

TSAR – YK2235 – Bishopthorpe Road / Scarcroft Road Design Options Consultation

The below summarises are responses from Stakeholder consultation undertaken on the three options put forward. In total 10 external responses were provided, two of these by councillors.

- 5 were in favour of option 3
- 1 was in favour of option 2
- 2 was in favour of option 1
- 2 did not provide a preferred option.

The responses via formal letters from organisations are included within Annex X. These written responses were from:

- York Civic Trust
- York Cycle Campaign
- Bishopthorpe Road Traders Association

Each of these organisations was in favour of option 3 to be taken forward. Furthermore, all Local Ward Members who responded were in favour of Option 3.

Responses from councillors are shown below:

Green Party Representative

The Green group very much support the Option 3 with the additional crossing. In addition we would urge consideration of a different surface treatment for the junction and using the 'all green' pedestrian phase to allow diagonal crossing where this is the desire line for pedestrians.

Cllr Hayes (Micklegate)**In favour of Option 3.**

In November 2015 Bishopthorpe Road won Great British High Streets Award. One of the main reasons the street won the award was that the Bishopthorpe Road Traders Association (BRTA) had done its utmost to improve the sense of community and improve the environment from a residents and visitors perspective. To this end the BRTA over several years had been trying to do what it could to lobby for improvements to the street from a pedestrian perspective. After winning the award it was decided that they would invest some of the prize money to carry out a survey of traffic and pedestrian movements on the street. To then suggest to CoYC how the area could be improved for pedestrians and cyclists. This junction has been a major focus of this research.

With over £3,000 of the prize money BRTA employed a graduate student and with the help of many volunteers to carry out research into what was happening on the street from a traffic and pedestrian perspective. To then consider how we could improve Bishopthorpe Road for shoppers and residents and how highways department could make the shopping area more pedestrian friendly.

The report was published in March 2016 and with the help of Professor Tony May the report concluded that there were a number of improvements that could be made to make the shopping area a much more pedestrian and bike friendly area.

I am certainly not an expert on traffic but the research has made me very much aware of how the area needs to improve for pedestrians. This is a busy road with over 1000 car movements per hour at peak times in and around this junction. CCTV coverage surveys showed where people were crossing on the street and how long they were waiting. The suggested improvements that were put forward were based on what had been learned from this research. (I have attached the report.)

Our surveys carried out on who was using the shops showed some interesting results. Of those people passing the shops who were surveyed 21.1% came by car, 73.3% walked, 4.4% cycled and 1.1% used public transport. So our sense that this was a busy pedestrian street was confirmed and indeed the vast majority were walking or cycling to the street.

Our aim having looked at the results of the survey was to try to come up with ways of signalling to traffic that they were entering an area that should be treated as a pedestrian and bike friendly area. That vehicles needed to drive accordingly and be aware of pedestrians and that signalling and crossings should help improve safety and convenience for them.

As part of the conclusions about how to improve the street for pedestrians the crossings at the Bishopthorpe and Scarcroft Road was looked at in detail. Professor May put forward several alternatives that would help pedestrians at this junction without having a major impact on traffic congestion. The favoured option based upon our research is closest to Option 3 above.

Pedestrians have recorded their concerns about the length of times they were having to wait at this junction, particularly if they needed to cross from Cherry Tree Green to the Eastern side of Bishopthorpe Road. This involved two crossing and considerable potential delay. The additional crossing in option 3 will be very beneficial for pedestrians.

There have been many reported incidents of close misses at the junction with pedestrians nipping across and misinterpreting traffic movements. Clearer signalling and the additional crossing as suggested in Option 3 will help to reduce delays, help to make this a more pedestrian friendly junction, reduce the number of near miss situations but not have a major impact on congestion.

Although this is the most expensive option I would strongly favour Option 3 and that is based on sound research and sound advice.

The following points were raised in the consultation responses:

Option 1

- Generally, those who were in favour of option 1 saw that changes to the layout would lead to dis-benefits and as such wanted to keep the status quo. The major items raised in Options 2 and 3 that made respondents choose Option 1 were:
 - Potential increase in disruption / safety concerns by Sainsbury Delivery vehicles
 - Removal of central refuge and central cycle lane on Bishopthorpe Road leading to increased vulnerability to cyclists
 - Removal of the left turn filter from Scarcroft Road leading to increased delay and queuing on Scarcoft Road.
- Those who did pick option 1 did comment that a crossing on the north arm of Bishopthorpe Road would be a positive improvement and asked if this could be included within an existing junction form.
- For the majority of respondents Option 1 was seen as a continuation of the status quo and missed the opportunity to make a positive change.

Option 2

- Option 2 was only chosen as a preferred option by 1 respondent only. No reasoning was given by this respondent.
- However, respondents generally saw it as a positive change seeing it as beneficial in reappportioning road space more fairly between users of the junction and providing improved facilities to cyclists and pedestrians.

Option 3

- Option 3 is the preferred option by the majority of consultees.
- The provision of a pedestrian crossing over Bishopthorpe Road north was the main for the choice. This was seen to provide a significant benefit to pedestrians and reduce their delay crossing the road.
- As per option 2 there was support for the general reappportioning road space more fairly between users of the junction and providing improved facilities to cyclists and pedestrians.
- Consultees also suggested:
 - Looking at alternative signal staging (*this has been investigated by the council previously and rejected based on capacity issues*)
 - Introducing diagonal crossings at the junction (*safety concerns have been raised by the design team about such an installation at this location*)
 - Co-ordinating the green times of the Puffin crossing at Bishy Road shops to that of the junction to reduce congestion (*this will be done as any scheme taken forward*)
 - Provision of significant changes to the junction to provide enhanced cyclist infrastructure based on Danish philosophy (*seen as outside the scope of the project*)
 - Providing additional bike parking provision and relocating this to the car park (*seen as outside the scope of the project*)
 - Provision of a zebra crossing at Darnborough Street (*seen as outside the scope of the project and covered by other CYC feasibility studies in this area*)
 - Yellow box over Bishopthorpe Road / Vine Street junction (*seen as outside the scope of the project*)

Officer responses to the proposal were limited. They highlighted:

- Loading issue adjacent to Sainsbury's and if a design solution could be accommodated within the detailed design
- Concerns over increased delay on Scarcroft Road
- Reduction in stacking space on Bishopthorpe Road Southbound and impact on resilience of the junction
- Issues related to removing of the central island on Bishopthorpe North and the technical issues of providing forward visibility to traffic signal heads.