

BLOSSOM STREET (HOLGATE ROAD TO QUEEN STREET) OPTION REVIEW MATRIX																
THEME	OPTION 1a		OPTION 1b		OPTION 2a		OPTION 2b		OPTION 3a		OPTION 3b		OPTION 4a		OPTION 4b	
Highway Capacity	0	0	0	0	xx	-2	xx	-2	xx	-2	xx	-2	xx	-2	xx	-2
	Provision of pedestrian crossing at Blossom Street (Bar Convent) will only slightly worsen the operation of the junction due to increased crossing time required for pedestrians and subsequently less green time for vehicles.		Provision of pedestrian crossing at Blossom Street (Bar Convent) will only slightly worsen the operation of the junction due to increased crossing time required for pedestrians and subsequently less green time for vehicles.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and reduction in number of inbound traffic lanes from 3 to 2 will worsen the operation of the junction. There is potential for further impacts on the wider highway network.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and reduction in number of inbound traffic lanes from 3 to 2 will worsen the operation of the junction. There is potential for further impacts on the wider highway network.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and separate signalling of Queen Street approach will worsen the operation of the junction. There is potential for further impacts on the wider highway network.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and separate signalling of Queen Street approach will worsen the operation of the junction. There is potential for further impacts on the wider highway network.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and separate signalling of Queen Street approach will worsen the operation of the junction. There is potential for further impacts on the wider highway network.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and separate signalling of Queen Street approach will worsen the operation of the junction. There is potential for further impacts on the wider highway network.	
Public Transport	✓	1	✓	1	✓	1	✓	1	✓	1	✓	1	✓	1	✓	1
	Proposed improvements to inbound and outbound bus stops.		Proposed improvements to inbound and outbound bus stops.		Proposed improvements to inbound and outbound bus stops. Provision of wider Blossom Street inbound traffic lanes will reduce the need of buses to stagger lanes and make the left turn from Blossom Street to Queen Street easier (particularly for FTR). Increase highway congestion will impact on bus reliability and journey times.		Proposed improvements to inbound and outbound bus stops. Provision of wider Blossom Street inbound traffic lanes will reduce the need of buses to stagger lanes and make the left turn from Blossom Street to Queen Street easier (particularly for FTR). Increase highway congestion will impact on bus reliability and journey times.		Proposed improvements to inbound and outbound bus stops. Provision of wider Blossom Street inbound traffic lanes will reduce the need of buses to stagger lanes and make the left turn from Blossom Street to Queen Street easier (particularly for FTR). Provision of outbound Bus Lane and Gate is not likely to improve efficiency and journey times of buses given predicted congestion on Queen Street.		Proposed improvements to inbound and outbound bus stops. Provision of wider Blossom Street inbound traffic lanes will reduce the need of buses to stagger lanes and make the left turn from Blossom Street to Queen Street easier (particularly for FTR). Provision of outbound Bus Lane and Gate is not likely to improve efficiency and journey times of buses given predicted congestion on Queen Street.		Proposed improvements to inbound and outbound bus stops. Provision of wider Blossom Street inbound traffic lanes will reduce the need of buses to stagger lanes and make the left turn from Blossom Street to Queen Street easier (particularly for FTR). Provision of outbound Bus Lane and Gate is not likely to improve efficiency and journey times of buses given predicted congestion on Queen Street.		Proposed improvements to inbound and outbound bus stops. Provision of wider Blossom Street inbound traffic lanes will reduce the need of buses to stagger lanes and make the left turn from Blossom Street to Queen Street easier (particularly for FTR). Provision of outbound Bus Lane and Gate is not likely to improve efficiency and journey times of buses given predicted congestion on Queen Street.	
Cycling	0	0	✓	1	✓✓	2	✓✓	2	✓✓✓	3	✓✓✓	3	✓✓✓	3	✓✓✓	3
	Very little improvement. Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists.		Provision of advance cycle stop lines and right turn lanes from Blossom Street to Holgate Road will improve safety for cyclists. Provision of two stop lines at Micklegate Bar will remove the potential for vehicles to queue under the Bar and give cyclists a head start at the signals.		Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists. Provision of inbound cycle lane on Blossom Street.		Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists. Provision of inbound and outbound cycle lanes on Blossom Street. Separate signals at Queen Street reduces the conflict for cyclists with vehicles travelling from Queen Street to Nunnery Lane / Blossom Street.		Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists. Provision of two stop lines at Micklegate Bar will remove the potential for vehicles to queue under the Bar and give cyclists a head start at the signals. Provision of inbound and outbound cycle lanes on Blossom Street. Separate signals at Queen Street reduces the conflict for cyclists with vehicles travelling from Queen Street to Nunnery Lane / Blossom Street.		Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists. Provision of inbound and outbound cycle lanes on Blossom Street. Separate signals at Queen Street reduces the conflict for cyclists with vehicles travelling from Queen Street to Nunnery Lane / Blossom Street.		Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists. Provision of inbound and outbound cycle lanes on Blossom Street. Separate signals at Queen Street reduces the conflict for cyclists with vehicles travelling from Queen Street to Nunnery Lane / Blossom Street.		Provision of advance cycle stop lines and right turn lane markings from Blossom Street to Holgate Road will improve safety for cyclists. Provision of two stop lines at Micklegate Bar will remove the potential for vehicles to queue under the Bar and give cyclists a head start at the signals. Provision of inbound and outbound cycle lanes on Blossom Street. Separate signals at Queen Street reduces the conflict for cyclists with vehicles travelling from Queen Street to Nunnery Lane / Blossom Street.	
Walking	✓	1	✓✓	2	✓	1	✓✓	2	✓	1	✓✓	2	✓	1	✓✓	2
	Provision of pedestrian crossing at Blossom Street (Bar Convent) and kerb build out at The Crescent. Queen Street stop line set back allows repositioning of pedestrian crossing and reduces conflict between pedestrians waiting in central island and large vehicles turning left from Blossom Street, but also amends pedestrian desire line.		Provision of pedestrian crossing at Blossom Street (Bar Convent), Odeon, Blossom Street (at its junction with Holgate Road) and kerb build out at The Crescent. Queen Street stop line set back allows repositioning of pedestrian crossing and reduces conflict between pedestrians waiting in central island and large vehicles turning left from Blossom Street, but also amends pedestrian desire line.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and kerb build out at The Crescent. Queen Street stop line set back allows repositioning of pedestrian crossing and reduces conflict between pedestrians waiting in central island and large vehicles turning left from Blossom Street, but also amends pedestrian desire line.		Provision of pedestrian crossing at Blossom Street (Bar Convent), Odeon, Blossom Street (at its junction with Holgate Road) and kerb build out at The Crescent. Queen Street stop line set back allows repositioning of pedestrian crossing and reduces conflict between pedestrians waiting in central island and large vehicles turning left from Blossom Street, but also amends pedestrian desire line.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and kerb build out at The Crescent. Queen Street staggered pedestrian crossing improves safety for pedestrians by providing sheltered central waiting refuge but also amends pedestrian desire line.		Provision of pedestrian crossing at Blossom Street (Bar Convent), Odeon, Blossom Street (at its junction with Holgate Road) and kerb build out at The Crescent. Queen Street staggered pedestrian crossing improves safety for pedestrians by providing sheltered central waiting refuge but also amends pedestrian desire line.		Provision of pedestrian crossing at Blossom Street (Bar Convent) and kerb build out at The Crescent. Queen Street staggered pedestrian crossing improves safety for pedestrians by providing sheltered central waiting refuge but also amends pedestrian desire line.		Provision of pedestrian crossing at Blossom Street (Bar Convent), Odeon, Blossom Street (at its junction with Holgate Road) and kerb build out at The Crescent. Queen Street staggered pedestrian crossing improves safety for pedestrians by providing sheltered central waiting refuge but also amends pedestrian desire line.	
Parking and Servicing	✓	1	✓	1	✓	1	✓	1	✓	1	✓	1	✓	1	✓	1
	Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.		Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.		Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.		Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.		Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.		Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.		Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.		Additional on street parking provided at The Crescent. Lengthening and relocation of bus stops does not impact on existing servicing arrangements.	
Public Acceptability	✓✓	2	✓✓	2	✓	1	✓	1	✓	1	✓	1	✓	1	✓	1
	No significant impact on highway capacity and provision of improvements for public transport and pedestrians.		No significant impact on highway capacity and provision of improvements for public transport and pedestrians.		Impact on highway capacity but provision of improvements for public transport, cyclists and pedestrians.		Impact on highway capacity but provision of improvements for public transport, cyclists and pedestrians.		Impact on highway capacity but provision of improvements for public transport, cyclists and pedestrians.		Impact on highway capacity but provision of improvements for public transport, cyclists and pedestrians.		Impact on highway capacity but provision of improvements for public transport, cyclists and pedestrians.		Impact on highway capacity but provision of improvements for public transport, cyclists and pedestrians.	
Conservation and Heritage	x	-1	x	-1	x	-1	x	-1	x	-1	x	-1	x	-1	x	-1
	Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road.		Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road but replaced on pedestrian refuge at the Odeon crossing. Provision of two stop lines at Micklegate Bar needs provision of signal heads adjacent to the Bar.		Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road.		Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road but replaced on pedestrian refuge at the Odeon crossing. Provision of two stop lines at Micklegate Bar needs provision of signal heads adjacent to the Bar.		Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road.		Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road but replaced on pedestrian refuge at the Odeon crossing. Provision of two stop lines at Micklegate Bar needs provision of signal heads adjacent to the Bar.		Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road.		Blossom Street outbound bus stop improvements remove some cobblestones on eastern side of road but replaced on pedestrian refuge at the Odeon crossing. Provision of two stop lines at Micklegate Bar needs provision of signal heads adjacent to the Bar.	
Costs	xxx	-3	xxx	-3	0	0	0	0	x	-1	x	-1	x	-1	x	-1
	No significant improvements for cyclists means Cycling City funding unlikely to be used for scheme (50% of scheme budget) leading to a deficit in funding. Cost of option likely to fall just over scheme budget with improvements to bus stops (inbound and outbound) and pedestrian crossing points at The Crescent and Blossom Street. No significant improvements for cyclists risks Cycling England funding of scheme (50% of scheme budget).		No significant improvements for cyclists means Cycling City funding unlikely to be used for scheme (50% of scheme budget) leading to a deficit in funding. Cost of option likely to fall just over scheme budget with improvements to bus stops (inbound and outbound) and pedestrian crossing points at The Crescent and Blossom Street. No significant improvements for cyclists risks Cycling England funding of scheme (50% of scheme budget).		Cost of option likely to fall just over scheme budget with improvements to bus stops (inbound and outbound), pedestrian crossing points at The Crescent, Blossom Street and Queen Street, reduction of Blossom Street inbound vehicular lanes and provision of cycle lane.		Cost of option likely to fall just over scheme budget with improvements to bus stops (inbound and outbound), pedestrian crossing points at The Crescent, Blossom Street and Queen Street, reduction of Blossom Street inbound vehicular lanes and provision of cycle lane.		Cost of option likely to be above scheme budget with improvements to bus stops (inbound and outbound), pedestrian crossing points at The Crescent, Blossom Street and Queen Street, reduction of Blossom Street inbound vehicular lanes and provision of cycle lane and Blossom Street outbound Bus Lane and Bus Gate.		Cost of option likely to be above scheme budget with improvements to bus stops (inbound and outbound), pedestrian crossing points at The Crescent, Blossom Street and Queen Street, reduction of Blossom Street inbound vehicular lanes and provision of cycle lane and Blossom Street outbound Bus Lane and Bus Gate.		Cost of option likely to be above scheme budget with improvements to bus stops (inbound and outbound), pedestrian crossing points at The Crescent, Blossom Street and Queen Street, reduction of Blossom Street inbound vehicular lanes and provision of cycle lane and Blossom Street outbound Bus Lane and Bus Gate.		Cost of option likely to be above scheme budget with improvements to bus stops (inbound and outbound), pedestrian crossing points at The Crescent, Blossom Street and Queen Street, reduction of Blossom Street inbound vehicular lanes and provision of cycle lane and Blossom Street outbound Bus Lane and Bus Gate.	
Safety	0	0	0	0	0	0	0	0	x	-1	x	-1	x	-1	x	-1
	No anticipated safety implications with proposals.		No anticipated safety implications with proposals.		Potential small safety concern with road alignment of inbound Blossom Street to Micklegate ahead movement. The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach).		Potential small safety concern with road alignment of inbound Blossom Street to Micklegate ahead movement. The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach).		Potential small safety concern with road alignment of inbound Blossom Street to Micklegate ahead movement. The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach). Potential safety concern with road alignment of outbound Micklegate to Blossom Street ahead movement. The provision of a refuge island at Blossom Street (Bar Convent) removes an outbound traffic lane and provides a pinch point for vehicles and likely alignment issues.		Potential small safety concern with road alignment of inbound Blossom Street to Micklegate ahead movement. The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach). Potential safety concern with road alignment of outbound Micklegate to Blossom Street ahead movement. The provision of a refuge island at Blossom Street (Bar Convent) removes an outbound traffic lane and provides a pinch point for vehicles and likely alignment issues.		Potential small safety concern with road alignment of inbound Blossom Street to Micklegate ahead movement. The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach). Potential safety concern with road alignment of outbound Micklegate to Blossom Street ahead movement. The provision of a refuge island at Blossom Street (Bar Convent) removes an outbound traffic lane and provides a pinch point for vehicles and likely alignment issues.		Potential small safety concern with road alignment of inbound Blossom Street to Micklegate ahead movement. The ahead movement has been altered from the current centre lane (3 lane approach) to the offside lane (2 lane approach). Potential safety concern with road alignment of outbound Micklegate to Blossom Street ahead movement. The provision of a refuge island at Blossom Street (Bar Convent) removes an outbound traffic lane and provides a pinch point for vehicles and likely alignment issues.	
Air Quality	0	0	0	0	x	-1	x	-1	x	-1	x	-1	x	-1	x	-1
	No reduction in traffic levels is expected in the study area but no significant increase in congestion.		No reduction in traffic levels is expected in the study area but no significant increase in congestion.		No reduction in traffic levels is expected in the study area but increase in congestion.		No reduction in traffic levels is expected in the study area but increase in congestion.		Potential for small reduction in traffic levels in the study area but increase in congestion.		Potential for small reduction in traffic levels in the study area but increase in congestion.		Potential for small reduction in traffic levels in the study area but increase in congestion.		Potential for small reduction in traffic levels in the study area but increase in congestion.	
TOTAL SCORE	1		3		2		3		1		2		1		2	

Scoring system
 ✓✓✓ Significant positive impact
 ✓✓ Moderate positive impact
 ✓ Slight positive impact
 0 No impact / change
 x Slight negative impact
 xx Moderate negative impact
 xxx Significant negative impact

Significant positive impact
 Moderate positive impact
 Slight positive impact
 No impact / change
 Slight negative impact
 Moderate negative impact
 Significant negative impact

Option descriptions

- Option 1 Blossom Street pedestrian crossing + Queen Street stop line set back
- Option 2 Blossom Street pedestrian crossing + Blossom Street inbound reduced from 3 to 2 lanes (inc 1 cycle lane) + Queen Street stop line set back
- Option 3 Blossom Street pedestrian crossing + Blossom Street inbound reduced from 3 to 2 lanes (inc 2 cycle lanes) + Queen Street stop line set back / separate signals + Blossom Street outbound bus lane (inc taxi and cycle) and bus gate
- Option 4 Blossom Street pedestrian crossing + Blossom Street inbound reduced from 3 to 2 lanes (inc 1 cycle lane) + Queen Street stop line set back / separate signals + Blossom Street outbound bus lane (inc taxi and cycle) and bus gate
- Sub option b Micklegate double stop line to enable cyclists to travel unimpeded through the Bar

