

Annex C.

Results of Consultation

Proposed University Road Pedestrian Crossing Improvements and Cycle Route.

1. Councillors

CLlr Levene: Supports the proposals but would like to see a revised location for the steps on the southern side of University Road, and an amendment to the traffic calming

Officer response: Additional steps are now proposed (see paragraph 7c of the report), and amendments to the traffic calming are also proposed (see paragraph 6 of the report, second bullet point, and paragraph 7a of the report).

CLlr D'Agorne: Supports the proposals, but would like to see highlighted crossing facilities provided across junctions, and raised tables at the junction crossing points.

Officer response: It is now proposed to highlight the crossing points at junctions (see paragraph 7b of the report). However, the use of raised tables is not considered appropriate for these junctions due to existing physical constraints.

CLlr Reid: No comments received.

CLlr Steward: No comments received.

2. Residents

The consultation literature was displayed locally by Heslington Parish Council. Only three responses have been received from local residents. These indicate a preference for the bus stops to be located in lay-bys, and they are concerned about a lack of existing road width for motorists to overtake other vehicles/buses, and they object to the 20mph Speed Limit Zone and consider 30mph is appropriate.

Officer response: Bus Operators do not prefer lay-bys as buses often have difficulty rejoining the traffic flow.

Stationary buses positioned in the running lane also contribute to the traffic calming.

The 20mph limit is deemed to be an essential part of the safety measures to reduce speeds at the busy bus stop and crossing location in conjunction with the proposed traffic calming.

3. Heslington Parish Council

- Does not support the 20mph Speed Zone and feels the speed limit should remain at 30mph otherwise this will add to delays for motorists;
- Rejects the use of speed cushions as they will delay traffic;
- Believes bus stop locations should be positioned in lay-bys;
- Only offers support for the introduction of the speed tables at the proposed crossing points.

Officer response: The 20mph Speed Limit Zone and speed cushions form an integral part of the traffic calming proposals. Following feedback, the number of cushions being provided is being reduced (see paragraph 7a of the report).

The non provision of bus lay-bys has already been explained in the officer response given above under item 2 of this Annex..

4. Badger Hill Residents Community Group

- The BHRCG welcomes the City of York Council's recognition of required cycling improvements but with some modifications;
- Their primary concern is the introduction of a shared use path which the Group feels is a danger to wheelchair users and pedestrians, and instead would like to see cyclists and pedestrians segregated;
- They believe the proposed path on the northern verge should be for the exclusive use of cyclists, and the existing southern footpath to be for pedestrians only;
- They object to the 20mph Speed Limit Zone as they believe it will cause delays to motorists, and believe bus stops should be located off the main road;

Officer response: The use of shared use paths have been successfully incorporated in other parts of the City and are an acceptable nationally-approved cycling standard. It is intended that the path on the northern verge should be for the benefit of both pedestrians and cyclists. The new path widths are limited due to existing constraints and so segregation is unachievable without making extensive and expensive alterations to the earth banking (which is privately owned).

The cycle route is to pass through the bus stop area and at this location there is insufficient space to provide segregation

The 20mph Speed Limit Zone is an integral part of the traffic calming element of the scheme and should be retained in the proposals. The non-provision of bus stops in lay-bys has already been explained.

Other Interested Parties

5. North Yorkshire Police (Traffic Management)

- Offered no comment on the scheme proposals.

6. North Yorkshire Police (Designing Out Crime)

- Fully support the scheme.

7. York Cycle Campaign (YCC)

- Opinions on the proposals have been met with mixed views from members of YCC;
- YCC acknowledge the proposed facilities would make a potentially useful addition to the existing cycling network around the University;
- However, consensus is that the new path would not be attractive to cyclists travelling along the length of University Road given that the path would be shared use;
- They believe that the proposed facilities would be of limited advantage other than to movements within the University and therefore do not represent good value for money;

Officer response: The proposals have been developed with a view to providing an improved and safer layout to allow cycling to be facilitated

off the carriageway. The existing physical constraints and existing road layout lend itself to the design of a shared use path. This in addition to a number of safety improvements makes the area a safer environment to walk or cycle. The scheme is primarily for movements within the University, and, hence, the University are contributing to the overall scheme.

8. Yorkshire Marathon

Yorkshire Marathon is supportive of the general proposals but have the following concerns.

- They have requested that the implementation of the proposed scheme be deferred until after the York Marathon (October 12th), so that athletes and disabled competitors are not needing to negotiate speed cushions and tables that would be introduced by this scheme near the finishing line of the race.
- Concerns were raised on the potentially negative publicity for the event organisers and City of York Council as the race shall be screened on national television, and have up to 50,000 spectators on the day;
- Comments were raised that the proposed new steps to be located on Morrell Way lead to an area which, on race day, is to be off limits to spectators. They say removing the existing steps on the northern side of University Road will seriously impact on the movement of spectators and visitors on race day. The alternative will be to allow them access at points across the finish straight, which they say could endanger the spectators and field of runners;

Officer response: The proposals are to be delivered in partnership with the University of York. There is a requirement to spend the allocated funds this financial year, and ensure the works are completed prior to the University's autumn term commencing in late September. This will enable construction operations on site to be done at the safest time whilst most students are on their summer holidays. Hence it is not considered feasible to delay the project till after the Marathon, and the organisers could make adjustments as necessary.

9. York University Staff

Of thirteen responses from York University staff, there was support for the proposals from seven, and objections from six.

- Of the seven staff that support the scheme (with some modifications), two believe that the path would be safer if it were segregated use; one does not want speed tables, but favours a zebra crossing instead; one would like on-carriageway cycle lanes; and one would like improved crossing facilities on Innovation Way.
- Of the six that have objections to the scheme, four do not agree with shared use paths as they believe they compromise the safety of pedestrians; one thinks the road width is insufficient for the introduction of traffic calming measures; and one resident does not support any of the proposals in the scheme.

Officer response: The use of shared use paths has been explained earlier in this report.

Previously a zebra crossing had been considered by a consultant working on behalf of the University. Council officers had serious reservations about such a proposal, given the many other crossing movements likely to take place away from a zebra, and crucially, that the current crossing point is in a poor position due to sight lines being obstructed.

There is insufficient space to provide on-road cycle lanes.

Speed tables are an integral part of the traffic calming measures.

The island at Innovation Way is being modified to provide a safe crossing point.

10. **Students Union Representative (Community & Policy Manager)**

- Supports the scheme, but would not like to see the steps on the northern verge moved further away, and also request that seats be provided in the bus stop;

Officer response: The provision of steps is part of the work being undertaken by the University. The locations of the new steps had been agreed after much discussion with the University, and the design of these is well advanced and currently at tender stage.

Seating is to be provided in the new bus shelter.

11. **York University Students**

Of thirty one responses from York University students, there was support for the proposals from ten. Twenty one of the students did not favourably support the scheme and had varying concerns.

- Of the ten students that support the scheme, three of them fully support the proposals; two expressed some concerns on the use of shared use paths; one did not want the steps relocated; one only approved of the cycling proposals and not the rest of the scheme; one wanted the 20mph speed limit Zone extended beyond its current limits to be from Siwards Way to Innovation Way; one thought some of the proposals were good but would rather the whole road was closed off to traffic; and one requested a crossing point to be installed on the northern shared use path for cyclists turning right out of Vanburgh Way.
- Of the twenty one students that did not favourably support the scheme, twelve indicated they did not approve of a shared use path; one was concerned that there would not be enough crossing points on University Road; two thought the proposals were not good for cars and would prevent overtaking; one would like to see barriers installed down the centre of University Road to prevent any overtaking; two did not approve of the steps being relocated; one was not convinced that there would be enough signs for cyclists to use the paths; one thought that the proposed bus shelter would decrease the number of waiting bus passengers from being able to wait under the shelter of the bridge as is the current case; and one thinks there will not be

sufficient access points for pedestrians/cyclists to cross onto the new path on the northern verge.

Officer response: The issues regarding shared use paths have been discussed earlier in the report.

The scheme would not benefit from the 20mph Zone being extended as reduced speed limit zones are more effective over shorter distances and would not be of benefit due to the decreased crossing movements at the extremities of University Road.

It is intended that the overtaking movements on University Road should be reduced to improve the safety of cyclists and pedestrians. It would not be feasible to introduce barriers along the centre line of University Road since this would increase congestion by totally preventing overtaking, and be potentially dangerous in the event of emergency vehicles needing to pass stationary traffic.

The scheme will be appropriately signed to meet the requirements but there is a need to be mindful of not creating too much street/signage clutter.

The proposed double bus shelter shall have seats included in its design to maximise comfort for waiting passengers.

The proposal to introduce an access point for the off road path opposite Vanburgh Way seems reasonable and will be included subject to the safety audit to assess if it is a safe option.