

Supplement to 18/015 York Station Frontage RSA1

Safety Review

Element under review – Cycle facilities on Queen St outside No. 11-20

Three options have been presented for review:

Option 1. Drawing No. YSF-ARP-00-XX-DR-CH-1005 Rev A

On road cycle facility starting at junction with Blossom St, continues past on road parking bays (in a layby) with a buffer strip between the cycle lane and parked cars.

Option 2. Drawing No. YSF-ARP-00-XX-DR-CH-0005 Rev A

Off road cycle facility joining from the carriageway after the entrance to the Premier Inn. Cyclists are then on a raised cyclepath, assumed to be at the same level as the footway. Kerbside parking for residents is available with no buffer between the cycle lane and the parking.

Option 3. No Parking Option (No drawing number provided)

Off road cycle facility joining from the carriageway after the entrance to the Premier Inn. Cyclists are then on a raised segregated cyclepath, assumed to be at the same level as the footway. No parking is provided for residents.

This safety review is presented as a pros and cons list for each option followed by analysis and a recommendation. The comments provided are in relation to safety only and are based solely on the drawings referred to above. Extracts of the drawings are provided as Annex A.

Option 1

Pros

1. The cycle route is continuous from the Blossom St signalised junction. Cyclists are not expected to give way at any point and drivers are aware of where they should expect to see cyclists.
2. Separates cyclists from pedestrians, reducing the chance of a collision.

Cons

1. The southern end of the layby creates a pinchpoint. This could lead to cyclists being squeezed between larger vehicles and the kerb.
2. Cyclists could be squeezed between parked vehicles and traffic in the running lane. Buffer does alleviate this issue somewhat.
3. Cycle conflict with car doors. This is no worse than any other location where cyclists pass parked cars and the presence of the buffer does give extra space to cyclists.

Option 2

Pros

1. Cyclists are segregated from traffic, reducing the chance of a collision.

Cons

1. Increased risk of cycle / car door conflict. The cycle path on the footway adjacent to parked cars arrangement is unconventional. Car users (most likely passengers) are less likely to check for a cyclist on the footway than on the carriageway before opening their door.
2. Cycle path could be blocked by doors for longer. Car users accessing their vehicle to remove baby seats or assist children in car seats will block the cycle lane for prolonged periods. This is less likely in the carriageway as car users will not wish to put themselves at risk in live traffic.
3. Cyclists will need to mix with pedestrians if trying to cycle at an advisable distance from the parked vehicles. This footway will become the main pedestrian route between Blossom Street and the Station once Queen St Bridge is removed increasing the footfall significantly. At busy times it is likely that pedestrians will also use the space allocated to cyclists. This increases the chance of a pedestrian / cyclist collision.
4. Off road cycle paths are often used in both directions even if they are designed for one way working. This will further increase the chance of conflict with pedestrians and car doors.
5. Off road cycle paths are often used in both directions even if they are designed for one way working. This could lead to some users trying to cross Queen Street at the entrance to the Premier Inn.

6. Off-road path abruptly ends on the footway in front of the Railway Institute. Nothing on the design to suggest what cyclists are expected to do at this point. If area is to be shared use then same concerns as issue 3 are valid.
7. The lack of a continuous priority cycle route from Blossom Street means that cyclists may choose to stay on road increasing the chance of collisions on the route.
8. There is no buffer provided past the taxi stands for on road cyclists.

Option 3

Pros

1. Cyclists are segregated from traffic, reducing the chance of a collision.
2. The section of cyclepath in front of the terrace properties has no conflict with parked vehicles.

Cons

1. Off road cycle paths are often used in both directions even if they are designed for one way working. This could lead to some users trying to cross Queen Street at the entrance to the Premier Inn.
2. The area of footway / cyclepath in front of the terrace properties is very wide which could lead to some residents choosing to park or delivery vehicles stopping here if no measures are provided to manage this.
3. The arrangement at the exit to the Station Car Park gives exiting vehicles priority over pedestrians and cyclists. This lack of priority could lead to some cyclists choosing to stay on road.
4. There is a possibility that pedestrians will stray into the cycle path creating an area of conflict. This is less likely in this option due to the generous footway width.

Analysis

The options presented for review offer different solutions to provide a link within a larger cycle route. Each option forces cyclists to mix with another road user, motor vehicles in option 1 and pedestrians in options 2 and 3. Cyclists can mix with both of these in the right environment and with adequate space. However, options 1 and 2 also include parking for local residents who have no alternative off street parking. This element introduces a variable which creates potential issues for cyclists using an off-road route (option 2).

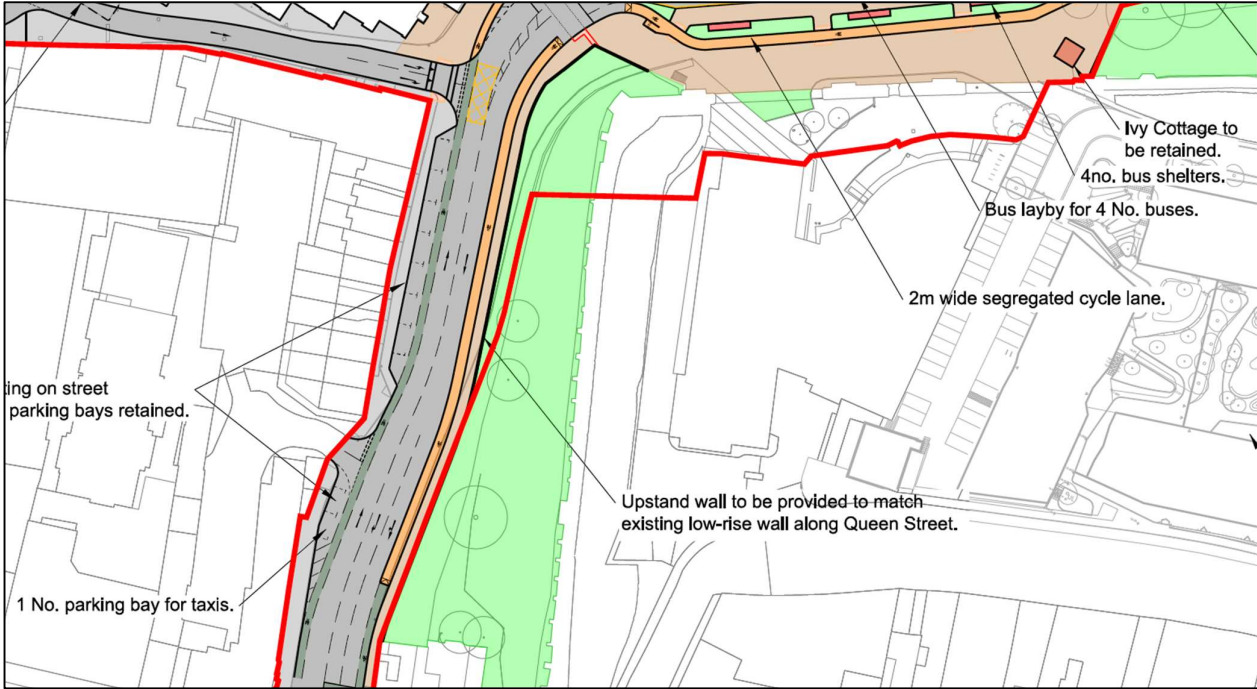
The increased pedestrian flow along the footway suggests that mixing cyclists with pedestrians at this location could lead to overcrowding on the remaining footway width. This could be exacerbated by the doors to the terrace properties some of which are accessed directly from this footway. Additionally the need to access vehicles from the kerbside rather than the carriageway introduces further risks to option 2 as well as further narrowing the available footway / cycleway width, albeit over short sections. These issues will all make the route less desirable for the majority of cyclists and lead to many of them choosing to stay on road but without the provision which option 1 provides.

Option 3 doesn't provide any parking within the highway directly in front of the properties, which removes many of the issues which are created by options 1 and 2. The remaining width of footway is suitable for the amount of pedestrian traffic whilst still providing space for residents to use their front doors. However, the combined footway cycleway is so wide that some residents may choose to mount the kerb and park here unless it is well enforced or further measures are provided to stop this.

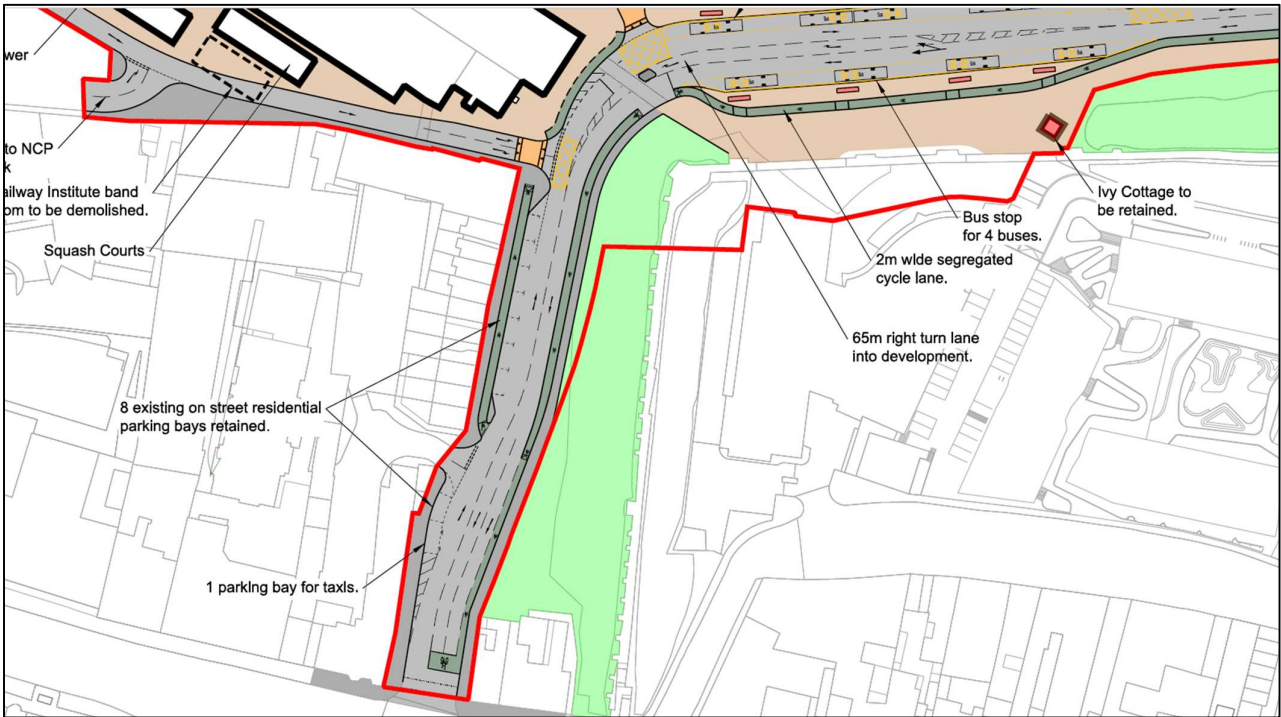
Both off-road options also risk cyclists using them in the wrong direction a problem inherent with one-way cyclepaths. Carefully designed route signing and easily useable alternatives should help reduce this.

Recommendation

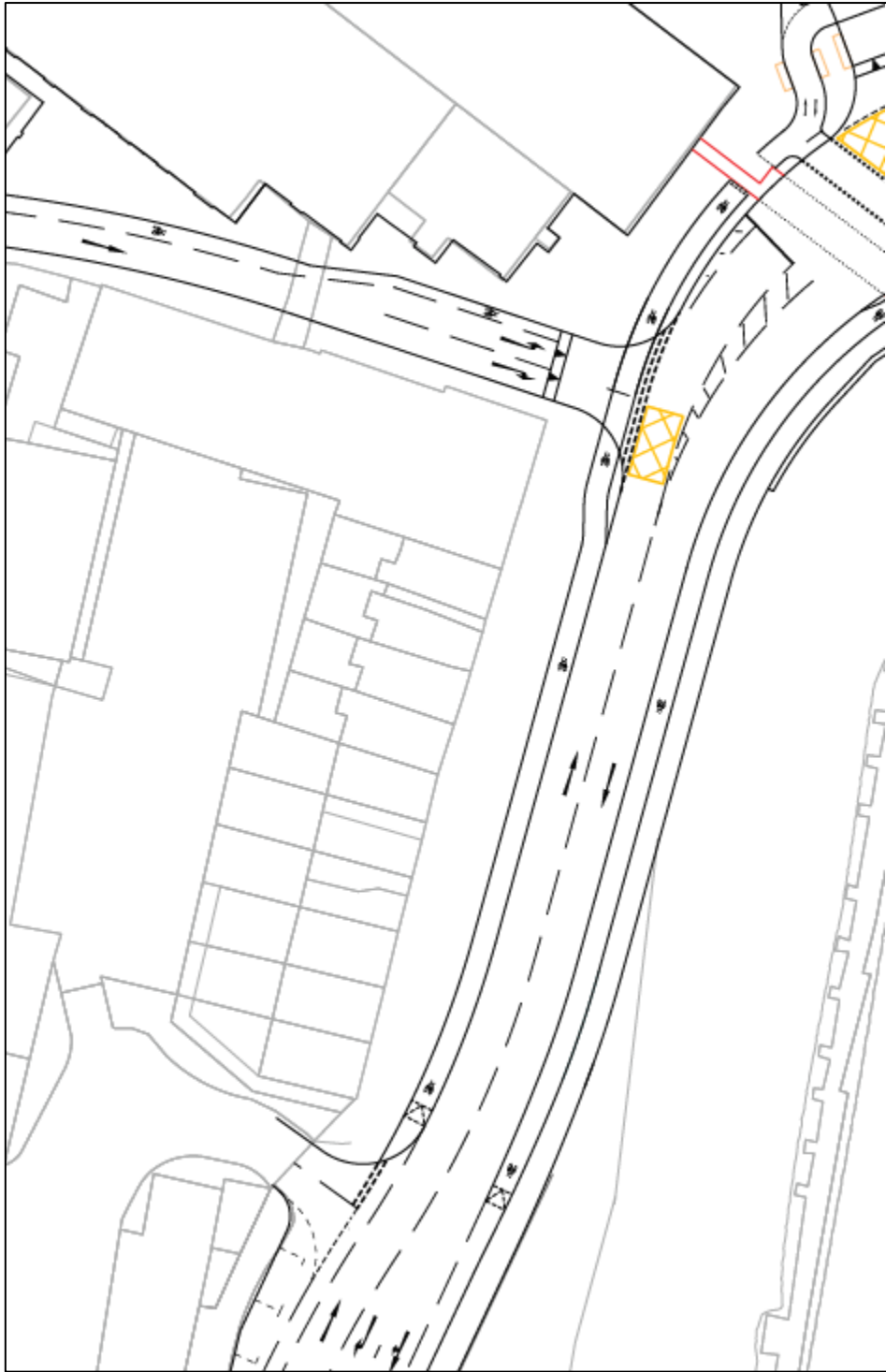
After considering all options and the pros and cons associated with them, it is recommended that removing the residents parking from Queen Street and keeping cyclists off-road would provide the safest solution. This option minimises the conflict between different users which should help to maintain safety. Parking restrictions for the area will need careful consideration and enforcement, alternatively the provision of other measures to ensure the area is kept free of parked vehicles may be required.



Option 1 – On Road Cycleway



Option 2 – Off Road Cycleway



Option 3 – No Parking