-road with appropriate facilities wherever possible.
- Some cyclists would like us to be bolder in our proposals and want to see a continuous on-road route along the whole length of the corridor.
- General acceptance of conflict between fully catering for cyclists and providing adequate parking for businesses etc.

Buses (General):

- Suggestions to maintain bus priority by build-outs, similar to the existing one between Wenlock Terrace and Alma Terrace.
- If express P&R services proposed, a viable alternative local stopping service must first be provided.
- Consider fixed fare / correct fare and / or smartcards to minimise delays at bus stops.
- Bus fares are too high compared to parking charges. Cheaper (subsidised) bus fares are required, possibly funded by other charging schemes.

Parking (General):

- Concerns that some parking spaces are used for long term parking and time restrictions are required. This may be as relevant to side roads as to the main corridor.
- Many businesses operating along the corridor would be likely to close if they lose their nearby on-street parking. This would mean many residents would lose their local shops which they can walk to and potentially increase trips to shops further away.

Speeding Issues:

- Concerns that vehicle speeds are excessive at times. (Noted that the Police are responsible for enforcement).
- Could part-time 20 mph zone be considered on Fishergate in the vicinity of the schools?
- Concerns that some motorists ignore the red light at the Kilburn Road crossing.

Congestion Charging:

- Suggestions to introduce some sort of charging system, as this could save the expense of a lot of the proposals.

Other Issues:

- For people who work in Leeds, the time and cost to get to York station to catch a train means it is easier and cheaper to drive to Leeds centre or outskirts. Possible solution is express bus from York P&R site(s).

3. Petitions and comments from residents and businesses

The consultation also generated two petitions and a number of additional written representations. These are summarised below.

Residents of Selby Road and Naburn Lane area

A petition was received containing 57 signatures; 43 of which were from 20 properties in the vicinity of the junction and 12 of which were from adjacent properties. The wording on the petition was:

“We are residents in Selby Road and Naburn Lane area. In respect of the proposals for the A19 Fulford Road Improvements we support the objections raised in the Selby Road / Naburn Lane response document.”

In addition letters were received from three of the residents living in the vicinity of the junction objecting to the proposals.

The issues raised in the residents response document and the above letters can be summarised as follows:

- They strongly object to the proposals to signalise the Selby Road / Naburn Lane junction. They consider that the junction does not need to be traffic signal controlled and, if signals are required to create holding zones then these should be south of the residential properties.
- They strongly object to relocating queues onto the roads fronting their properties and the adverse environmental impact this will have from a noise, air and visual pollution aspect. They consider that any benefits to the rest of Fulford will be at their expense.
- They have major concerns about the impact that signalising the junction will have on access to properties in the vicinity of the junction.
- They object to the proposed road widening and resultant loss of verges.
- They have questions about the proposed bus priority measures.
- They note the adverse effect that the traffic signals at the A19 / Crockey Hill junction have had on the corridor. In particular in the evening peak when traffic tails back from Crockey Hill all the way through Fulford.
- They consider traffic signals to be the problem and suggest a real time experiment of turning off all the traffic lights at junctions along the corridor.
- They doubt whether the proposals will lead to a smooth flow of traffic and suggest a real time experiment using temporary signals.
- They raised issues related to the Germany Beck access and junction proposals.
- They raised issues with the consultation process and timescale.
- They requested and have been provided with copies of the relevant Technical Notes from the Halcrow Study.

A letter was received from a resident of Selby Road supporting the changes but raising some issues to be addressed as part of the detailed design.

Owners / Operators of Retail Premises between 194 – 216 Fulford Road

A petition was received signed by the owners / operators of seven retail premises on the above section of Fulford Road. The wording is as follows:

“There are 7 retail premises situated on Fulford Road between Alma Terrace and Hospital Fields Road. As the owners / operators of these businesses we would ask for the following comments to be taken into consideration when the final decisions are being made.

1. Passing motorists represent a significant proportion of the customers of the shops. If the existing parking spaces on Fulford Road are removed the shops will lose trade and inevitably some would close. If we are to retain shops it is vitally important that the parking spaces on Fulford Road are retained.
2. The situation for the shops would be improved if the parking spaces were subject to a time limit (eg 30, 60 or 120 minutes) to alleviate current problems caused by people who work in the city centre and who use the spaces as an all day car park thereby preventing use by our customers.
3. The lay-by outside the Shepherd Building is also used as an all day car park and also as an area to park and advertise cars for sale. It would be a significant improvement for the shops if that area was subject to a parking time limit.
4. The suggested time limits would help to discourage commuters from driving down Fulford Road if they were unable to park for the whole day and potentially would encourage them to use the park and ride thereby reducing the overall volume of traffic.
5. We appreciate that there are many views to be integrated when finalising the improvement scheme but we would ask that our comments are given careful consideration in the context of the value of the shops to the local community.”

Imphal Barracks

The Army expressed concerns about the potential loss of the right hand filter lane into Imphal Barracks for vehicles approaching from the south. They note that currently there is a right hand filter lane at the entrance for about 3 to 4 cars, and this allows free movement for vehicles going straight ahead.

They note that Imphal Barracks employs over 2,000 military and civilian personnel of which only about 300 live within the barracks whilst the rest commute to work. They therefore ask that consideration is given to retaining the right hand filter, as the consequence of removing it will cause a blockage to traffic.

Resident of Main Street, Fulford

A resident of Main Street who lives near the existing refuge island crossing wrote in questioning the need for the proposed signalised crossing just north of Fordlands Road. They consider that to retain the refuge would save money, would be more convenient for nearby residents who wish to cross the road, would do away with a set of traffic lights and keep the traffic flowing better.

Resident of Main Street, Fulford

A resident living at the northern end of Main Street wrote in to suggest that the most effective measure that could be taken, both for residents and the corridor, is to address the problem caused by single-occupant private cars between 0630 and 0930 on weekday mornings to access the place of work of the occupant. They suggest that we commence a robust examination of ways and means to eliminate single-occupant cars from the corridor at weekday morning peaks.

In the meantime they requested no more traffic lights, no incursions on grass verges or cutting down trees, no new parking restrictions, and no new bus or cycle lanes as they both have little effect.

Resident of Fulford

Disappointed with proposals to deal with congestion. Suggests that for effective management of traffic along Fulford Road, measures must be focussed on maximising car throughput at the traffic light controlled junctions and ensuring rapid dispersal at either end of the road. Raises particular concerns about the Hospital Fields Road and Cockey Hill signals.

Resident of Fulford

Reducing traffic would seem to be the most sensible option. Suggests this would require some sort of free Park and Ride scheme right on the A19 as current P&R charges are too high, particularly for cars with more than one occupant.

Resident of Riccall

Complained that residents of villages south of the A64 were not consulted and there were no signs on the A19 south of the A64 to make users of that section aware of the consultation.

4. Consultation with users of the corridor

During the consultation period the CYC website included a direct link to a section with detailed plans of the proposals and an on-line questionnaire for users of the corridor. This questionnaire was a suitably modified version of the residents / business questionnaire. Users of the corridor were made aware of the consultation through six signs erected at key locations along the corridor, three inbound and three outbound, as well as through the local media.

This resulted in 202 on-line questionnaires being completed.

Of those who took part in the online survey 85% lived within a York postcode, whilst 6% lived within a Leeds postcode and 4% within a Doncaster postcode.

To gain an understanding of the respondents current travel patterns the survey asked how often they travel along the corridor by mode of transport, where they travelled to and what time of day they undertook their journey. One trip is classed as an outward and return journey.

	Frequent trips (more than 2 trips per week)		Less Frequent trips (Less than 2 trips per week)	
	Frequency	Percent	Frequency	Percent
Car	147	81	34	19
Bus	21	18	93	82
Cycle	20	19	83	81
Walk	16	16	87	84

67% of outward journeys were between 7am and 9.30pm with 61% of return journeys between 4pm and 6pm.

The origins and destinations of non-resident corridor users from York postcodes who use the A19 Fulford Road corridor have been mapped and are attached in Annex A2.

The survey sought the opinion of users on a series of proposed improvements. Respondents were asked whether they supported, opposed or had no opinion on each improvement.

How strongly do you support the following proposed improvements to the A19 Fulford Road?

a) Provision of new and upgraded pedestrian crossings close to local primary schools, bus stops and local shops.

55% Support 33% No opinion 12% Oppose

Of those respondents who were opposed 90% were regular car users.

b) Extension of the existing riverside cycle path between St Oswald’s Road and the Germany Beck junction.

71% Support 19% No opinion 10% Oppose

c) Provision of on-road cycle lanes for out-bound cyclists between Cemetery Road and Hospital Fields Road (close to the TA centre).

53% Support 25% No opinion 22% Oppose

Of those respondents who were opposed 90% were regular car users.

d) Provision of new cycle facilities between Hospital Fields Road and Heslington Lane.

56% Support 31% No opinion 13% Oppose

e) Provision of new shared use bus and cycle lanes on the approach to key junctions, such as Hospital Fields Road.

37% Support 24% No opinion 39% Oppose

Of those respondents who were opposed 85% made regular car trips along the corridor. Of those respondents who originate from south of the corridor, some 40% were in support of this proposal.

f) Provision of new traffic lights at the junction with Cemetery Road to control the flow of traffic to the north and improve safety at the junction for cyclists and pedestrians.

41% Support 18% No opinion 41% Oppose

Of those who supported this proposal 12% regularly walked and 17% regularly cycled, whereas of those who were opposed to this proposal 89% were regular car users.

g) Improvements to existing traffic lights at other principal junctions, such as Broadway, to reduce the delay for buses and increase pedestrian and cycle safety.

42% Support 28% No opinion 30% Oppose

h) Relocating traffic queues outside Fulford village to the south of the proposed Germany Beck junction to improve circulation at junctions further north, increase access for local residents and improve local air quality.

29% Support 22% No opinion 49% Oppose

Of those respondents travelling from south of the corridor, some 63% were opposed.

i) Provision of new traffic lights on the roundabouts at the A64 interchange south of Fulford.

38% Support 17% No opinion 45% Oppose

Opposition was greatest amongst respondents travelling from south of the corridor, with support strongest from those travelling from the west.

The survey sought to identify whether there was a preference for on-road or off-road cycle facilities between Heslington Lane and Hospital Fields Road. Respondents were asked to indicate which of three options they preferred.

The provision of cycle facilities between Heslington Lane and Hospital Fields Road could comprise one of two alternatives, involving minor widening into the verge. Which would you prefer?

On-road cycle lanes together with a short section of off-road cycleway.	23%
Shared use off-road pedestrian / cycleway.	64%
Neither.	13%

The survey sought to identify respondents views on and preferences for parking restrictions on sections of road where new bus and cycle lanes are proposed.

New parking restrictions would be required at various locations along Fulford Road to support new bus and cycle lanes. What parking restrictions would you favour? For each location choose one of the following:

- **No parking at any time**
- **No parking at peak periods only**
- **No restrictions**
- **No opinion**

a) City-bound between Heslington Lane and Broadway

No parking at any time	No parking at peak periods only	No restrictions	No opinion
21%	45%	15%	19%

b) Out-bound between Broadway and Heslington Lane

No parking at any time	No parking at peak periods only	No restrictions	No opinion
20%	43%	17%	20%

c) City-bound between Broadway and Hospital Fields Road

No parking at any time	No parking at peak periods only	No restrictions	No opinion
24%	46%	8%	22%

d) Out-bound between Hospital Fields Road and Broadway

No parking at any time	No parking at peak periods only	No restrictions	No opinion
29%	39%	9%	23%

e) City-bound between Wenlock Terrace and Cemetery Road

No parking at any time	No parking at peak periods only	No restrictions	No opinion
26%	40%	11%	23%

f) Out-bound between Cemetery Road and Hospital Fields Road

No parking at any time	No parking at peak periods only	No restrictions	No opinion
23%	42%	12%	23%

The survey sought to identify which schemes users consider should be given priority. Respondents were asked to choose three from a list of seven.

The proposed improvements are likely to be implemented over several years. Which measures do you think should be implemented as a priority over the short / medium term? (approx 2 years)

Extension of the existing riverside cycle path from St Oswalds Road to Germany Beck.	54%
Provision of cycle lanes / cycleways.	51%
Parking restrictions along proposed new bus and cycle lanes.	45%
New pedestrian crossings providing improved access to schools, bus stops and local shops.	41%
New traffic lights on the roundabouts at the A64 interchange.	33%
Provision of new shared use bus and cycle lanes on the approach to key junctions, such as Hospital Fields Road.	28%
Introduction of new traffic lights and pedestrian crossings at the Cemetery Road junction.	26%

Respondents were given an opportunity to suggest other improvements. They were asked to indicate the location(s) and what the improvement should aim to achieve.

Are there any additional improvements you would like to see along the A19 Fulford Road?

There was a strong response that one of the biggest contributors to congestion along the corridor was traffic lights and their time sequence. It was felt by many that there should not be any more traffic lights along the corridor and some thought that some

existing traffic lights should be taken out or that the timings at a number of locations should be altered.

There was a suggestion to widen the A19 north of Crockey Hill to segregate York-bound private traffic from A64-bound traffic and buses. There was also a suggestion for an off-road cycle / pedestrian path along this section of road.

There were suggestions to reintroduce express park and ride services as well as to introduce a direct service from the park and ride site to the University during peak hours.

Some respondents suggested peak hour congestion charging should be implemented on all roads into York.

The survey sought to get an idea as to how users perceive the proposed improvements will affect their travel times by various modes of transport.

How do you think the proposed improvements will affect your travel times by mode of transport?

	Increase	No change	Reduce
Car (175 responses)	70%	17%	13%
Bus (71 responses)	18%	37%	45%
Cycle (53 responses)	4%	68%	28%
Walk (42 responses)	2%	81%	17%

Some 81% of respondents who travelled from south of the corridor by car thought their journey times would increase whilst 40% who travelled by bus thought they would benefit by reduced journey times..

The survey sought to establish whether the proposed improvements would affect the respondents choice of transport.

How do you think the proposed improvements will affect your choice of mode of transport for journeys along the A19 Fulford Road?

	More frequently	Less frequently	No change
Car (182 responses)	4%	12%	84%
Bus (143 responses)	11%	5%	84%
Cycle (143 responses)	16%	3%	81%
Walk (143 responses)	4%	2%	94%

Some 6% of those who currently travel regularly by car stated that they would use the bus more frequently if the proposed improvements went ahead. Some 33% of those who currently travel by bus on more than 2 trips per week said that the improvements would make them travel by bus more often.

5. Consultation with bus passengers

An on-board consultation was carried out with passengers using the Park & Ride Red Line Service 7 operating between the Designer Outlet P&R site and York and the Arriva Service 42 which operates between Selby and York. The surveys were carried out inbound in the morning peak and outbound in the evening peak. The questions and responses are summarised below.

The first set of questions were about the particular journey being made, including how long that journey would take on an average “good” day compared with how long it could take on an average “bad” day.

A total of 196 passengers completed questionnaires, of which 82% were on the Park & Ride service and 18% travelling on the Arriva service. 60% were completed on inbound journeys and 40% on outbound journeys.

Of those who boarded at the Designer Outlet 68% had driven with another 17% arriving as car passengers. In comparison 98% of those boarding the bus along Fulford Road walked to the departure bus stop.

Passengers said that the average journey time from Designer Outlet to the city centre was about 15 minutes on a good day but nearer 30 minutes on a bad day. In the reverse direction these times were 17 minutes and about 35 minutes. The trip between Selby and the centre of York would take about 50 minutes in either direction on a good day but at least 30 minutes longer on a bad day.

The second set of questions focussed on the proposed improvements.

How important do you feel the provision of new bus priority measures are in reducing your bus journey times and increasing service reliability?

56% responded ‘very important’;
34% responded ‘quite important’;
2% responded ‘unimportant’; and
8% responded ‘don’t know’.

In the absence of any dedicated bus priority measures, journey times for both bus passengers and car drivers are predicted to increase. If bus journey times were to increase above their current levels, how would this influence your travel behaviour?

34% would consider travelling by bus less;
54% indicated ‘no change’; and
12% indicated ‘don’t know’.

The package of measures proposed as part of the A19 Fulford Road improvements are estimated to provide bus journey time savings of up to 10-15 minutes between the Designer Outlet and the city centre during busy peak periods. Do you think a journey time saving of 10-15 minutes between the Designer Outlet and the city centre is an adequate time saving?

99% responded ‘yes’ whilst 1% responded ‘no’. The one person who responded ‘no’ felt that a 20 minute time saving was more appropriate.

6. Responses from key stakeholders and focus groups

Ward Councillors

Cllr A D'Agorne (Fishergate ward) made the following comments:

- Further consultation / survey will be required on new pedestrian crossings and Cemetery Road junction once detailed plans are available.
- Does not support converting the zebra crossing fronting St George's School to a signal controlled crossing.
- Considers a signal controlled crossing near Mecca bingo could be dangerous unless incorporated into signalised junction as drivers may think the green light relates to them having priority to enter the junction. Suggests a zebra crossing may be more appropriate. Notes that Fishergate School plans to install a ramp and relocate the steps which needs to be taken into account when locating any crossing facilities.
- Urges that consideration is given to a part time 20mph (when lights flash) on the section of Fishergate between Grange Garth junction and the gyratory, which would cover Fishergate and St George's Schools.
- Would like to see limited waiting parking for the shops implemented as a priority.
- A safe pedestrian route from Kent Street / Paragon Street is urgently needed, even if the longer term solution may be to revise or remove Fishergate gyratory.
- Putting in the bus lane leading onto the gyratory from Fishergate early on would indicate that bus priority measures are part of the corridor strategy. It would be better still if a bus only right turn into Piccadilly, with appropriate warning measures could be provided. Additional measures to help pedestrians to cross and to assist cyclists in that area would be beneficial.
- Widening the footway in front of the Barracks for a shared use path would be a good first step for cyclists.
- Supports early provision of in-bound on-road cycle lane south of Maple Grove.
- Wants to avoid removing any mature trees, compromises may need to be made.
- Notes that it may be advisable to defer the Broadway to Heslington Lane section pending the outcome of Connaught Court development proposals.
- If Cemetery Road is to be signposted as a cycle route, need to review what cycle lanes can be provided. In addition suggests a pedestrian refuge island near to the Cemetery entrance.

Cllr D Taylor (Fishergate ward) made the following comments:

- Taxis are not mentioned. They are important to some people, in particular the elderly, and should be accorded the same priority as buses. Would also like to see taxis being fuelled by more sustainable means.
- Commuter parking on the side roads needs to be addressed.
- Acknowledges there are considerable issues regarding the Fishergate gyratory but providing safe pedestrian crossing facilities has to be a priority.
- The right turn from Fishergate into Piccadilly should be considered as a priority.
- Build-outs for buses are a danger to cyclists.
- The loss of roadside verges and trees should be kept to a minimum. Pedestrians are at the very top of CYC hierarchy and the overall quality of the environment must not be sacrificed.

- Improvements to the operation of the Hospital Fields Road junction should be a priority.

Cllr K Aspden (Fulford ward) made the following comments:

- He supports the views expressed by Fulford Parish Council.
- He notes the objections and concerns raised by residents of Selby Road and Naburn Lane and would like to see further discussions with those residents take place.
- He would like to see priority given to the refuge island crossing near Elliot Court as this has been on hold for a while.

Parish Councils & Planning Committees

Fulford Parish Council

Fulford Parish Council is pleased to note that in making the proposed changes to the A19 (changes which are referred to in the document, as ‘improvements’) there is an explicit recognition of the importance of conserving the historic character of the village of Fulford, and in particular the need to preserve on-street parking, verges and trees. Also we commend the efforts made to improve pedestrian, cycling and public transport provision. In addition the Council considers that:

- the siting of a pedestrian refuge on the A19 opposite Elliot Court is to be supported and would be advantageous to all those who live in the area.
- the extension of the riverside cycle route from St Oswald’s Rd to Landing Lane is also a good idea in principle but that this development should be done sensitively (e.g. no lighting of the area) given the need to preserve the ecology of the adjacent SSSI.

However, there have been comments that perhaps assumptions are being made without direct evidence e.g. that people will use the Park and Ride when, due to the nature and geographical layout of Fulford Road, there is no prospect of a dedicated bus lane. Whilst in addition the Parish Council does have some serious reservations concerning the wisdom of some of the more specific proposals contained in this document. For example, it is the opinion of the Parish Council that:

- the need for traffic lights at the junction with Naburn Lane is highly questionable and a cause for concern especially given that a bus lane could be put in place which links up with the A19 bus lane without the need for traffic lights. The addition of *Keep Clear* markings could be much more useful. There seems to be some confusion as to whether this was a condition of the Germany Beck development, it seems that signalisation is an S106 so there is ample leeway for change if the objectives can be achieved in a slightly different way. There is concern that these lights plus ones at the Germany Beck junction could lead to potentially very dangerous situations on the A64 and traffic backing up way beyond Crockey Hill in the morning and through Fulford Village in the evening.
- it would be advantageous to have bus lanes from the main road at Designer Outlets (which is owned by CYC and used by Arriva buses at the moment). However there is some concern over the fact that CYC does not own Designer Outlets’ Park & Ride site and hence that the plans for new traffic lights and bus routes could all come to nothing.

- the effect on the residents of Selby Road of holding traffic at a new Naburn Lane or Germany Beck junction is a cause for concern.
- that a new pedestrian crossing on the southern arm of the A19 Heslington Lane junction is unnecessary.
- that it is as important to preserve the trees and grass verges between Heslington Lane and Broadway as those along Main Street.
- that the loss of parking outside the grounds of Connaught Court and in front of Fulford church is a serious cause for concern given that there is nowhere else for cars to park when there is a wedding or funeral.
- that off-road cycle routes should be preferred wherever possible to on-road routes given that the former are much safer. In addition it should be noted that short sections of unconnected on-road cycle routes are unpopular.
- that the proposed change in the operation of the traffic lights at Hospital Fields Rd is long overdue. At the moment these lights cause unnecessarily long delays to all traffic on the A19 in both directions.
- that CYC should seriously consider changing the signage for cars entering the A19 from the A64. At present cars are directed into the city along the A19 as a consequence of encountering signs indicating that this is the direction to 'York Centre'. However, since there are larger Park and Ride sites on both the A1036 (Tadcaster Road at Tesco) and A1079 (Hull Road at Grimston Bar), while traffic on the A19 has to turn away from York to encounter the Designer Outlets' Park and Ride it would make much more sense to direct traffic into York along these other roads, indicating that this is the way into 'York Centre', while the sign pointing to the A19 merely says 'York South'.

Naburn Parish Council

There are several issues which concern the Parish Council:

- Is there enough room for a shared use bus and cycle lane going up Naburn Lane from Designer Outlet to the junction and is the bridge (over the A64) strong enough to take the three lanes of traffic?
- Safety issues with cycles and buses sharing the same lane, has any other town introduced such measures, if so what are their experiences?
- Safety concerns about the existing exit for buses from Designer Outlet onto Naburn Lane due to poor visibility and angle of turn. Also concerns about misuse of exit when the rising bollard is out of action.
- The school bus from Naburn to Fulford School currently goes out from Fulford to Naburn, then drives via Stillingfleet (without picking anyone up) to the A19 at Escrick and then goes back into York picking up children at Deighton. Unless the route is changed the school bus will join in with the queuing traffic and take longer than at present to get the children what is a short distance to York.
- The proposals will cause the A19 congestion to stretch further south, beyond the ring road, going into York. This will have an adverse effect on Naburn village, the traffic travelling towards York from the south will avoid the congestion by using the B1222 to cut through the villages. Experience shows that the rise in volumes of traffic through Naburn since the Crockey Hill traffic lights were installed and other incidents which occur on the A19 result in all the lanes leading into Naburn being abused by speeding commuters. It is the Parish Council who has to complain to get the lanes repaired and resurfaced in places.

The Parish Council noted that several safety measures which they have proposed for the village, such as a zebra crossing, VAS signs, extending the 30 mph zones, and a traffic calming gateway feature have either been rejected or are still awaiting implementation.

Naburn village is prone to flooding along the B1222 and the parish council feel that increased traffic through the village as a result of the proposals will increase the mayhem within the village during times of flood.

The Parish Council ask if the proposal could be replaced with the provision of access for the Germany Beck development to the A64 by a new roundabout east of the present A19.

They note that, if the proposal were to go through it would only be acceptable in Naburn from an environmental and road safety perspective if the damage could be offset in part by the following measures in combination:

- a) The installation of a zebra crossing at the crossing point on the B1222 in front of Naburn C of E School.
- b) The installation of signs at the junction of Moor Lane and Howden Lane with the A19 saying “no access to York” to discourage “rat runners”.
- c) Extension of the 30 mph at both ends of the village to allow VAS signs to be fitted.
- d) Installation of the accepted traffic calming gateways at both ends of the village.

Deighton Parish Council and **Fishergate Planning Panel** were consulted but, to date, no formal response has been received.

Riccall Parish Council

Although not officially consulted the parish council offered the following comment.

The Parish Council feel that to create an artificial holding bay of traffic, south of the A64 along the A19 would merely displace the current problem. They fear that, as traffic queued along the A19, villages like Riccall, Cawood, Stillingfleet and Naburn would experience increased traffic problems, as drivers attempted to avoid the A19 by using the back roads to head towards York from the Selby area. They are against the proposals for these reasons.

Emergency Services

North Yorkshire Police have been consulted and have indicated the following in discussions:

- They support the principles of the scheme but have comments on some aspects of detail.
- In view of the problems caused by the existing traffic signals on the corridor they would like to see these improved and linked before consideration is given to any new signals.
- Apart from the Germany Beck junction signals and possible signals on the northern A64 roundabout at the A64 eastbound off-slip, they would have difficulty supporting additional signals at the present time.

Further discussions will be held with the Police as proposals are developed.

Yorkshire Ambulance Service have been consulted but have not formally responded.

North Yorkshire Fire & Rescue Service have given the following comments:

- The proposals would appear to reduce congestion and journey times which can only be of benefit to the Fire & Rescue Service
- The additional bus lanes would be beneficial to our service as we could use them when responding to an emergency call and would hopefully allow us to reach incidents faster than we currently do as traffic will not be as restrictive to us.
- If it was possible they would like the new traffic lights linking into the green wave system that they currently have.

Public Transport Operators

First York, Arriva Yorkshire and Veolia have all been consulted but have yet to formally respond. It is understood they support any measures which will reduce bus journey times and help improve the reliability of services.

Further discussions will be held with the respective operators as the proposals are developed.

Cycling Groups

The following comments have been received from the Cyclists Touring Club, York Cycle Campaign and Transport Initiatives.

- Support intention to improve public transport reliability but have concerns that taxis using bus lanes can interfere with the working of associated traffic signals.
- Concerns that cycle journeys using Main Street, Fulford Road and Fishergate will become even less seamless than they are now.
- Regret that on-street parking in both Fulford and Fishergate, a major contributor to hazards for cyclists and pedestrians, is not to be dealt with.
- The need for a 20 mph zone on the section of Fishergate where schools are located should also be addressed.
- Extension of the riverside cycle route would be supported on the basis that it was well designed and engineered with a view to its being available on a 365 days basis so far as possible. Thus its location should be on high ground as far away from the river as possible and thus provide good links with residences adjacent to Main Street. It could provide a link to Germany Beck housing and hopefully on towards the university.
- A cycle link from School Lane to the Germany Beck access road or Fordlands Road would also be worth consideration.
- Support the provision of on-road cycle lanes, which ideally should be mandatory. However they acknowledge the need for good quality off-road routes to encourage more people to cycle.
- Dislike the proposal for off-road only cycle facility south of Hospital Fields Road as this creates problems for cyclists who choose not to use such a facility. An on-road cycle lane should be provided rather than the suggested shared footway.

- Concerns about safety at locations where bus lanes end near junctions and all vehicles going straight on will have to switch in to the left hand lane, populated by cyclists and buses.
- Not convinced of necessity for traffic signal control at Cemetery Road junction, where the potential for some re-alignment might be more valuable.
- All cycle lanes should be 1.5m wide as an absolute minimum.
- Suggest that upgrading the existing footpath running from the A19 close to its junction with Landing Lane to Naburn Lane close to the A64 bridge could provide a more expedient cycle link from Selby Road to Naburn Lane.
- Would support a two-way off-road cycle path from Landing Lane along Naburn Lane, to serve Designer Outlet (employees and shoppers) and also link beyond it with the existing off-road path along Naburn Lane to Naburn village and the Sustrans York – Selby path.

School Crossing Patrol Supervisor

The School Crossing Patrol Supervisor offered the following comments on the two proposed signalised crossings on Fishergate. Both sites currently have school crossing patrols operating at them.

Outside St George's Primary School

- The existing zebra crossing works very well during rush hour times in the morning when a patrol is operating, when children are leaving school, and indeed at all other times of the day.
- Has concerns that some motorists and cyclists go through red lights at signalised crossings.

Outside Fishergate Primary School / Mecca Bingo

- Questions the need for a light controlled crossing.
- The school crossing patrol operator on this site has been there for 30 years.
- There is currently a large pedestrian island enabling pedestrians to cross the single lanes in safety.

Other Authorities

The **Highways Agency** have been made aware of our proposals and have indicated that they are happy to work with us in developing a solution for the A64 interchange. Detailed discussions will be held with them as the proposals for the interchange are developed.

The **Government Office for Yorkshire & Humberside** have been made aware of our proposals.

North Yorkshire County Council have been made aware of our proposals. They have sent a holding objection to proposals to relocate queues as they fear that increased congestion south of the A64 will have an adverse effect on the journey times of their residents and cause traffic to divert to other routes, with an adverse effect on villages on those routes. Discussions will be held with them on these and any other issues of concern.