
Meeting of Executive Members for City Strategy and Advisory Panel

29th October 2007

Report of the Director of City Strategy

FULFORD ROAD CORRIDOR

Summary

1. This report outlines the results of a multi-modal transport feasibility study of the A19 Fulford Road corridor, covering the length from Skeldergate Bridge and Tower Street in the north to the Designer Outlet (just south of the A19 / A64 interchange) in the south together with the associated feeder roads.
2. It identifies the current transport related issues along the corridor and the pressures the corridor will face in the future. It notes that the corridor is already congested at peak periods and, without intervention, there will be significant worsening of conditions in the future.
3. A package of improvement measures are proposed and agreement is sought that these should form the basis of the improvement strategy for the corridor and be developed and taken forward for public consultation.
4. A presentation will be given at the meeting to explain in detail the effects on the corridor. This will include plans of the proposed improvement measures detailed in this report.
5. The report notes that the proposed measures will impact on parking at some locations and, in particular, that continuous cycle facilities are not proposed as there are locations where the removal of on-street parking could have a significant effect on the local area. The report seeks members views on the cycling strategy for the northern end of the corridor.
6. The report also notes that the proposed measures will only address traffic congestion in the short term as there is no long term engineering solution. It identifies that other citywide traffic management measures will be required after 2011 if the proposed engineering measures are to be successful in the future.

Members will need to consider this report in the light of air pollution monitoring results that indicate a potential breach of the air quality objective for nitrogen dioxide on a section of the Fulford Road corridor.

Background

7. A study of this corridor was undertaken in 1999 by Colin Buchanan and Partners to identify a package of measures that could be implemented along this corridor. The objective of that work was to improve public transport and non-motorised transport, to reduce congestion, and to improve journey times, air quality and the physical environment.
8. That study identified a package of measures which included extensive bus lanes and bus priority measures in the northbound direction together with sections of cycle lanes in both directions. However the council was not able to progress any of the recommendations at that time due to significant opposition received, which mainly focused on the loss of on-street car parking and the increased severance the measures would have caused.
9. Additional studies have been carried out primarily looking at crossing facilities and bus stop locations on Main Street, Fulford. The outcome has been upgrading of the signalised crossing near Prospect Terrace and an additional refuge island crossing north of Fordlands Road. A decision on an additional crossing near Elliot Court was deferred pending the outcome of the Corridor Study.
10. In addition to the above improvements, modifications have recently been made to the signals at the Hospital Fields Road and Broadway junctions to benefit pedestrians and reduce delay times.
11. A Fulford Road Corridor Study carried out by the Halcrow Group, which also encompassed Fulford Road and Fishergate Gyratory Cycle Route Studies, was commenced in 2005. That study aimed to address the relevant transport related issues along the corridor. It was subsequently put on hold pending a formal decision on the proposed Germany Beck and University expansion developments which would have both had impacts on the corridor.
12. Following two local Planning Inquiries, Planning Consent has now been granted by the Secretary of State for a major expansion of the University and for a 700 unit housing development at Germany Beck (immediately south of the main village centre of Fulford). The Germany Beck development consent requires the developer to provide a new junction on the A19 before development commences and to provide other improvements, including signalisation of the Naburn Lane junction and a toucan crossing immediately to the north of the existing Fordlands Road junction.

13. Subsequent to the outcome of the public inquiries, the Halcrow Group were commissioned to carry out this Fulford Road Corridor Multi-Modal Study as an extension of the previously stalled Corridor Study.

Study objectives and overview

14. The aim of this study has been to identify a strategy or strategies for improving transport and environmental conditions along the corridor taking particular account of the LTP2 objectives and strategy elements. The proposals resulting from the study were required to be practical, justifiable, and proportionate to the problems at each location.
15. The LTP2 strategy objectives are:
 - Tackling congestion;
 - Improving accessibility for all;
 - Safety;
 - Improving air quality;
 - Improving the quality of life; and
 - Supporting the local economy.
16. The core elements of the LTP2 strategy are:
 - The development of an integrated transport network;
 - A continued focus on a 'Hierarchy of Transport Users' which accords priority to pedestrians, cyclists and public transport users;
 - Modal shift away from the private car;
 - Improving air quality
 - Public transport provision and promotion;
 - Demand management;
 - Reallocation of road space;
 - Effective management of the network;
 - Improved forward planning;
 - Innovation and creativity;
 - Value for money; and
 - Smarter travel choices.
17. Discussions were held with council officers who have a day to day operational knowledge of the transport related issues that affect the corridor, including public transport operations, cycling, walking, safe routes to schools and air quality. Account has been taken of previous issues raised by ward councillors and residents.
18. Discussions were also carried out with the main public transport operators, the emergency services, and cycling and pedestrian focus groups. The Highways Agency were contacted regarding the A64 interchange.

19. The issues and proposals from previous studies along the corridor have been reviewed and appraised together with the transport assessments for the major developments.
20. The outcome of the above is summarised in a following section on “Corridor overview” in paragraphs 25 to 43.
21. A Paramics micro-simulation model has been used to provide a visual indication of traffic movements along the corridor. The base year (2006) model was validated by comparisons with observed journey times, traffic counts, and queue patterns.
22. The model was also used to assess conditions along the corridor in 2011 and 2021 as these correspond with core years in the councils own planning and modelling activities. This enabled analysis and data for the corridor to be linked to the council’s SATURN transport model which covers the whole of the urban area. For the purpose of this study it has been assumed that 228 of the 700 houses would be complete at Germany Beck by 2011.
23. The study assessed the ‘do nothing’ scenario. This takes account of planned city-wide developments that are envisaged to be in place by 2011 and 2021 and the proposed improvements to the A19 in the vicinity of the Germany Beck development that are a requisite part of the development approval. The assessment concluded that conditions along the corridor would continue to deteriorate and the findings are summarised in paragraphs 44 to 49.
24. The study then considered a range of options and strategies to improve conditions along the corridor. These were also modelled for 2011 and 2021 so that their effectiveness could be appraised and evaluated. The outcome of this assessment is summarised in paragraphs 50 to 65.

Corridor overview

25. The following were identified as the main issues affecting the corridor and have been considered as the study developed.
26. Fulford Road is one of the six main radial routes into the city centre and is a key access route to and from the areas to the south of the city. It is a vital artery for the life and operation of the city as well providing a main access for residents and businesses along the corridor in addition to the University and the Police headquarters. It will also become the main access to the proposed Germany Beck development.
27. LTP2 recognises that congestion and bus reliability are key issues on the corridor and one of the key schemes identified to tackle congestion is bus

priority measures on this corridor to make public transport more attractive and reallocate road space for alternative users.

28. The corridor has experienced a small but steady growth in traffic over recent years. It currently caters for traffic flows in the order of 1600 vehicles per hour at several locations in both the AM and PM peaks, with even higher flows south of Heslington Lane in the PM peak. It is heavily congested at peak times which not only impacts adversely on journey times but has also resulted in air quality issues.
29. Park and Ride service number 7 operates along the corridor between the city centre and the Designer Outlet site at the southern end of the corridor. There are 6 other bus services operating along the corridor in whole or in part. There are currently on average 14.5 buses per hour scheduled to operate along the corridor in each direction in the peak and off-peak periods together with 7 morning and afternoon home to school transport services serving Fulford School.
30. The congestion on the corridor, together with the absence of bus priority measures, results in significant delays to these services. This in turn has led to complaints from the operators and users of the services and makes it difficult to encourage motorists out of their cars and on to these services.
31. There are east-west cycle routes across Fulford Road and a parallel north-south cycle route alongside the River Ouse along part of the corridor, though there are currently no cycle route facilities along Fulford Road. Cyclists have requested a route along Fulford Road which can access other parts of the city centre and provide an alternative route when the River Ouse floods on to the riverside path.
32. The corridor is currently operating over its maximum capacity in the peak hours. The AM peak identifies the worst case scenario whereby traffic demand is approximately 17% above the level required to achieve a free-flow situation. Congestion in the morning lasts from about 07:45 to 09:30 and in the evening from about 15:30 to 18:30. School holidays and the weather can impact on these times.
33. Congestion on the inner ring road, in particular during the evening peak period, causes tailbacks onto the Fishergate gyratory. This can extend further back along the corridor which in turn can impact on both inbound and outbound movements.
34. Scheduled bus journey times of around 15 minutes between the A64 and the city centre can be doubled or even trebled when congestion is bad with some trips being completely missed. Bus timetables have been altered for some services using the corridor with 10 minutes being added to previously achievable journey times.

35. The A19 / A64 roundabouts are blocked during peak periods. This can cause extensive queues along the A19 south of the A64. Whilst the queues in the morning peak on the eastbound slip off the A64 do not normally extend back onto the main carriageway of the A64, the Highways Agency and the Police have concerns that, with the predicted growth in traffic, this will soon happen with serious safety implications.
36. The planning consent for Germany Beck requires the developer to provide a new junction on the A19 before development can commence. Also required are a section of northbound bus lane from Landing Lane northwards to a bus gate just south of the new junction, which is included in the above; signalisation of the Naburn Lane junction; and the provision of a toucan crossing just north of the existing Fordlands Road junction. The timing of the above is uncertain.
37. There are no proposed improvements to the corridor specifically linked to the University expansion.
38. Both the Broadway and Heslington Lane junctions with Fulford Road are subject to congestion during peak periods.
39. Motorists have difficulty exiting Cemetery Road in the evening peak and signalisation has been suggested.
40. The footway widths along the corridor are generally satisfactory though pedestrians have difficulty crossing the corridor at some locations. In particular new or improved crossing facilities have been requested at the following locations:
 - In the vicinity of Fishergate Primary School;
 - The existing crossing fronting St George's Primary School;
 - In the vicinity of Elliot Court.
41. Whilst there are sections of the corridor with waiting restrictions, primarily in the vicinity of junctions and to the north of the corridor, there are sections elsewhere which are heavily parked. The removal of on-street parking to provide cycle and / or bus lanes, in particular in the vicinity of retail premises and in residential areas with no alternative off-street parking, is likely to be highly controversial with local businesses and residents.
42. Fulford Road is one of the few abnormal load routes into the city centre therefore any improvements need to take this into account.
43. The area around Fishergate is currently part of the air quality management area. The area around the Heslington Lane junction is another area which suffers from poor air quality and may have to be declared an air quality management area.

Options

Do nothing option

44. The analysis that follows indicates that non-intervention is not an option and that appropriate measures must be put in place to deal with issues such as congestion, accessibility, air quality, quality of life, and the social and economic life of the city.
45. As noted in paragraph 23, this takes account of planned city-wide developments that are envisaged to be in place by 2011 and 2021 and the proposed improvements to the A19 in the vicinity of the Germany Beck development that are a requisite part of the development approval. It assumes that the infrastructure improvements linked to the Germany Beck development have been implemented by 2011 but only 228 of the 700 houses would be complete by that date.
46. The consequences are that by 2011 traffic is forecast to grow over the modelled area by approximately 2.4% in the AM peak and 6.6% in the PM peak, compared with the 2006 base year flows. No significant worsening of conditions along the main corridor is forecast, but this is mainly due to the additional infrastructure associated with the Germany Beck development.
47. By 2021 traffic volumes over the modelled area are forecast to grow by approximately 11.0% in the AM peak compared to the 2011 level and 13.4% compared to the 2006 level. In the PM peak they are forecast to grow by 13.3% compared to the 2001 level and 19.5% compared to the 2006 level. The corridor is forecast to be heavily congested which will further reduce journey speeds, increase journey times, and have an adverse impact on all modes of transport and air quality
48. During the 2021 AM peak, which experiences most congestion in the inbound direction, queues are forecast to extend back onto the main A64 carriageway and a considerable distance along the A19 south of the A64 from the Selby direction.
49. There will be extensive queuing in the city centre in the 2021 PM peak, and parts of the inner ring road could be stationary. This will delay traffic exiting the city centre and, in the inbound direction, traffic will experience difficulty entering the Fishergate gyratory from the south due to queues extending back along the inner ring road from Bishopgate / Nunnery Lane. This indicates that, for the Fulford Road corridor to operate effectively and efficiently, a solution to develop free flow on the inner ring road will be needed.

Improvement options

50. A number of options for improving the corridor have been considered. These range from engineering measures within the highway boundary to cater for all road users through to measures specifically aimed at one of the key user groups.
51. Analysis of the corridor identified the Heslington Lane and Hospital Fields Road junctions as being the key capacity constraints. The solutions at these junctions dictate the other measures required elsewhere on the corridor.
52. The option of corridor wide bus priority measures, similar to those recommended in the Buchanan Report, was considered and rejected. Queues on the corridor would remain largely unaltered or indeed increase with no positive effect on congestion at key sections where there are air quality issues. In addition it is known that these measures would be highly intrusive and highly controversial in areas such as Main Street Fulford.
53. An option of increasing capacity of junctions on the corridor via widening to provide extra road space has been considered and rejected. The overall effect of a capacity increasing policy on a corridor such as Fulford Road would be to gradually transfer congestion problems towards the journey end point i.e. the city centre. In addition, such options would not fit in with principles set out in LTP2 and other transport guidance documents.
54. An option was considered which focuses upon sections of the corridor where the greatest gain to public transport reliability can be achieved with the least intrusive measures, whilst also having regard to social and environmental factors. This strategy is based on bus priority with the use of queue relocation and gating of traffic, which has been used to good effect on other radial transport corridors such as Hull Road, Malton Road and The Mount. Bus gating and bus priority measures would be provided to the south of the proposed Germany Beck junction on the A19 making use of improvements required as part of that development. The A19 / A64 roundabouts would be partially signalised and improved to control movements into and through the roundabouts and to control queuing. Additional bus priority measures would be provided at key locations along the corridor.
55. An option focussing on pedestrians and cyclists has been considered. A number of proposals have been identified which provide additional facilities for pedestrians and cyclists along the corridor with the aim of encouraging mode shift from private transport to more sustainable modes. The ability to provide continuous cycle facilities on Fulford Road is however constrained by the built environment and car parking in specific locations.
56. The improvement measures identified in the above proposals are listed below.

Proposals

57. The study has identified a package of improvement measures, in addition to the Germany Beck related improvements allowed for in the 'do nothing' scenarios, which will benefit public transport operations and reduce congestion along the corridor. These can be summarised as follows:
- Using the Germany Beck junction to relocate queues away from built up areas such as the Heslington Lane junction to provide environmental improvements.
 - Widening Naburn Lane on the approach to the A19 junction and widening the A19 north of Naburn Lane to provide a continuous bus lane through to the proposed bus priority signal near the Germany Beck junction on the A19. This could not be accommodated within the existing highway reserve and additional land would need to be acquired and planning approval sought.
 - Improvements to the A19 / A64 roundabout including part time signals. These would improve the operation of the roundabouts and control queue lengths on the A64 slip roads.
 - A bus lane on the A19 approach from Selby to minimise delays to public transport.
 - Potential routing of all services from the Selby direction through the Designer Outlet site and out onto Naburn Lane in order that they can then utilise the Naburn Lane bus lane and avoid queues on the A19.
 - Signalising the Cemetery Road junction.
 - Signal timing modifications and minor improvements to all junctions. Improvements at the Heslington Lane and Hospital Fields Road junctions would involve the loss of at least part of the eastern verges and may require the removal of some trees in what are both conservation areas.
 - Northbound bus lanes on the approaches to Hospital Fields Road and Cemetery Road junctions, and on Fishergate gyratory.
 - Southbound bus lanes on the approaches to Hospital Fields Road and Broadway junctions.
58. It has not been possible to make firm recommendations at the current time for the northern end of the Fishergate gyratory and the Piccadilly junctions as these are affected by ongoing issues such as the Barbican

development, Coppergate 2 car park location, and possible re-routing of public transport services.

59. The study identified the following improved facilities for pedestrians:
- A pedestrian refuge island crossing adjacent to the bus stops between Fulford Cross and Maple Grove. This would also serve nearby retail outlets.
 - Signalised crossing facilities at or in close proximity to the Cemetery Road junction.
 - Converting the existing zebra crossing fronting St George's Primary School to a signalised crossing.
 - Signalised crossing facilities at the southern end of the Fishergate gyratory near to Fishergate Primary School.
 - Improved crossing facilities at the northern side of the Fishergate gyratory. The proposal would be developed in conjunction with the Barbican redevelopment proposals.
 - A pedestrian refuge island crossing near Elliot Court subject to further surveys to assess demand.
60. The study identified the following improved facilities for cyclists:
- Cycle lanes in both directions between Heslington Lane and Broadway.
 - A northbound cycle lane between Broadway and Hospital Fields Lane. In the southbound direction this would be an off-carriageway cycle route.
 - A northbound cycle lane between Hospital Fields Lane and Ordnance Road.
 - A continuous cycle lane southbound from Cemetery Road to Hospital Fields Road.
 - Provision of Advanced Stop Lines on all relevant approaches to junctions where they are not currently provided.
61. The study noted that, whilst it would be desirable to provide continuous facilities to help encourage cycling, at some locations the loss of on-street parking to accommodate cycle lanes could have a significant impact on local businesses or residential areas without off-street parking. As a result facilities for cyclists are not proposed on the following sections of the corridor:

- Between Fordlands Road and Heslington Lane.
 - Northbound north of Ordnance Road.
62. The study also noted that there are similar problems north of Cemetery Road with sections of on-street parking as well as localised sections with inadequate carriageway width and the difficulty cyclists face negotiating Fishergate gyratory. It therefore suggests that cyclists are routed via Cemetery Road, Kent Street and alongside the Barbican site rather than via the Fishergate gyratory.

Analysis - Appraisal of proposals

63. The package of improvements to the corridor, including bus lanes, queue relocation, changes to signals, and improved crossing facilities at appropriate locations, was tested using the Paramics model and compared with the current and 'do minimum' scenarios. The findings were as follows:
- Public transport will benefit by a large reduction in bus journey times in the inbound direction compared with the 'do nothing' scenarios. Outbound bus journey times increase slightly due to new signals on route but remain within acceptable levels.
 - Generally end to end car journey times increase across the board.
 - Queuing traffic would be removed from the Heslington Lane junction and, to some extent, from Fishergate with potential air quality benefits at both locations.
 - The queues would be relocated to the south of the Germany Beck development but the measures proposed remove queues from the main carriageways of the A64.
 - Many of the car and bus journey times would remain relatively unchanged by the provision of additional crossing facilities.
 - The proposed measures will only result in a nominal increase in bus use compared with present day levels. However without these measures there would likely be a switch back from bus to car due to extended bus journey times.
 - Conversion of the Park & Ride service to an express service by removal of some of the intermediate stops along its route would further reduce bus times by between 3 and 6 minutes. There would be a small additional modal shift from car to bus.

- The proposals would require the loss of on-street parking at some locations however the impact has been minimised by retaining well utilised parking wherever possible.
 - Although difficult to quantify, the lack of continuous cycle facilities may deter some potential cyclists.
64. The next step would be to further develop the proposals to a level that would enable public consultation to be carried out. This will follow this panel's agreement to the improvement strategy and would enable a report back to this panel in the spring of 2008 so that implementation of the measures could commence in the latter part of 2008/09.
65. The first phase of work would primarily be at the southern end of the corridor, including the Germany Beck junction, but may also include stand alone schemes such as improved crossing facilities elsewhere on the corridor.

Traffic management

66. The council's LTP has, as one of its priorities, to make a modal shift from the private car to public transport and other environmentally friendly forms of transport such as cycling and walking. The success of the plan depends upon encouraging the shift by providing realistic and viable alternatives as well as traffic management techniques and initiatives.
67. The proposals only address traffic congestion in the short term as there is no long term engineering solution. The study has identified that, even after implementation of all the initiatives in LTP2, it will be necessary to consider traffic management measures to control demand not only on the corridor but city-wide from 2011 onwards. If traffic demand is not managed, the performance of the transport system is likely to be adversely affected.
68. If the corridor is to operate in a near free flow state there will be a need to remove 18% of trips in 2011 and 37% of trips in 2021. A number of strategies / options for undertaking traffic management are listed below. A further study would be required to assess the potential impacts of these on this and other radials together with the city centre before any recommendations can be made.
- Low emission zone (LEZ) or emission based charging
 - Parking pricing
 - Public transport fare structure

- Access control measures
 - Extending Residents Parking to streets adjacent to the corridor
 - High Occupancy Vehicle (HOV) lanes
 - Staggered activity times
 - Work place parking charging
 - Road pricing
69. Without traffic management measures there would be a change back from bus to car over a period of time as buses gradually become more delayed and the benefits of using the bus decrease.

LTP evaluation

70. The table below provides a summary of an assessment of the proposals in this study against the objectives of LTP2. One tick represents low contribution, two ticks medium contribution and three ticks high contribution.

Objective	Infrastructure	Infrastructure + Traffic Management
Reducing Congestion		✓✓
Accessibility	✓	✓
Safety	✓	✓
Air Quality	✓✓	✓✓✓
Quality of life	✓	✓
Economy	✓	✓

71. The infrastructure improvements alone only transfer the congestion from one location to another. If traffic management is also included there will be a benefit as vehicles will be removed from the network.

Air quality evaluation

72. The Paramics model was used to assess vehicle emissions on key sections of the corridor for the 'do nothing', corridor improvements and traffic management options.
73. The 'do nothing' modelling showed that the levels of pollutants will increase throughout the corridor if no changes are made to the corridor. This means that areas that are currently experiencing air pollution problems will become

more polluted over time. It is likely that this will require declaration of a further air quality management area along the Fulford Road corridor at Heslington Lane and possibly elsewhere.

74. The model showed that if the corridor improvement proposals were implemented then the general trend will be for emission levels to reduce within the built-up sections of the corridor. The non-residential areas to the south of Germany Beck junction will generally have increases in pollutant levels due to queue relocation to these areas. The openness of the areas where pollutant levels increase will enable these to be more easily dispersed compared with residential areas.
75. If widespread traffic management measures are implemented so that the corridor returns to near free flow conditions then air quality is likely to improve across the network due to reduced vehicle emissions. This could eliminate the need for a further air quality management area in the city.

Carbon footprint evaluation

76. The data from the Paramics modelling was used to carry out a REAP (Resource and Energy Analysis Programme) analysis. REAP provides a measurement by which the environmental sustainability of an activity can be assessed.
77. The carbon footprint will continue to increase under the 'do nothing' scenario and would increase at a similar level even if the corridor improvements are implemented. Although the improvements would benefit public transport journey times they do not effectively reduce the number of car based journeys and resultant CO₂ emissions. Implementation of additional traffic management measures to encourage modal shift from car use to bus, cycling and walking would be required to provide a significant reduction in the carbon footprint.

Consultation

78. To date the only consultation has involved discussions with relevant council officers to obtain information about the corridor and get their views on the proposals. Discussions have been held with key transport user groups and stakeholders as part of the information gathering process, but no discussions have taken place regarding the outcome.
79. If members agree the recommendations in this report, a public consultation exercise is carried out to obtain the views of residents, businesses and stakeholders on these proposals and the results reported back to this panel.

Corporate Priorities

80. The scheme will form a key part in achieving the council's priority to increase the use of public and other environmentally friendly modes of transport along the Fulford Road corridor. It will also contribute to the council's priority to reduce greenhouse gas emissions.
81. They will, to some degree, help with improving the health and lifestyles of the people who live in York by providing facilities to encourage cycling and walking and reducing air pollution in key areas, as well as improving the actual and perceived condition of the city's streets.

Implications

82. This report has the following implications:

- **Financial**

This study has identified potential strategies for the corridor. Further work will be required to develop these and fully assess the financial implications. It is initially envisaged that £3m will be needed out of the LTP programmes for the next three years (2008-2011) to implement the measures that should be in place by 2011. Further work is required to develop the proposals and fully assess their financial implications. Financial approval will be sought through future reports.

- **Human Resources**

There are no Human Resource implications.

- **Equalities**

The proposed measures will benefit vulnerable road users such as cyclists and pedestrians. In particular improved crossing facilities will benefit the young and the elderly as well as the mobility and visually impaired, whilst more reliable public transport services will benefit non-car owners who tend to be low income families or the elderly.

- **Legal**

The City of York Council, as highway authority for the area, has powers under the following Acts and associated Regulations to implement improvements to the highway and associated measures:

- The Highways Act 1980

- The Road Traffic Regulation Act 1984
- Road Traffic Act 1988

Where the approved strategies and associated schemes require additional legal approvals (for example to make Traffic Regulation Orders or to acquire land), appropriate approvals will be sought.

The Council is legally obliged to declare an air quality management area where it is shown that air pollution levels are in breach of the national air quality objectives.

- **Crime and Disorder**

Where practical and appropriate the proposed improvements would include measures to enhance the safety of all road-users, in particular vulnerable users such as pedestrians and cyclists, as well as minimising the risks of crime.

- **Information Technology**

There are no IT implications at the current time. Any IT implications that develop into approved strategies and result in schemes would be the subject of future report(s).

- **Land & Property**

The vast majority of measures identified can be accommodated within the existing highway reserve. However it is envisaged that to introduce a bus lane on Naburn Lane and extending northwards from Naburn Lane to Landing Lane would require a planning application and the acquisition of additional land.

- **Other**

The full implications of any additional traffic management measures would depend on the actual measure or combination of measures. These would need to be fully assessed as part of any future report on traffic management.

Risk Management

83. In compliance with the Councils risk management strategy there are no risks associated with the recommendations of this report.
84. However if no measures are implemented conditions for users of all modes of transport on the Fulford Road corridor will continue to deteriorate and

pollution will worsen. The council would be failing in its duties under the Traffic Management Act and would be likely to have to declare a further air quality management area.

Recommendations

85. That the Advisory Panel advises the Executive Member for City Strategy that:

a) The contents of the report and outcome of the study are noted.

Reason: For background information and for assisting in the decision making process.

b) The proposals in paragraphs 57, 59, 60, 61 and 62 of this report, together with improvements linked to the Germany Beck development, should form the basis of the improvement strategy for the corridor.

Reason: To improve transport conditions along the corridor for high priority user groups and to minimise environmental impact on the corridor.

c) To agree that cyclists should be encouraged to use Cemetery Road, Kent Street and alongside the Barbican site rather than the section of the corridor north of the Cemetery Road junction.

Reason: To indicate the cycling strategy for the northern end of the corridor.

d) To agree that the proposed improvement measures are further developed, public consultation carried out, and the findings reported back to this panel.

Reason: To seek the public views on the proposed improvement measures and to help to develop those measures.

Contact Details

Author:

David Webster
Project Leader
Engineering Consultancy
Tel: 553466

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director (City Development & Transport)

Report Approved**Date** 19/10/07**Specialist Implications Officer(s)**

Report Author

Wards Affected: Fishergate; Fulford; and Guildhall

For further information please contact the author of the report

Background Papers:

Fulford Road Corridor Study, September 1999, Colin Buchanan and Partners

Annexes

None