

ANNEX D - Summary of detailed responses to the Navigation Road Walking & Cycling Improvements Consultation

Organisation	Main points of response	Officer Response
<p>York Civic Trust – Transport Advisory Group</p>	<p>Welcome the proposals, reinforce message that residential areas are for living space and not appropriate for through-traffic, provides a solution to a significant barrier on North-South cycle route.</p>	<p>Agree</p>
	<p>Need for the North-South cycle route demonstrated by recent cyclist casualty figures with clusters at junctions on inner ring road. Route is much needed if cyclists have to avoid footstreets area and inner ring road. Although route uses low-traffic roads and off-road sections it's junction with Navigation Road is a hazard and made worse by traffic from Walmgate using the road as a short cut.</p>	<p>The proposals should address these concerns</p>
	<p>The diversion route for traffic is of a similar length so no big disadvantage. Have concerns about three aspects of the designs proposed.</p> <ol style="list-style-type: none"> <li>1. Junction of Hungate Bridge and Navigation Road – needs a table junction with proper demarcation for users.</li> <li>2. Left turn slip road from Walmgate Bar to Foss Islands Road has no protection for pedestrians crossing and has poor sightlines for drivers and pedestrians – this needs some pedestrian priority such as a zebra or by signalling it.</li> <li>3. Suggest relocating all car parking to west side of road and installing buffer strip to prevent cyclists being struck by car doors.</li> </ol>	<ol style="list-style-type: none"> <li>1. The scheme looking at the area in front of Navigation Wharf should address these concerns</li> <li>2. A safety review will be undertaken on the slip road crossing facilities. The outcome of that review will determine what is needed / appropriate.</li> <li>3. On the stretch between Walmgate and Rosemary Place there is only one run of parking bays on the eastern side of the road. This is partially opposite a side road (Bretgate) and has one disabled bay at each end. The residential properties opposite this parking on the western side of Navigation Road are much closer to the carriageway than those on the eastern side who have front gardens and shrubbery as a buffer therefore moving the parking bays will inevitably upset residents on the western side and will result in a net loss of parking capacity.</li> </ol>

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Kate Ravilious	In favour of measures which reduce and slow down traffic making it safer for pedestrians and cyclists. Conditions will be improved for northbound cyclists but could be worse for southbound ones due to there being insufficient space for drivers to pass cyclists safely without close-passes.	Agree
	Would prefer a full point-closure (as per EATF guidance). Delivery drivers can still access area and residents their properties. Full closure would create even safer cycle route with very low traffic levels.	Full closure would not be popular with many local residents and would require further consultation as it was not part of the original consultation. This option would potentially not be popular with emergency services.
	Pleased to see changes to bollards, need to ensure spacing is in accordance with LTN1/20.	Gaps between bollards will be a minimum of 1.5m as per the guidance
	Pleased to see changes proposed to Rowntree Wharf car park exit area, would like pedestrians and cyclists to be given priority here and vehicles to give way as per council's transport hierarchy and LTN1/20 guidance.	This is the aim of this particular aspect of the proposals
	Proposed new dropped kerbs and build-out only useful if can be accessed by all types of cycle and have clear onward routes. Would like expanded cycle path to be extended as far as possible	The dropped kerbs at the build out will be amended to ensure adapted cycles are able to make the manoeuvre. The shared segregated path does extend northwards but doesn't extend off-road all the way to the Layerthorpe Bridge junction due to the widths available. Officers are looking at the potential to continue the scheme south of Navigation Road but that will come forward separately.
York Cycle Campaign	Broadly welcome the proposals, especially as it forms part of NCN 658 route. Members regularly complain about the section between Hungate Bridge and Foss Islands Road and may be discouraged currently from using Navigation Road to access the city centre.	

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York Cycle Campaign contd.	<p>One way plug – members would prefer a full point closure to maximise traffic reduction along the road and are concerned the one-way will be regularly abused. Concerns that the planter at the plug will force drivers into the southbound cycle lane and drivers may not give way to cyclists. Can an alternative layout of planters be used to reduce the danger of side-swipes? As cycle lane and traffic lane meet minimum LTN1/20 requirements why isn't a mandatory cycle lane proposed on approach to pinch-point? This would reinforce the separation.</p>	<p>Full closure would not be popular with many local residents and would require further consultation as it was not part of the original consultation. This option would potentially not be popular with emergency services. The scheme will be closely monitored after implementation and measures taken if abuse levels are significant. Alternative layouts at the one-way plug are being investigated to address the concerns. A mandatory lane is proposed up to the point where drivers would need to move across into the cycle lane.</p>
	<p>Hungate Bridge – have not seen any proposals as yet but members say the bridge is a conflict point with pedestrians due to current pinch-point and poor sight-lines due to Travis Perkins' wall. Conflict with drivers at car park exit due to lack of clear priority, revised junction layout should make priority clearer.</p>	<p>The aim of these aspects of the proposals are to address the areas of conflict.</p>
	<p>Navigation Road leading up to Foss Islands Road – notorious for close-passes. Suggest carriageway be reduced in width with buffer strip to parking to ensure cyclists are not car-doored and take the primary position. Reduced traffic levels and speeds fits with guidance</p>	<p>Reduced traffic flow, especially in the eastbound direction, should reduce the instances of close passes. Two-way traffic still needs to be accommodated along this section to serve the residents of Rowntree Wharf. If carriageway width is reduced further it will be very difficult for vehicles to pass each other unless some parking bays were set aside as passing places. A buffer zone can be marked to encourage cyclists to ride further away from the car door zone.</p>
	<p>Foss Islands Road junction – welcome the increased width available for cyclists and enhanced priority at the side junctions. The proposed build-out may not accommodate all types of cycle so may need to be redesigned, can a parking space be removed and a shallower entry onto the cycle track be provided as per figure 9.6 in LTN1/20</p>	<p>The dropped kerbs at the build out will be amended to ensure adapted cycles are able to make the manoeuvre.</p>

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York Cycle Campaign contd.	Foss Islands Road – Welcome change in priority at business entrances but would like clarification as to whether it is proposed as segregated or share use, would prefer segregated as per LTN1/20 guidance	This is proposed to remain segregated as per current facility
National Centre for Early Music	The NCEM is a thriving educational charity providing a year round programme of concerts and educational opportunities. Supported by the City of York Council and an Arts Council NPO, the Centre is also a well-used community venue, utilized by the NHS for blood donations and as a polling station as well as a thriving venue for conferences & wedding receptions. Access is needed to and from the venue for our staff, musicians, audiences, and all the associated services to support this work, at all times of the day, night and week. Our main concerns with the proposed changes are:	
	Communicating the change in the one-way plug on Navigation Road to all that use the NCEM, so it is clear when exiting Percy's Lane that exit is via Walmgate, not Navigation Road. NB This will particularly impact our evening audiences so should be clearly signed and visible in the evening light.	Signing will be clear and at the appropriate locations to ensure drivers are aware of the changes. Messages will also be communicated via the council's websites, the local media and social media
	That the larger vehicles that need access to the NCEM (BBC recording lorries, NHS Blood donation lorries etc) are still able to access the narrowed route on Navigation Road, and exit via Walmgate Bar	Larger vehicles should still be able to get to and from the NCEM. Access will still be available from Foss Islands Road but exit will need to be via the Walmgate junction.
	If the trial improvements go ahead, that there is a timely and open evaluation of the trial, which would take into account our feedback.	As the primary measures are proposed as a trial the scheme will be closely monitored and evaluated. Feedback from residents and businesses will feed into the monitoring
York Bike Belles	Welcome infrastructure improvements that make cycling routes safer, more accessible and more convenient for users of all ages and abilities. Your latest project is on a route that we regularly use for our Cycling Without Age Rides for the elder community, going from the south to the centre via Hungate and from the south to the east and north via Foss Islands Path and Layerthorpe.	

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York Bike Belles contd.	The Triobike rickshaw we use for the Rides needs routes with low traffic volumes for safety, routes that are at least 1.5 m wide, continuous (no steps/ pavement lips), and with sufficiently wide turning circles.	The scheme will be designed to accommodate the rickshaw
	These principles are all set out in the Wheels to Wellbeing latest inclusive cycling guidance. We would be grateful if you would follow these principles in this and any further city cycling infrastructure improvements from now on. Guide is at: <a href="https://wheelsforwellbeing.org.uk/campaigning/guide/">https://wheelsforwellbeing.org.uk/campaigning/guide/</a>	Agreed
	Would be happy to test the new infrastructure with the rickshaw and give it the CWA stamp of approval and lots of positive publicity, if appropriate.	Agreed
Sustrans	One-way plug - Not convinced that expecting cyclists to share the cycle lane with traffic is safe or in line with LTN1/20. Have put forward an alternative layout which is more in line with LTN1/20	Amendments will be made to the design to bring it in line with LTN1/20 as far as possible. The alternative design blocks an emergency vehicle access gate and forces all errant vehicles to use the Rosemary Place estate roads to turn round rather than the mouth of the junction as originally proposed.
	Foss Islands Road widened path – needs a buffer zone and ideally a speed table across the mouth of Navigation Road to further discourage traffic	These comments will be taken on board as the designs are finalised.