

**Notice of meeting of
Decision Session - Cabinet Member for City Strategy**

To: Councillors Merrett (Cabinet Member)

Date: Thursday, 12 April 2012

Time: 4.30 pm

Venue: The Guildhall, York

AGENDA

Notice to Members – Calling In

Members are reminded that, should they wish to call in any item on this agenda, notice must be given to Democracy Support Group by:

10.00 am on Wednesday 11th April 2012 if an item is called in before a decision is taken, or

4.00pm on Monday 16th April 2012 if an item is called in after a decision has been taken.

Items called in will be considered by the Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Tuesday 10th April 2012**.

1. Declarations of Interest

At this point Members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

2. Minutes (Pages 3 - 10)

To approve and sign the minutes of the meeting held on **Thursday 8th March 2012.**

3. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Wednesday 11th April 2012.**

Members of the public may speak on:

- An item on the agenda,
- an issue within the Cabinet Member's remit,

Please note that no items have been published on the Information Log since the last Decision Session.

4. Access York Highway Works Consultation (Pages 11 - 68)
Results and Detailed Design.

This report provides the results of the consultation and proposed responses to the planned improvements to the highway network for the Poppleton Bar and Askham Bar Park & Ride sites. It also updates the Cabinet Member on the changes which have been made to address issues identified during the outline design period.

5. Air Quality on Salisbury Terrace. (Pages 69 - 78)

The purpose of this report is to update the Cabinet Member on the results of a public consultation exercise undertaken in relation to the declaration of a new Air Quality Management Area (AQMA) in the Leeman Road area.

6. Urgent Business

Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Laura Bootland

Contact Details:

- Telephone – (01904) 552062
- Email – laura.bootland@york.gov.uk

For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting, Laura Bootland.

- Registering to speak
- Written Representations
- Business of the meeting
- Any special arrangements
- Copies of reports

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If you would, you will need to:

- register by contacting the Democracy Officer (whose name and contact details can be found on the agenda for the meeting) **no later than 5.00 pm** on the last working day before the meeting;
- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

A leaflet on public participation is available on the Council's website or from Democratic Services by telephoning York (01904) 551088

Further information about what's being discussed at this meeting

All the reports which Members will be considering are available for viewing online on the Council's website. Alternatively, copies of individual reports or the full agenda are available from Democratic Services. Contact the Democracy Officer whose name and contact details are given on the agenda for the meeting. **Please note a small charge may be made for full copies of the agenda requested to cover administration costs.**

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Holding the Cabinet to Account

The majority of councillors are not appointed to the Cabinet (39 out of 47). Any 3 non-Cabinet councillors can 'call-in' an item of business from a published Cabinet (or Cabinet Member Decision Session) agenda. The Cabinet will still discuss the 'called in' business on the published date and will set out its views for consideration by a specially convened Scrutiny Management Committee (SMC). That SMC meeting will then make its recommendations to the next scheduled Cabinet meeting in the following week, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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- Councillors get copies of all agenda and reports for the committees to which they are appointed by the Council;
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City of York Council

Committee Minutes

MEETING	DECISION SESSION - CABINET MEMBER FOR CITY STRATEGY
DATE	8 MARCH 2012
PRESENT	COUNCILLOR MERRETT (CABINET MEMBER)
IN ATTENDANCE	COUNCILLORS HEALEY, HODGSON, REID, SEMLYEN AND WATSON.

41. DECLARATIONS OF INTEREST

At this point in the meeting, the Cabinet Member is asked to declare any personal or prejudicial interests he may have in the business on the agenda.

Personal non prejudicial interests were declared as the Cabinet Member acknowledged that he had involvement in the original decisions on Mayfield Grove. Also on the City Centre Footstreets as a member of the Working Group.

42. MINUTES

RESOLVED: That the minutes of the last meeting held on the 21st February 2012 be approved and signed by the Cabinet Member as a correct record.

43. PUBLIC PARTICIPATION - DECISION SESSION

It was reported that there had been 9 registrations to speak at the meeting under the Council's Public Participation Scheme. The Cabinet Member also granted 5 requests to speak from Council Members.

- i) The Future Management Arrangements for Public Open Space at Mayfield Grove York.

Ann Leggett, David Munley and Jacquie North spoke on behalf of the Chase residents Association. They thanked the Council for taking on the matter and welcomed the opportunity to take part in the process to establish appropriate management arrangements. They advised that they were disappointed with the framework in that in their opinion it was overly prescriptive

and while it informs on what is required, it doesn't involve the community sufficiently. They felt that any management board should include local education establishments, residents groups, conservationists and ecologists but the core representation should be local residents. They requested that some interim arrangements be drawn up to ensure work such as the mowing of the meadow is carried out.

Barry Potter spoke on behalf of YNET who advised that 15 years ago he had worked with the Council to devise an innovative scheme to look after the land. Whilst he acknowledged that the local community and wider community should have involvement in the management framework, he stated that YNET were already looking after the land and had worked hard to do so. He advised that he welcomed any support from the local community and that in general he was pleased with the report.

Brian Bevan spoke in support of Anglers who use the site. He advised that people had been fishing there for at least 50 years and asked that whoever takes control of the land recognise this fact and do not prevent fishing from continuing. He gave his support to YNET who he said has done a good job of looking after the site and had allowed fishing.

Councillor Semlyen spoke as Ward Councillor. Instead of focusing on any negatives, she advised that the site is a beautiful piece of land for recreation and for visiting groups. Residents have engaged with the Council and developers to try and sort the situation out, in particular the Chase Residents Association who had been particularly persistent. She welcomed the chance for residents to be involved in managing the site.

Councillor Watson spoke as a Council Member. He was keen to ensure YNET still had full involvement at the site and commented in particular that their knowledge and skill had ensured the pond is well looked after. He distributed a photograph showing the poor access for disabled anglers and asked that this be improved on in future.

Councillor Healey spoke as the City Strategy Spokesperson for the Conservative Group. He advised that he was disappointed with the time taken to get to this point and hoped that from now on there would be some progress.

Councillor Reid spoke as Ward Councillor. She welcomed the progress and the work that had been undertaken by all involved. She had the following observations on the report and framework:

- Paragraph 13 implies restrictions when the site should be available all year round.
- Paragraph 18 – Interim management arrangements have not been satisfactory.
- Paragraph 27 – It is local residents who have drawn attention to and campaigned for something to be done about the situation.
- The framework contains no details about access for all.
- All decisions should be taken in public.

ii) City Centre Footstreets Review – Traffic Regulation Order Objections.

Paul Hepworth spoke on behalf of the CTC. He advised that he recalled the Council having firm support for a cross city cycle route past York Minster in the days before the Unitary Authority was formed. The highway authority at the time had closed Deangate to all vehicles including cyclists but subsequently the Council persuaded them to trial an experimental 6 month relaxation for cyclists. This demonstrated that the Department for Transport advice on shared space can work. The subsequent extension of core time cycling restrictions in High Petergate was contested unsuccessfully by CTC at public enquiry. The recommendation to allow cyclists to travel through Bootham Bar throughout the day for a trial period was welcomed by the CTC.

Ian Anderson and Andrew Gray spoke on behalf of St. Michael Le Belfrey church and its Parishioners. They asked that parking be retained on Sundays due to a lot of the congregation being elderly. The 9am Sunday service in particular has around 100 attendees and getting into the City Centre is not easy due to Sunday bus services. They stated that any concession would be welcomed.

Mr. Langford, a local resident, had several observations on the report. In particular he expressed concern regarding the paper not addressing Sunday parking issues and the concerns of the Churches. He also commented that the Council should ensure that all affected residents have been notified about traffic orders

as he felt that the envelopes used for mail outs are not marked clearly as being from the Council.

Councillor Reid spoke on behalf of residents in her Ward who regularly give their time to a City Centre church. She advised that parking spaces on a Sunday morning would only be required for 1 or 2 hours and the proposals set out in the report do not help those with limited mobility who may not have a blue badge. She urged the Cabinet Member to listen to the representations made and to allow some parking on Sundays.

Councillor Hodgson also spoke on behalf of residents in his Ward who attend City Centre Churches and advised that more spaces are required, particularly on Sunday mornings.

44. THE FUTURE MANAGEMENT ARRANGEMENTS FOR PUBLIC OPEN SPACE AT MAYFIELD GROVE, YORK.

The Cabinet Member considered a report which summarised the background and history relating to the Mayfield Grove site and to set out for agreement the actions required and the process to be followed to secure long term management of the land for public benefit as per the section 106 agreement signed and dated 2 June 1997.

The Council had produced a Management Framework which was attached at annex 4 to the report. It set out the minimum requirements necessary for the successful management of the land at Mayfield Grove. It had been informed by the ongoing informal management arrangements and dialogue with York Natural Environment Trust (YNET) and Chase Residents Association (CRA) over recent months.

Having taken into consideration the representations made by the public speakers and Council members, the Cabinet Member made the following comments:

- Apologised for the ongoing situation and the fact that the land transfer is still to be finalised.
- Acknowledged the efforts made by local residents in trying to discover who has responsibility for the land. As a result the Council has paid attention and a solution was now trying to be found. The key issue is to move forward.

Option 2 was approved with the amendments detailed below.

The Cabinet Member suggested the changes to take into account the representations made by interested parties and council members at the meeting.

RESOLVED:

That Option 2 be approved and the process set out in the report, with the following amendments, be agreed:

- (i) That the Habitat Plan and Site Layout plan be improved for the final copy of the Management Framework.
- (ii) The Ecological Assessment should be made more specific to York species, particularly in relation to Bats etc but without being over-prescriptive.
- (iii) Section 1.4 be amended to recognise that there is currently not general disabled access to the site and improvements could be made.
- (iv) The value of the land as a community resource should be upfront in the Management Framework.
- (v) The Community involvement sections 3.3 and 3.4 should be strengthened and potentially based around a reinvigorated 'friends of' model.
- (vi) That the final wording be delegated to the Director of City Strategy in conjunction with the Cabinet Member.
- (vii) That the Council would seek to ensure that the site was managed according to the draft management framework for the interim period until a new managing organisation was established.

REASON:

In order to confirm the process to be followed to secure the effective long-term management arrangements for land at Mayfield Grove York as per Section 106 agreement dated 2nd June 1997.

45. 2012/13 CITY STRATEGY CAPITAL PROGRAMME BUDGET REPORT

The Cabinet Member considered a report which set out the funding sources for the City Strategy Capital Programme and the proposed schemes to be delivered in 2012/13.

Subject to approval at Full Council, it was reported that the City Strategy Capital Programme budget for 2012/13 is anticipated to be £7,345k which includes £1,910k of Local Transport Plan (LTP) funding, plus other funding from the Local Sustainable Transport Fund (LSTF) grant, developer contributions, council resources and funding from the Department for Transport (DfT) for Access York Phase 1.

Officers updated that the Better Bus Area Fund bid had been submitted earlier in February and if successful it would add to the amount detailed above. The programme included a number of important schemes such as improvements to the cycling and walking network and the 20mph limit scheme.

The Cabinet Member commented that York is in a good position in relation to other Authorities and was happy to approve the proposed Capital Programme.

RESOLVED:

That the proposed 2012/13 City Strategy Capital Programme as set out in the report and Annex 1 be approved.

REASON:

To implement the Council's transport strategy identified in York's third Local Transport Plan and deliver schemes identified in the Council's Capital Programme.

46. CITY CENTRE FOOTSTREETS REVIEW - TRAFFIC REGULATION ORDER OBJECTIONS.

The Cabinet Member considered a report which presented the representations made following the advertisement of amendments to various Traffic Regulation Orders in and around the City Centre Footstreets and suggested recommendations on how to progress the proposals.

Officers addressed the comments made by Councillor Hyman as Liberal Democrat spokesperson for City Strategy as follows:

- The bollards at the Market will not be locked and if they do not work then other measures will be considered.
- Disabled parking road markings in the City will stay in the position they are currently.
- The road train is not considered in the report.
- In regard to the horse and carriage, no problems had been reported to the Council but if a problem does arise then Officers confirmed they would look into it.
- Signage at Bootham Bar would be reviewed at the end of the 12 months.

In response to the representations made by St. Michael Le Belfrey Church, the Cabinet Member asked if it was possible to put in place a set of regulations that allowed parking up to 11am on Sundays. Officers confirmed that this could be done.

The Cabinet Member welcomed the proposals in terms of the original ambition that footstreets should be footstreets as far as possible. He commented that more and more vehicles have been using the streets in recent years and the traffic orders address that issue along with Re-invigorate York who are also seeking to de-clutter the footstreets. He recognised that a compromise was required in respect of Duncombe Place on Sundays.

RESOLVED:

That the following be approved:

- (i) The ongoing development of disabled parking provision.
- (ii) The implementation of a Traffic Regulation Order to remove Pay and Display parking bays and replace them with double yellow line in:
 - Goodramgate (13 spaces)
 - Blake Street (9 spaces)
 - Lendal (9 spaces)
- (iii) The implementation of a Traffic Regulation Order to remove the Pay and Display parking bays in Duncombe Place (8 spaces) and replace them with a single yellow

line to prohibit parking Monday to Saturday at any time and on Sundays between 11am and 6pm.

- (iv) The Implementation of a Traffic Regulation Order to make access into the Newgate Market area for loading only by permit holders.
- (v) The implementation of a Traffic Regulation Order to permit cyclists to use High Petergate between Bootham Bar and Duncombe Place. However this is to be for a 12 month trial period and is to be subject of a further report in due course.

REASONS:

- (i) To provide some improvement for disabled parking.
- (ii) To remove intrusive parking in, and excessive travel by motor vehicles through the central area seeking the very limited on street parking.
- (iii) As (ii above) but giving allowances to those attending church services by implementing a restriction of reduced severity in Duncombe Place on Sunday mornings.
- (iv) allow the removal of street furniture, some of which is very expensive to maintain, repair or replace, in areas of historic importance, and begin the simplifying of the traffic regulations in the central area whilst reasserting the special nature of the pedestrian zone.
- (v) trial measures to better inform future decisions on the operation of the footstreets



Decision Session – Cabinet Member for City and Environmental Services**12 April 2012**

Report of the Director of City and Environmental Services

Access York Highway Works - Consultation Results and Detailed Design**Summary**

1. Expanding Park and Ride Services is a key priority identified in the Council Plan under the theme of 'Get York Moving'. This report provides the results of the consultation and proposed responses to the planned improvements to the highway network for the Poppleton Bar and Askham Bar Park & Ride sites. It also updates the Cabinet Member on the changes which have been made to address issues identified during the outline design period. The report recommends that the amended scheme layouts should be approved to enable the scheme to be tendered in the summer/autumn of this year.
2. The consultation leaflets and layout drawings are provided in Annexes 1 and 2. Analysis of the main consultation comments is included in Annex 3. The proposed layout drawings identifying amendments made as a result of the consultation and to be used as a basis for the detailed design, are provided in Annex 4.

Recommendations

3. The Cabinet Member is recommended to:
 - Note the comments raised by the public, Councillors and interested organisations.
 - Note the Officer's response to the comments and the proposed amendments to the designs.
 - Approve the further design development of the schemes in line with the amended layouts included in Annex 4 to enable the

project to be tendered in Summer/Autumn 2012 and be constructed in 2013/14.

- Approve the further review of speed limits on the A59 and authorise the advertising of Traffic Regulation Orders if required.
- Approve the further investigation of traffic issues in Poppleton associated with the construction of the highway works and completed scheme to enable measures to be ready for introduction at the start of construction or as required during the works. Proposals to be presented in a further report to the Cabinet Member prior to the start of construction.

Reason: To implement the Access York Phase 1: Park & Ride sites which will bring road congestion, sustainable travel and environmental benefits across the city.

Background

Overview

4. The Access York Phase 1: Park & Ride development will make a significant contribution to addressing the severe congestion experienced at peak times in the City of York. By removing additional vehicles and providing a high quality sustainable public transport service it will reduce pollution in the city centre.
5. A successful Park & Ride service is a cornerstone of York's transport strategy and the current plans have been developing since 2003. Following a review of transport schemes by the UK Government the Access York Phase 1: Best and Final Funding bid was approved in November 2011.
6. The proposals consist of a new Park & Ride site off the A59 near Poppleton and an enlarged and re-located Askham Bar Park & Ride site off Tadcaster Road. Since November additional design work has taken place to enable the highway layouts for each site to be put out to public consultation.
7. The public consultation periods ran from 30 January 2012 to 24 February 2012 for Askham Bar and from 6 February 2012 until 2 March 2012 for Poppleton Bar. Key internal and external stakeholders were also consulted on the plans. All consultation responses have been collated and used to inform improvements to the designs presented for approval in this report.

Consultation

8. The consultation strategy enabled local residents, stakeholders and others opportunities to make their views known whilst ensuring value for money; accessibility for all; and adherence to the overall project timetable.
9. The consultation leaflet and layout drawings are included in Annexes 1 and 2.
10. The consultation included the following elements:

Both Sites

- Erection of road signs on approaches to the sites
- City of York Council website
- Use of accessyork@york.gov.uk email address
- Press release
- Internal consultation with council departments
- External consultation with interest groups and the emergency services

Askham Bar

- Distribution of a leaflet to all households in the Copmanthorpe area and to immediately neighbouring properties in Dringhouses.
- Displays at Dringhouses Library, Copmanthorpe Library, Tadcaster Road Tesco, York College, and 9 St. Leonard's Place
- A staffed exhibition at the Askham Bar Park & Ride site on 14 February (08:00 to 19:00)
- Attendance at the Rural West Ward Committee Meeting on 8 February
- Attendance at Copmanthorpe Parish Council on 14 February
- Attendance at the Dringhouses and Woodthorpe Ward Committee Meeting on 26 January

Poppleton Bar

- Distribution of a leaflet to all households in the Nether and Upper Poppleton Parishes and to properties fronting onto Boroughbridge Road (A59) near the Beckfield Lane junction.

- Displays at Poppleton Library, Poppleton Garden Centre and 9 St. Leonard's Place
- Drop in Q&A session for local businesses on 16 February at Northminster Business Park
- A staffed exhibition at All Saints Hall on 10 February (08:00 to 19:00)
- Attendance at the (special meeting) Rural West ward committee meeting on 16 February; Acomb ward committee on 15 February
- Meeting with Nether Poppleton and Upper Poppleton Parish Councils on 5 March
- Meeting with residents of Cinder Lane on 22 February

11. The following responses were received:

Source	Number	
	Askham Bar	Poppleton Bar
Email	37	51
Dringhouses library	5	-
Copmanthorpe library	2	-
Poppleton library	-	11
Askham Bar Exhibition	15 (66 attendees)	-
Poppleton Bar Exhibition	N/A	14 (50-60 attendees)
Letters	3	4
Telephone Calls	0	1
TOTAL	62	81

12. Askham Bar responses included 69 comments with approximately 39 specific issues. Poppleton Bar responses numbered around 135 comments covering around specific issues.
13. A more detailed list of comments and officer responses is included in Annex 3. The following tables provide a summary and ranking for the comments.

Summary of Comments – Askham Bar

14. The main comment areas are listed in the table below and summarised in the subsequent paragraphs. More detailed responses are included in Annex 3 and the changes proposed to the scheme to address the comments are identified in the design section of the report.

Summary of Most Common Comments – Askham Bar

Response	Frequency	Rank
Supportive of scheme	16	1
Would like to see 1 cycle crossing point for the Park & Ride access road	15	2
Suggest grade separated solution for York College pedestrian crossing	12	3
Would like pedestrian link to Tesco and existing P&R bus stop area	5	4
Retain existing Park & Ride Stops	5	4
Suggest left turn slip road is constructed immediately	5	4
Concern over what is going to happen to the existing site	3	7
Concern over right turns in	3	7
Physical appearance of junction looks complicated on plan	3	7
Concern that the secluded nature of the cemetery may be compromised	3	7

15. The comments are varied including supportive comment, comments on the cycle crossings proposed and concern over the TOUCAN pedestrian/cycle crossing outside York College. Other comments highlight concerns about proposed operational issues; the layout of the access junction and the impact of the scheme on the local environment.
16. Strong local support for the project at Askham Bar is likely to be generated by awareness that the existing site is over-subscribed and needs to be improved. Most respondents saw the benefits and were supportive of the highway works needed to access the site.
17. Safe cycle access and keeping existing facilities for cyclists working safely is a top priority. The consultation cycle layout proposals

across the Park & Ride access arm although directly aligned was not popular in that it showed three separate crossing stages for cyclists, one of which was under signal control. To solve this issue a simplified crossing arrangement will be used instead where cyclists seek gaps in traffic and cross the road in one movement further up the Park & Ride arm.

18. Existing congestion and delay issues emanating from the crossing on Tadcaster Road just outside York College are well known. A grade separated solution is not affordable as part of the Access York proposals. The Access York project will have a beneficial impact on this issue as the main Park & Ride entrance will be moved further south resulting in a net removal of several hundred Park and Ride trips from the section of road outside the College.
19. Other comments relating to Park & Ride operations and more detailed comments will be addressed in the detailed design process and are identified in the design section of this report.

Summary of Comments – Poppleton Bar

20. The main comment areas are listed in the table below and summarised in the subsequent paragraphs. More detailed responses are included in Annex 3 and the changes proposed to the scheme to address the comments are identified in the design section of the report.

Summary of Most Common Comments – Poppleton Bar

Response	Frequency	Rank
Concern about through traffic in Poppleton	21	1
Supportive of scheme	17	2
Would like details of a though traffic mitigation scheme	12	3
Against scheme	10	4
Concerned about blocking back	6	5
Cinder Lane Access	5	6
Suggesting rail based Park & Ride	5	6
Too close to Rawcliffe Bar	5	6
Thinks subway is a good idea	5	6
Plant more trees on site	5	6

21. Most comments received on the plans for Poppleton Bar centred around concerns over the levels of through traffic in Poppleton village. Many of the same respondents also requested that a plan of measures be drawn up to tackle the through traffic issue.
22. In 2009 the council carried out a comprehensive traffic movement study in the area. This was undertaken using video surveys of vehicles at the A59 junctions and on Millfield Lane.
23. The results indicated that the majority of traffic in Poppleton (80 to 90%) originates or has a destination in Poppleton. Peak conditions for through traffic occur in the mid week evenings and amount to approximately 20% of traffic in Poppleton. Levels of through traffic in the morning peak hour represent approximately 10% of the total vehicular traffic flow. Some roads in the village (Black Dike Lane particularly) carry a higher proportion of through traffic (up to 50%), albeit absolute numbers are low. Most through traffic uses Hodgson Lane (66% inbound, 45% outbound).
24. It is anticipated that the Park & Ride proposals will significantly reduce the amount of through traffic in Poppleton when operational. The reasons for this are the upgrade of the A59/A1237 junction and the shift of car trips onto the Park & Ride service. Both measures will reduce delay and congestion on the strategic routes in the area reducing the perceived time benefit of through traffic routing through Poppleton village.
25. It is proposed that options for addressing through traffic, safety and speeding issues in Poppleton are investigated further in advance of the Park & Ride scheme with a view to have the most significant measures in place (or designed ready for rapid delivery if required) at the start of construction.

Cinder Lane Area

26. There were a number of comments from residents in the immediate vicinity of the roundabout and Cinder Lane areas which highlighted concerns about visibility and traffic speeds in the area.
27. Cinder Lane is a private road to the north of the A59 Boroughbridge Road. Cinder Lane and a number of other adjacent driveways in the area access directly onto the A59. Cinder Lane is located approximately 100 metres due east of the A59/A1237 roundabout.

28. As part of the roundabout works the A59/A1237 roundabout will be enlarged, which will move the eastern extent of the resulting roundabout closer to Cinder Lane than is currently the case. The A59 will be widened into the verge area to the south side of the existing carriageway on approach to the roundabout in the vicinity of Cinder Lane. This is to reduce congestion and provide an additional short length of two lane approach to the roundabout.
29. Due to the proximity of the Cinder Lane area to the roundabout the residents have voiced concerns and highlighted issues associated with the highway layouts. These are as follows:
 - Concern over vehicle speeds along the A59
 - Making turns into and out of driveways and Cinder Lane
 - Closer proximity to the A59/A1237 roundabout
 - Visibility distances
 - Disruption and inconvenience during construction
 - Crossing and pedestrian issues
 - Access to the bus stop and garage area
 - Request for traffic calming measures.

Officer Response

30. Delays and congestion at the existing A1237/A59 junction inconveniences thousands of people on a daily basis. Reducing congestion and delay will bring significant benefits to travellers in the City and across the County. This is being achieved through the improvement of the existing roundabout proposed as part of this scheme. Due to land availability and the proximity of adjacent buildings, residences and businesses the capacity of the roundabout can only be realistically improved through expansion in a north-easterly direction.
31. As the roundabout improvement scheme has developed it has been designed in accordance with best practice UK Government guidelines including the Manual for Streets, Manual for Streets2 and the Design Manual for Roads and Bridges (where appropriate). As part of the design process an independent road safety audit was carried out. This along with the design development did not reveal any existing road safety issues in the area or any safety issues as part of the proposed designs.

32. The council has engaged with the residents and business in the local area since the project re-started in a number of ways including meetings, site visits, telephone calls, emails and hand delivered and posted letters.
33. We are aware of the residents concerns and are seeking to address them in a way which can be safely and realistically incorporated into a compliant design. This work will be ongoing in many respects and we are committed to informing the local residents of our progress. Measures identified in the consultation design for the Cinder Lane area included:
- Slewing the A59 carriageway southwards to increase visibility distances to Cinder Lane;
 - Land purchase and vegetation clearance agreed with residents to increase visibility distances;
 - Traffic calming road surface markings
34. The following additional measures are proposed in the current design layout to improve visibility and reduce speeds in the area.
- Pedestrian refuge island provided for crossing to the bus stop to aid crossing and create an environment with slower speeds;
 - Changes to the roundabout geometry including the reduction of the A1237 southbound entry radius and A59 eastbound exit radius to encourage slower speeds exiting the roundabout;
 - Appropriate warning signage in the area (side road junction signage);
 - Changes to the road markings and carriageway surface texture and colour to calm traffic in the area including central hatched lining;
 - Speed limit signs on the exit to the roundabout to reinforce the need to reduce speed when leaving the A1237.
 - Extension to the widened northern footway to narrow the road width in the area and provide adequate space for a shared pedestrian/cycling facility.
 - Provision of an inbound cycle lane on the carriageway to Beckfield Lane.
 - Accommodation works to adjacent properties where required

35. It is anticipated that the measures proposed to be introduced in the area will lead to lower speeds. Speed levels will be surveyed following construction and the speed limit will be reviewed and lowered if this can be achieved within national guidelines.
36. A Construction Environmental Management Plan will be agreed with the contractor to control construction traffic. This will cover hours of operation, access routes, traffic management requirements and noise and vibration monitoring and controls
37. A total of 17 respondents registered their support for the scheme proposals whilst 10 were against the scheme.
38. Some respondents questioned the need for a new site close to Rawcliffe Bar and others queried why a rail based Park & Ride option had not been developed.
39. Other more detailed comments included concern over blocking back between the two scheme junctions and issues relating to landscaping and the subway.
40. More detail of the main comments in the list above with officer responses is included Annex 3.

Consultation with Outside Bodies

41. The consultation drawings were sent out to the standard list of stakeholders including the Emergency Services, Cycling Groups, North Yorkshire County Council, and Parish Councils. In addition Officers met a group of residents from the Cinder Lane area.
42. Comments were received back from the organisations as shown in the following table.

Group	Askham Bar	Poppleton Bar
Highways Agency	<input checked="" type="checkbox"/>	
York Cycle Campaign	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
York Older People's Assembly	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Cyclists Touring Club	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
North Yorkshire Police	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
North Yorkshire County	-	<input checked="" type="checkbox"/>

Council		
Police Architectural Liaison	-	<input checked="" type="checkbox"/>
Upper Poppleton Parish Council	-	<input checked="" type="checkbox"/>
Yorkshire Ambulance Service	<input checked="" type="checkbox"/>	-

ASKHAM BAR

Highways Agency

43. The Highways Agency has been consulted throughout the scheme development due to the proximity of the Askham Bar site to the Trunk Road Network in the form of the A64 (which the HA has responsibility for).
44. The HA has no objections or concerns about the current layout given that it offers increased capacity and stacking space over the original planning application junction layout. The HA wish to be included in any further consultation on the development of the Askham Bar site access junction.

Officer Response

45. None needed.

North Yorkshire Police

46. North Yorkshire Police have been involved with the independent Safety Audit process and have also commented on the proposed outline design. They raised a number of concerns relating to the complexity of the junction layout and the alignment of the Park & Ride entrance.

Officer Response

47. Constructive discussions were held with the police. Examples of similar junctions in the region were presented and details of the likely signing and lining regime were discussed. It is proposed to amend the alignment of the Park & ride entry arm to present a more conventional (right-angled) right turn in to the site on a constant radius.
48. The Police are satisfied that, taking into account the amendment to the layout of the right turn into the site and a suitable signing and

lining regime for the scheme, that the proposed revised design adequately addresses their concerns. The scheme will be subject to an independent safety audit later in the project programme which will include review by an independent police team.

Yorkshire Ambulance Service

49. No problems anticipated with the new site.

York Cyclists Touring Club

50. Two concerns were raised. Firstly, the club were not in favour of crossing the Park & Ride access road in three stages. Secondly, concern was raised over the route for cyclists into Tesco and along the connecting roads to the existing Park & Ride site.

Officer Response

51. The comment regarding the cycle crossing is acknowledged. Council officers consulted internally and took into account feedback from other cyclist users who also indicated dissatisfaction with the original crossing proposals.

52. The proposed solution to mitigate the issue identified in these comments is to move the cycle route crossing point further north along the Park & Ride access arm. This will enable cyclists to cross the road safely in one location. Crossing cyclists will seek gaps in the traffic flow and cross on a highly visible raised table. Visibility to seek safe gaps in traffic is improved in this area.

53. When the new Park and Ride site becomes operational all the Park & Ride trips using the access roads in the Tesco area will be removed, improving conditions for cyclists. Access for cyclists down the bus only link will not be permitted as it is only a single carriageway link with passing places and will not have sufficient width to safely accommodate cyclists and Park & Ride buses. Improving cycle access to Tesco is outside the scope of this scheme. The provision in this area will be reviewed by the Sustainable Transport Service.

York Cycle Campaign

54. The main concern is their desire to see a direct and uninterrupted cycle path that is at least as safe as the current alignment. They do not like the proposals to cross the Park & Ride access arm in three

stages. Specific comments include a request for clarification on the arrangements when cyclist cross and whether they will have priority over motor traffic. Advanced Stop Lines are suggested to be provided on all approaches due to the perceived inconvenience of the proposed alignment. Details of cycle routes through the site are also requested.

Officer Response

55. As covered under the response to York CTC the design has been amended to simplify and improve the cycle crossing arrangements.
56. Amendments to the radius of the curve of the road entering the Park & Ride site are also being made to improve safety.
57. The proposal to provide Advanced Stop Lines throughout the junction has been rejected on safety grounds in that it might encourage less confident cyclists to abandon the much safer direct cycle path in favour of the carriageway which does not have any other on road cycle facilities immediately adjacent. This decision is supported by North Yorkshire Police.
58. Cycle access in to the site is being well provided for through shared use paths but cycle access through the site to Tesco, Moor Lane and beyond for cyclists will not be permitted. This is due to safety concerns with cyclists on the single carriageway bus only link and security concerns centring on the need to secure and close the site at night. A direct and safe off-road cycle path already runs along Tadcaster Road to take cyclists to these destinations.

York Older People's Assembly

59. The main concern of the Assembly is the use of shared paths which they feel are unsafe.

Officer Response

60. There is no data available that shows greater risk to pedestrians from well designed shared use paths. UK Government Traffic Advice Leaflet 9/93 Cycling in Pedestrian Areas reported on research that revealed there are no real factors to justify excluding cyclists from pedestrianised areas, suggesting that cycling could be more widely permitted without detriment to pedestrians. Shared use paths are used successfully at other locations in the York area including the river side routes.

61. The use of shared paths in this case is considered to be valid in this semi-rural/urban location. Potentially the greatest risk to pedestrians and cyclists comes from vehicular traffic – which is borne out by the PIA collision records in the area. Therefore the safest arrangement is for pedestrians and cyclists to have their own space. The shared use paths are well designed with adequate width, sensible alignment and good visibility to ensure appropriate cycle speeds.

POPPLETON BAR

North Yorkshire Police

62. North Yorkshire Police have been involved with the independent Safety Audit process and have also commented on the proposed design. The Police welcomed the reduction in community severance and improvements to road safety as a result of the proposed subway however they raised a number of concerns relating to its design.
63. Existing underpasses within York are subject to low level crime and disorder, particularly graffiti. Visibility on approach and through the subway is also a concern given the alignment of approaches. The police also stress the importance of providing alternative over ground pedestrian and cyclist routes across the roundabout.

Officer Response

64. The principle of providing the subway will reduce community severance, improve access for cyclists and pedestrians and improve safety for existing users. The council is expecting to see numbers of cyclists increase as suppressed demand is released, particularly with links provided to Northminster Business Park and the wider cycle network.
65. The security concerns are acknowledged and will be minimised by careful design. The alignment of the approach ramps is constrained by land availability and the proximity of adjacent properties but has been improved through obtaining small amounts of land and carefully designed improvements at landings to increase visibility and 'see-through'.
66. The subway will be designed in line with Safe By Design principals and UK Government guidance TD36/93 - Subways for Pedestrians and Pedal Cyclists Layouts and Dimensions, which sets out

headroom and width requirements for subways and guidance on surface finishes, lighting, drainage, handrailing, markings and signs. All finishes and lighting will be vandal proof and highly durable to reduce ongoing issues. CCTV will be provided linked to the Council's citywide camera network.

North Yorkshire County Council

67. North Yorkshire Council supports the proposals. The Park & Ride site will improve access for North Yorkshire residents to key services in York. Improvements to the A1237 are also welcomed in that it is regarded as an important route for key cross county journeys such as Harrogate to Malton. Any bus journey time improvements on the A59 corridor are also of benefit increasing the attractiveness of public transport as a mode choice. The council is encouraged to consider the proposal to allow rail users to use the site as an informal Park & Rail facility for trips to Harrogate and Knaresborough via Poppleton railway station.

Officer Response

68. The support from the county council shows the wider benefits expected as a result of the highway improvements. The informal Park & Rail proposal will be considered however the 600m distance to the railway station will be a limiting factor.

Upper Poppleton Parish Council and Nether Poppleton Parish Council

69. A written response from the Clerk of Upper Poppleton Parish Council was received on 16 February. This expressed concern over potential disruption and delays during the construction period and concern about through traffic in the village. Details of any plans or measures proposed to tackle this were requested.

70. Subsequent to the special Rural West Ward Committee held on 16 February further concerns were raised by the Chairman of Upper Poppleton Parish Council via the executive member for city strategy including:

- Increased 'rat-running' through Poppleton both during the construction phase and subsequently;
- The road layout and signal phasing at the A59/Station Road/Northfield Lane junction; and
- The egress from Cinder Lane onto the A59.

Officer Response

71. The council have long been aware of the concerns that residents have about through traffic in Poppleton. In 2009 to support the Park & Ride site planning application a comprehensive traffic movement study was carried out in the area. This was undertaken using video surveys of vehicles at the A59 junctions and on Millfield Lane.
72. The study reported that in the morning peak hour approximately 10% of A59 traffic turns off through Poppleton to avoid the A59/A1237 Roundabout.

Routes into Poppleton to/from A59

	From A59		To A59	
	All	Through Traffic	All	Through Traffic
Newlands Lane	2%	2%	2%	5%
Hodgeson Lane	34%	66%	20%	45%
Black Dike Lane	8%	15%	8%	17%
Station Road	55%	17%	69%	33%
Total 12 Hr to/from A59	1880	411	1554	160

73. The results also indicated that the majority of traffic in Poppleton (80 to 90%) originates or has a destination in Poppleton. Peak conditions for through traffic occur in the mid week evenings when approximately 20% of all traffic in Poppleton is travelling through the village. Most through traffic uses Hodgson Lane (66% inbound, 45% outbound). Other parallel roads in the village (Black Dike Lane, Station Road.) carry a higher proportion of through traffic (up to 50%), albeit absolute numbers are low.
74. Since 2009 the council has installed a permanent traffic counter on Millfield Lane in Poppleton. The recent results from this show that there was a small reduction in traffic flows between 2010 and 2011.
75. It is anticipated that the permanent impact of the Park & Ride works will be a significant reduction in congestion and queuing in the local area. This is expected to reduce the amount of through traffic using Poppleton. A signalised A59/Station Road/ North Field Lane junction will provide an easier, more predictable, safer access to/from the village and Northminster Business Park.

76. Data from the traffic counter on Millfield Lane will be monitored during construction to detect if there are any significant changes to traffic flows.
77. Outline traffic measures for routes in Poppleton, designed to impede through traffic, have been reviewed and were subject of a survey in January 2010. Poppleton residents were asked to provide views on possible measures on access roads (Do Nothing, One Way (Inbound/Outbound), Traffic Calming and Road Closures).
78. Over 150 people responded and the results can be summarised as follows:
 - Largest response was to do nothing for Newlands Lane, Millfield Lane and Station Road (60-70%);
 - Highest response for doing something was on Black Dike Lane or Hodgson Lane (70%);
 - One Way outbound for Hodgson Lane or Black Dike Lane (Approx. 30% support);
 - Road Closure Black Dike Lane (Approx. 20% support); and
 - Traffic Calming for Hodgson Lane (Approx. 20% support)
79. A productive meeting was held with representatives from both Nether and Upper Poppleton Parish Councils on 5 March to discuss their concerns. The citywide initiative to implement 20mph residential area speed limits (including in the residential areas of Poppleton) was discussed and will be integrated in to any potential mitigation measures where possible. It was proposed to investigate the following in more detail:
 - Station Road – Investigate parking restrictions to ensure free exit/entry to new junction.
 - Black Dike Lane – Investigate provision of a road closure or one way outbound restrictions. Temporary, Experimental or Permanent Traffic Regulation Orders to be considered – temporary or experimental would give the most flexibility during delivery.
 - Hodgson Lane – Investigate provision of gateway feature to reinforce entrance to village. Review speed surveys and investigate traffic calming measures.

- Newlands Lane – Undertake survey to update numbers using route.
 - Long Ridge Lane – Review Speed survey data and previous speed management proposals and investigate provision of traffic calming measures.
 - A59 Harrogate Road – Investigate measures to reduce speeds in the area of the proposed works.
80. Once the investigations have been completed it is intended that the most significant measures would be in place or designed ready for a rapid delivery if required at the start of construction.
81. As indicated in previous surveys it is unlikely that a clear consensus for particular measures will emerge as most options will inconvenience some local residents and may increase traffic on alternative routes through the village. Further consultation will be undertaken before any measures are introduced.

York Cyclists Touring Club

82. Two concerns were raised. Firstly, the club perceived that the subway was only for inbound cyclists and felt there was a lack of facility for outbound cyclists. Secondly, concern was raised over a lack of provision for outbound cyclists particularly where the left turn into and out of the Park & Ride site conflict.

Officer Response

83. The subway and shared use path to the north of the A59 is intended to be bi-directional and we expect most outbound cyclists to use this, particularly to cross the A1237 through the subway.

York Cycle Campaign

84. The main concerns are the need for adequate signage to facilitate safe operation of the bi-directional shared use cycle path. YCC would like to see the central areas of the A59/Station Road/Northfield Lane junction kept free of traffic so cyclists can make the manoeuvre from Northfield Lane to Station Road and vice versa unimpeded. YCC would also like to see both entrances into the Park & Ride site off Northfield Lane to accommodate cyclists. YCC feel that the current cycle path on Northfield Lane would benefit from upgraded surfacing and markings where it crosses the

Garden Centre access and where it crosses the lane itself to join the existing track towards Northminster Business Park.

Officer Response

85. The detailed design will carefully consider the signage needed to guide cyclists on to the most appropriate facility available.
86. The A59/Station Road/Northfield Lane junction is planned to function in such a way that there is rarely a queue stored in the internal stopline area.
87. Cycle access into the site will be via specific shared use paths.
88. Amendments to the markings of the cycle path will be made to improve surface and signage at the key crossing points (Garden Centre and across Northfield Lane).
89. York Older People's Assembly
90. The main concern of the Assembly is the use of shared paths which they feel are unsafe.

Officer Response

91. As per Askham Bar response - there is no data available that shows greater risk to pedestrians from well designed shared use paths.

Member Views

92. Officers consulted with Rural West York Ward Councillors Steward, Healey and Gillies on the proposals. Their responses to the consultation layout are summarised below.

Ward Member Views

93. Councillor Gillies has the following comments:
 - Concerned that a lack of capacity on approach to the A59/A1237 roundabout from the west may cause blocking back and in turn may impact on the ability of traffic to turn left out of Station Road, causing queues back along Station Road.
 - Consider a yellow box junction at the A59/Station Road junction as the current "Keep Clear" markings are not observed.

Response to Member Views

94. The potential to increase capacity on the A59 (west) approach to the A59/A1237 roundabout is largely constrained by properties close to the carriageway edge. However, an additional traffic lane is provided at the roundabout give way line as part of the proposals to boost capacity on this approach over the existing situation.
95. In addition to the extra capacity the introduction of traffic signals at the A59/Station Road junction allows the amount of traffic flowing towards the A59/A1237 to be controlled and managed to prevent excessive queuing and blocking back occurring. Also, maintaining the left turn out of Station Road as a priority (give way) arrangement will allow drivers to 'filter' in to gaps in traffic on a more informal and flexible basis. Due to the cycling of the traffic signals there will always be regular 'gaps' in the A59 mainline for this traffic stream.
96. Traffic lane markings will be reviewed in the area following scheme completion and when traffic patterns in the local area have stabilised. If a blocking back queue problem is observed then yellow box junction markings will be considered.

Design

97. The detailed design for the highway access arrangements for each Park & Ride site has been prepared by the Council's design consultant, Halcrow, to deliver access points with sufficient capacity and which are safe for all users. Each layout has been amended to meet current design standards, address comments received during the consultation period and obtain value for money.
98. Amendments were drawn up by the scheme designer in close consultation with the council project team. In some cases expertise was sought from other Officers from across the council when considering the potential impact of changes to the design.
99. Some issues and solutions were complex and yet critically important to the successful operations of the schemes so analysis and investigation work was commissioned. Both Askham Bar site access junction and the A59/Station road/Northfield Lane junctions were modelled using the LINSIG junction capacity package. This enabled the capacity and performance of each junction option to be evaluated and the most efficient layouts to be developed and tested in future year scenarios.

100. The proposed layouts are shown in Annex 4. The following main changes are proposed from the consultation layout:

ASKHAM BAR

Park & Ride Site Access

101. The main access point into the Park & Ride site has been remodelled to improve the alignment for vehicles turning right into the site. This movement can now be done by making a turn with a constant radius providing a safer route into the site. Kerb radii have been adjusted to maintain a suitable entry angle for left turning traffic that will not encourage excessive speeds. The revisions present a slightly simpler arrangement in appearance on plan.

102. Other more minor changes include:

- Alteration to the width of the left turn lane from the Park & Ride exit arm
- Modification of the larger block paved island in the centre of the junction to provide additional lane guidance;
- Alterations to destination lane guidance markings;
- Making better use of existing kerb lines where feasible; and
- A raised crossing table for cyclists at the entrance to the site.

103. The design is still future proofed for potentially providing a new left turn slip lane in to the site. However, the queue length modelling indicates that it is not necessary in the short to medium term future.

104. The existing cycle path adjacent to the site now crosses the access arm at one location in one stage. The path will cross on a raised table with suitable coloured road surfacing and marking.

105. A new more direct shared use access path will be provided from Tadcaster Road (from the existing York-Selby cycle path) into the site. This will replace the consultation layout path located further west. It is proposed to move the cycle parking to be closer to the terminal building to improve security and aid interchange with the buses.

POPPLETON BAR

A59 Cinder Lane Area

106. In addition to slewing the A59 southwards to increase visibility distances to Cinder Lane other measures were identified and developed to ensure a continuing safe road environment in the area. Signage, markings and textured surfacing is proposed on the westbound A59 approach to the Cinder Lane area around the bend in the road. A pedestrian refuge island will be provided in the area to assist pedestrians crossing the A59 to the existing bus stop or garage.
107. Signage, markings and textured surfacing is also proposed on the eastbound A59 approach to Cinder Lane to alert drivers to the potential hazard. The provision of an inbound on highway cycle lane will also help encourage slower speeds in the area surrounding Cinder Lane.

A59/A1237 Roundabout

108. The A1237 southbound entry and A59 exit kerb radii have been modified to regulate the speeds of left turn vehicles exiting the roundabout onto the A59.

A59/Northfield Lane/Station Road Junction

109. To provide sufficient left turn capacity, the proposed left turn flare lanes from the A59 into both Northfield Lane and Station Road have been widened and lengthened slightly. To achieve this within the highway boundary the Northfield Lane arm of the junction has been moved slightly westwards. The left turn lanes out of both Station Road and Northfield Lane have been widened to increase safe vehicle flow.
110. To reduce driver uncertainty the proposed TOUCAN pedestrian/cycle crossing stop line has been set further back from the left turn give way filter markings on Station Road.
111. The position of signalised pedestrian and cycling crossings have been rationalised to match predicted desire lines. TOUCAN pedestrian/cycle crossings across the top of Northfield Lane have been removed and replaced by a TOUCAN crossing located further south across Northfield Lane, just south of the Park & Ride bus access road.

- 112. The shared use path to the north side of the bus access road has been deleted. Access to the terminal will be on the south side of the bus access route.
- 113. Advanced cycle stoplines provided on left turn approach movements to TOUCAN pedestrian crossings have been removed as they are not considered to be necessary.
- 114. Two lanes will be provided over a greater length on the Northfield Lane approach to the A59 junction, from the bus access road onwards.
- 115. The cycle path along Northfield Lane will be improved through clearer marking and improved surfacing where it crosses the Poppleton Garden Centre access point and where it crosses over Northfield Lane itself.
- 116. A location for a gateway feature on the A59 inbound carriageway to the west of the left turn out of the Park & Ride site has been identified to assist in heralding a change in the road environment and reinforcing a lower speed environment. It is proposed to extend the existing 40mph limit westwards to the new Harrogate direction exit to the Park & Ride site to tie in with the proposed street lighting and central traffic island.

Access to Poppleton Village

- 117. Measures are being investigated to deal with through traffic issues in Poppleton before construction. Consultation on proposed measures will be undertaken in the summer. Temporary signs banning construction traffic from the village will also be erected.

Programme

- 118. Construction of the sites and highway works area planned to commence in January 2013 with a target completion date of Easter 2014. The following milestones are envisaged.

Activity	Programme	Status
Outline Design	November 2011 – March 2012	Complete
Consultation	February – March 2012	Complete
Detailed Design	November 2011 - June 2012	Ongoing
Tender Process	June – December 2012	
Utility Diversions	January – March 2013	

Main Construction	February 2013 – March 2014	
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119. It is anticipated that the majority of the works will be undertaken whilst maintaining all existing traffic lanes at peak times (speed restrictions and lane narrowing may be required). The number of traffic lanes approaching the roundabout at off-peak times may be reduced to enable the work to be undertaken. Some of the work, such as resurfacing, which may need localized road closures will need to be undertaken at night to minimize traffic disruption. This will be kept to a minimum to reduce the impact on local residents.

Estimated Costs

120. It is anticipated that the changes to the highway works layouts can be accommodated in the overall Access York project budget.

Council Plan

121. The highway works proposed as part of the Access York Park & Ride project will contribute to the following priorities of The Council Plan:

122. Create jobs and grow the economy – Construction of the new Park & Ride sites and their associated highway works will result in a substantial job boost to the local construction industry. The permanent works will reduce delay and improve access for local businesses including Northminster Business Park and provide economic benefit through reduced travel times across the City and wider area.

123. Get York moving – The highway improvements will provide a massive boost to the priority. The scheme will reduce the excessive congestion and delay that is currently experienced in the area. New pedestrian and cycling facilities will improve access by sustainable modes in the local area.

124. Protect the environment - Encouraging modal shift onto Park & Ride buses will provide environmental benefits in terms of reduced carbon emissions and better air quality in the city centre.

Implications

125. The following implications have been reviewed.

- **Financial** – Funding for the project has been approved by the Council but is subject to final approval of the Department for Transport following receipt of the tenders for the scheme.
- **Human Resources (HR)** – There are no Human Resource implications.
- **Equalities** – The Park & Ride sites and highway works have been designed to meet accessibility requirements. The subway and access ramps will be designed to current design standards within very tight layout constraints.
- **Legal** – There are no legal implications
- **Crime and Disorder** – Comments from the police on the subway design will be addressed as part of the detailed design.
- **Information Technology (IT)** – There are no IT implications
- **Property** – It is proposed to purchase a small area of land to improve the visibility to Cinder Lane. Accommodation works will be required to three properties adjacent to the roundabout. Changes will need to be made to the lease arrangements with the school for the area of land required for the subway ram. Preliminary agreements have been reached with the landowners for the necessary purchases. Property services will finalise the arrangements and arrange transfer of title where necessary.
- **Other** – There are no other implications

Risk Management

126. A full risk register for the delivery of the project has been prepared and mitigation measures applied where necessary. In compliance with the Council's risk management strategy measured in terms of impact and likelihood, the risk score has been assessed at less than 16. This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

Contact Details

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<i>Tony Clarke Transport Programme Manager City Strategy Tel No. 55 1641</i>	<i>Richard Wood Assistant Director Strategic Planning and Transport</i>		
	Report Approved	✓	Date: 30/3/12
Specialist Implications Officer(s) N/A			
Wards Affected: <i>Rural West York</i>			All
For further information please contact the author of the report			

Background Papers

Cabinet Member for City Strategy Decision Session 6 September 2011:
Access York Park & Ride Funding Bid

Annexes

Annex 1: Consultation Leaflets

Annex 2: Consultation Drawings

Annex 3: Consultation Comments and Officer Responses.

Annex 4: Proposed Layout Drawings



New Access Junction into New Askham Bar Park & Ride Site

We want your views!

Why do we need a new junction?

Background

City of York Council, with its priority to 'Get York Moving', is working to improve the transport options available to residents, businesses and visitors. As part of this strategy, the council is implementing plans to relocate the existing Askham Bar Park & Ride site to a new site off the A1036 Tadcaster Road, to the south of the Tesco supermarket.

Detailed design of the Park & Ride site is progressing in accordance with the planning consent which was approved in September 2009. The views of residents and road users are now required so that the detailed design of the junction to access the site can be completed.

This leaflet outlines the proposals being considered for the new access junction that will replace the existing traffic lights junction south of the Total petrol station

The existing Park & Ride site is the gateway site for the city for travellers from the south and west. It is very well used and is regularly full by mid morning. The new Park & Ride site will provide 1100 parking spaces - double the existing capacity. A new access is required to ensure users from all directions can enter and leave the site as quickly and safely as possible.

The increased Park & Ride capacity and convenient location will lead to more passengers using the service, reducing congestion at the Moor Lane roundabout and around York College. Reduced traffic is expected to reduce delay on this stretch of Tadcaster Road.

The estimated cost of the junction is £1.1 million, jointly financed by the City Council (30%) and the Department for Transport (70%) as part of the Access York (phase 1) major scheme bid.



What is being proposed?

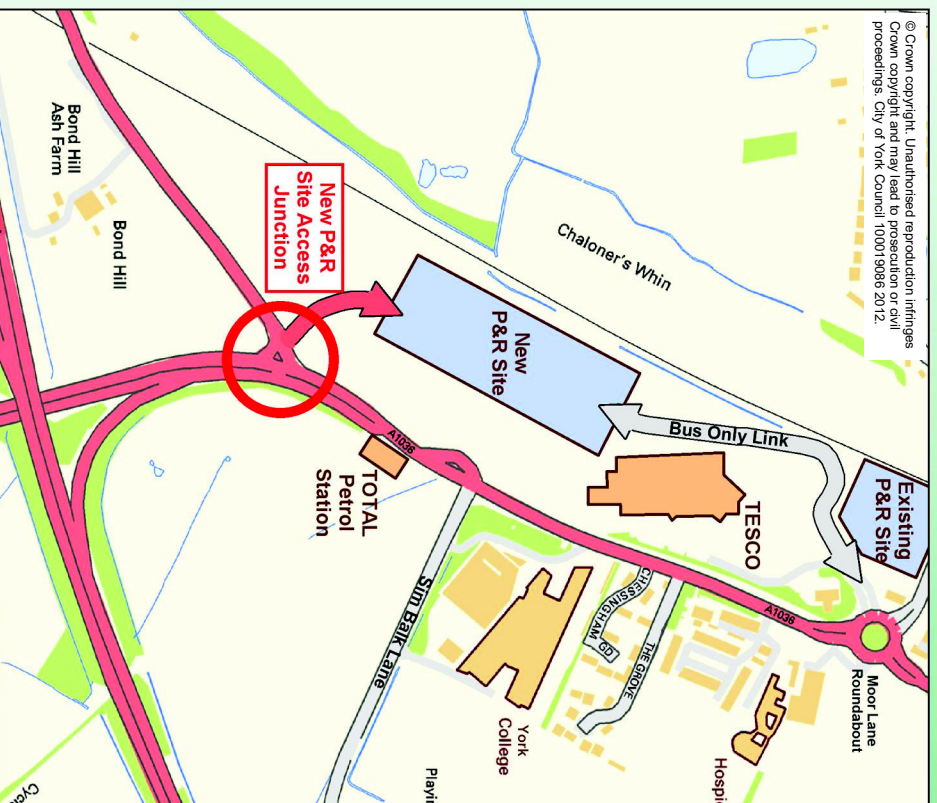
A number of different options have been considered for the new access junction during the design development process, including a roundabout. However, it is considered that the preferred layout shown opposite offers the best solution for reducing traffic congestion and improving safety for all road users. The main elements include:

- Replacement traffic lights**
 The new junction will replace the existing traffic lights south of the Total petrol station. All approaches to the new junction will be controlled by replacement traffic lights to enable vehicles travelling in different directions to navigate the junction safely. The timing of the lights will be coordinated with those at the Sim Balk Lane junction, to improve traffic flow.
- Additional traffic lanes**
 Traffic lanes will be provided from the junction into the Park & Ride site, enabling Park & Ride traffic to avoid the traffic lights further north along Tadcaster Road at the Sim Balk Lane junction and at York College.
- Access for Park & Ride buses**
 Buses will access the relocated Park & Ride site via a new bus only link alongside the railway line that will connect the site directly to the Tesco access road and onto the Moor Lane roundabout. The proposed junction has been designed to accommodate bus movements if the bus link is not available for any reason.
- Speed limit and street lighting**
 The existing 40mph speed limit along this section of Tadcaster Road will remain unchanged. New modern street lighting will be introduced at the junction, although coverage will be limited to the new Park & Ride site

When would it be built?

The council proposes to begin construction of the new junction in early 2013, to enable its completion in time for the opening of the new Park & Ride site in spring 2014. Following this consultation, further development will be undertaken to complete the details of the proposals, taking into account any feedback received. The final design will then be presented to a council decision meeting for approval in early 2012.

Inevitably, there is likely to be some localised disruption during construction of the new junction. However, this will be kept to a minimum by careful programming of the works. The A1036 Tadcaster Road and all its slip roads with the A64 will remain open during the day, with some of the most disruptive works being undertaken at night.





How to find out more?

There will be a public exhibition with council officers on hand to answer any questions at:

Askham Bar Park & Ride Site
Tuesday 7 February 2012
8.00am to 7.00pm

There will be a presentation of the proposals at the Rural West Ward Committee:

Howell Hall, Copmanthorpe
Wednesday 8 February 2012
Surgery 6.30pm, Meeting 7.00pm

Unstaffed displays showing larger scale plans of the proposals will be available at the following locations from **30 January to 24 February**, during normal opening hours:

Dringhouses Library, Tadcaster Road, York
Copmanthorpe Library, Main Street, Copmanthorpe
Council Offices, 9 St Leonard's Place, York

Further details and plans of the proposals are also available on the council's website www.york.gov.uk/askhambar

We want your views

If you wish to raise any issues or concerns over the proposed improvements there are a number of ways to contact the council:

- 📞 **By phone**
01904 551641 (ask for Tony Clarke)
- @ **By email**
accessyork@york.gov.uk
- 📄 **Online**
see council website for further details
www.york.gov.uk/askhambar
- ✉ **By post**
Tony Clarke
City Strategy
City of York Council
FREEPOST (YO 239)
York
YO1 7ZZ

To enable your views to be taken into account, please send us your responses by **Friday 24 February 2012**.

Any issues raised will be addressed in the final scheme design, where possible.

If you would like this leaflet in an accessible format (for example in large print, on CD, or by email) or in another language, please contact 01904 551641, or email accessyork@york.gov.uk

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া করতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim (Polish)

własnym języku.

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی پوزیشن زبان (بولی) میں بھی موصول ہو سکتی ہیں۔ (Urdu)

☎ (01904) 551550

A59 & A1237 Highway Improvements for New Poppleton Bar Park & Ride Site



We want your views!

Background

City of York Council, with its priority to 'Get York Moving', is working to improve the transport options available to residents, businesses and visitors. As part of this strategy, the council is planning to deliver a new Park & Ride site on the A59 near Poppleton. The site will be located opposite the Poppleton Garden Centre and will be accessed via North Field Lane from the A59.

Detailed design of the Park & Ride site is progressing in line with the planning consent which was approved in March 2010. Views of residents are now required so that the design of highway works can be completed.

The cost of the highway improvements is £5.1 million, jointly financed by the City Council (30%) and the Department for Transport (70%) as part of York's Access York (phase 1) major scheme bid.

This leaflet shows the changes being considered to the road layout and asks for comments so that the designs can be finalised

Why do we need to do anything?

Congestion is a major barrier to economic activity in the city and one of the main causes of poor air quality. York's existing Park & Ride service is recognised as one of the country's most successful, removing around one million car trips per year from the city centre. The A59 is the last remaining 'A' road into the city without a Park & Ride site.

The A59 to A19 section of the A1237 is the busiest section of the northern ring road with the longest delays at peak times. Queuing encourages through traffic to use the roads in Poppleton. The high level of traffic is also a barrier to walking and cycling trips.

The proposals principally involve:

- Traffic lights at the A59 junction with Station Road/North Field Lane
- A59/A1237 roundabout enlarged (similar to A19/A1237 roundabout)
- New subway under A1237 for pedestrians and cyclists
- New pedestrian/cycle route along A59
- Mini-roundabout on North Field Lane
- New left turn only exit onto A59 from Park & Ride site

When would it be built?

It is proposed to begin construction in early 2013, with completion in time for opening of the new Park & Ride site in 2014. Following this consultation, further development will be undertaken, taking into account any feedback received. Final designs will then be presented to a council decision meeting for approval - currently planned for April/May 2012.

Inevitably, there is likely to be localised disruption during construction. However, this will be kept to a minimum by careful programming of the works. If through traffic in Poppleton increases during construction or as a result of the scheme, additional measures will be considered. Options will be based upon views received from residents in the January 2010 survey. Further updates will be provided before construction commences and during project delivery.

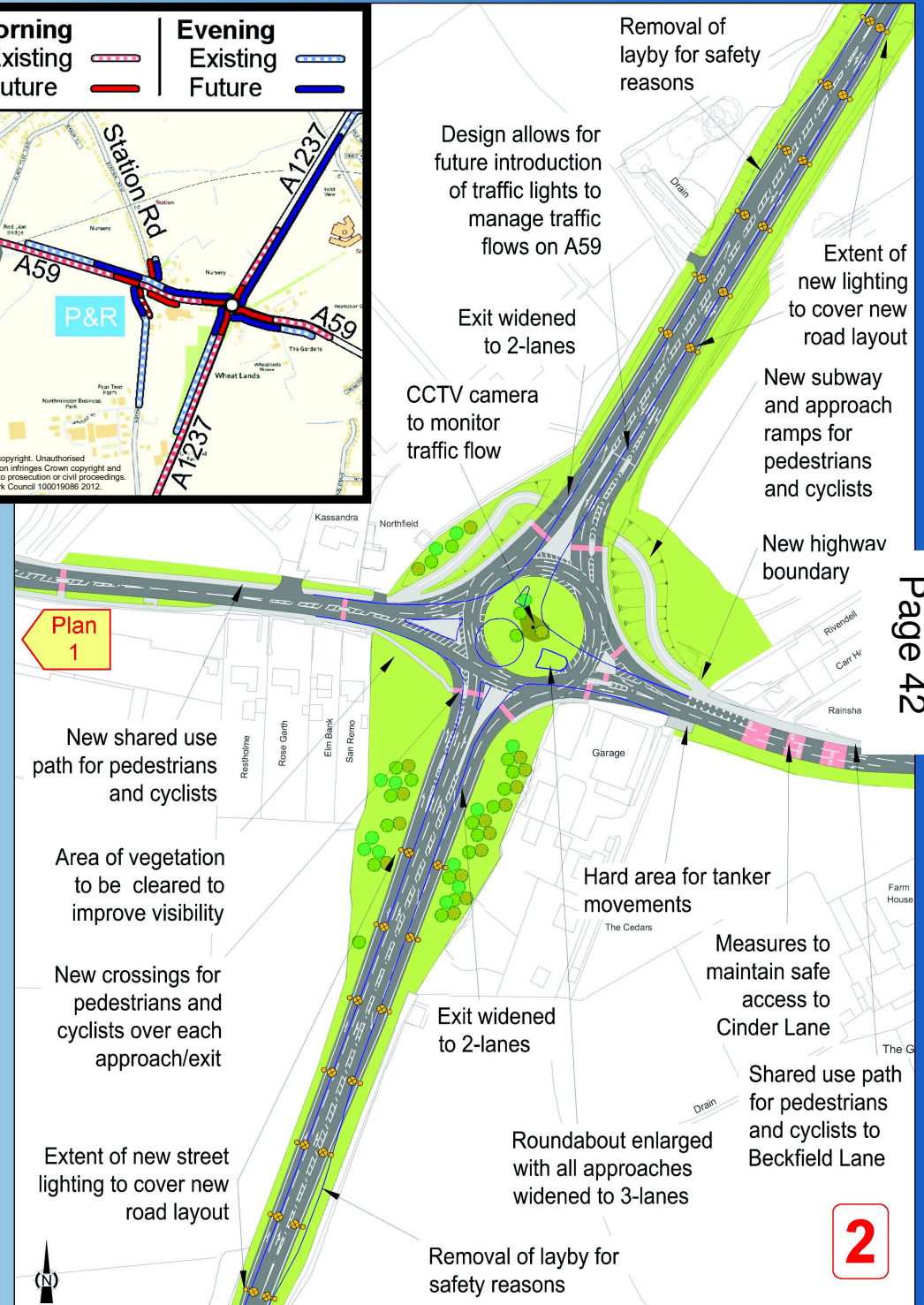
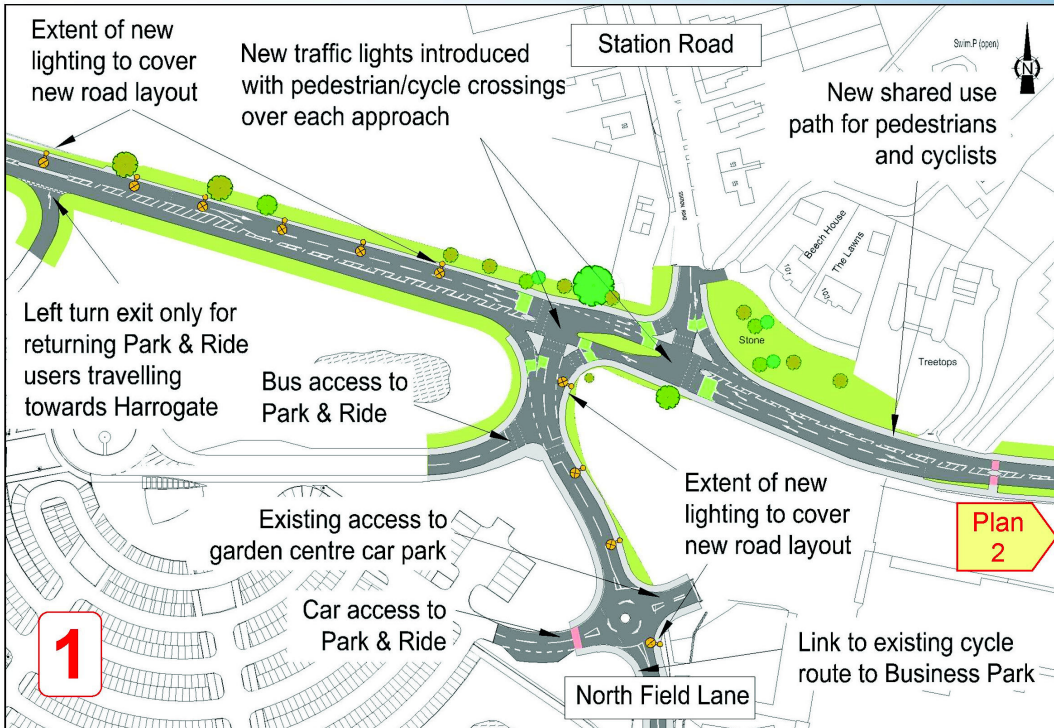
How will queuing be affected at the junctions?

Changes to typical queues in the morning and evening rush hours on delivery of the highway improvements and opening of the Park & Ride are shown opposite.

Less delay for drivers will reduce 'rat-running' through Poppleton.

Coupled with parallel bus priority measures, journey times to the city centre are expected to reduce in the morning rush hour by around 10 minutes for buses and 3 minutes for cars.

Alterations proposed to the existing road layout provide access to the new Park & Ride site, increase traffic capacity and improve facilities for pedestrians and cyclists.



How to find out more?

There will be a public exhibition with council officers on hand to answer any questions at:

All Saints Church Hall, Upper Poppleton
Friday 10 February 2012
8.00am to 7.00pm

The proposals will be presented at the following ward committee meetings:

Rural West Ward Committee (special meeting)
The Poppleton Centre
Main Street, Upper Poppleton
Thursday 16 February 2012
Exhibition 6.30pm, Meeting 7.00pm

Acomb Ward Committee
Holy Redeemer Church Hall
Boroughbridge Road
Wednesday 15 February 2012
Exhibition 6.30pm, Meeting 7.00pm

Unstaffed displays showing larger scale plans of the proposals will be available at the following locations from **6 February to 2 March**, during normal opening hours:

Poppleton Community Library, Upper Poppleton
Council Offices, 9 St Leonard's Place, York

Further details and plans of the proposals are also available on the council's website www.york.gov.uk/poppletonbar

We want your views

If you wish to raise any issues or concerns over the proposed improvements there are a number of ways to contact the council:

- ☎ **By phone**
01904 551641 (ask for Tony Clarke)
- @ **By email**
accessyork@york.gov.uk
- 📞 **Online**
see council website for further details
www.york.gov.uk/poppletonbar
- ✉ **By post**
Tony Clarke
City Strategy
City of York Council
FREEPOST (YO 239)
York
YO1 7ZZ

To enable your views to be taken into account, please send us your responses by **Friday 2 March 2012**.

Any issues raised will be addressed in the final scheme design, where possible.

If you would like this leaflet in an accessible format (for example in large print, on CD, or by email) or in another language, please contact 01904 551641, or email accessyork@york.gov.uk

This information can be provided in your own language.

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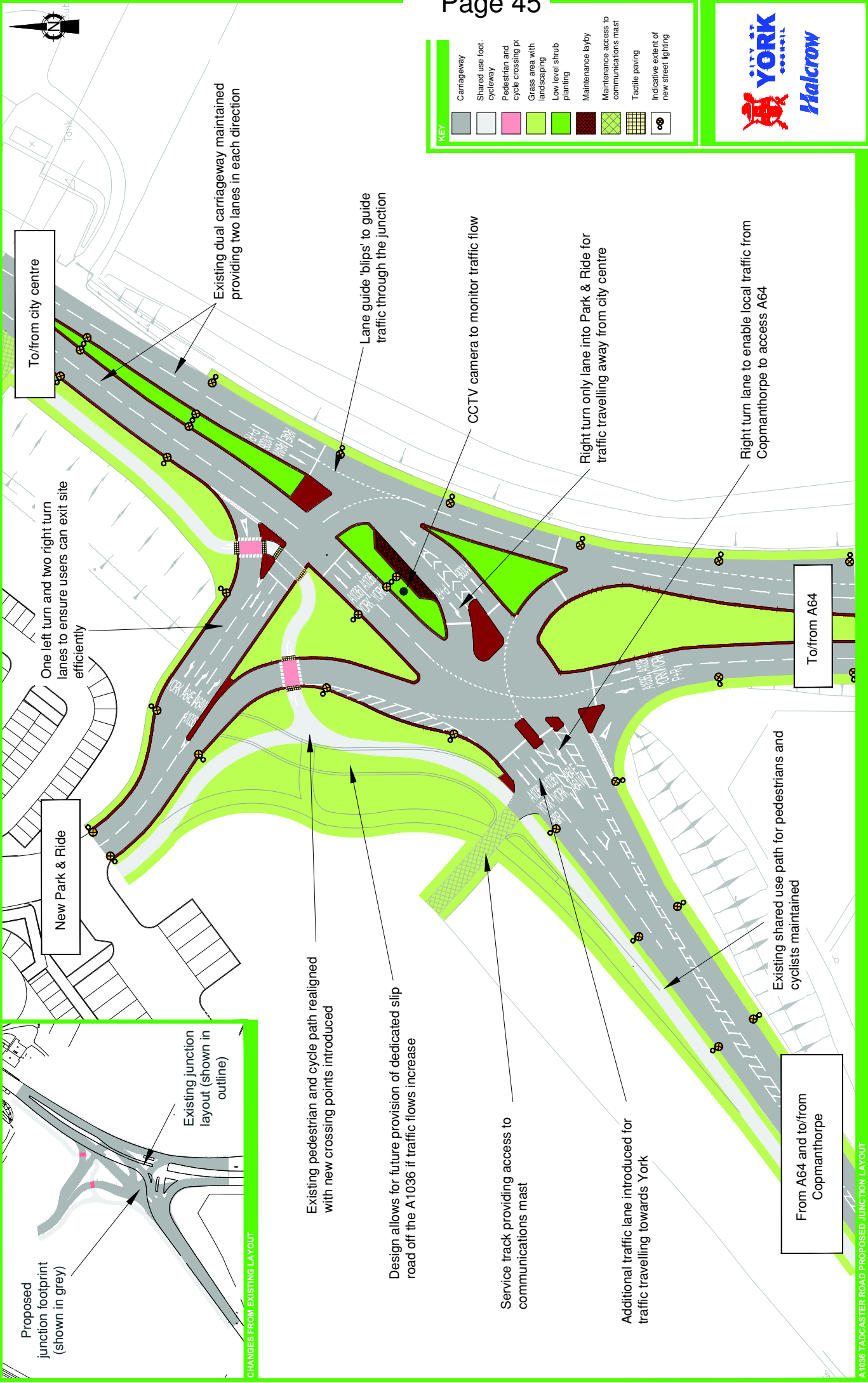
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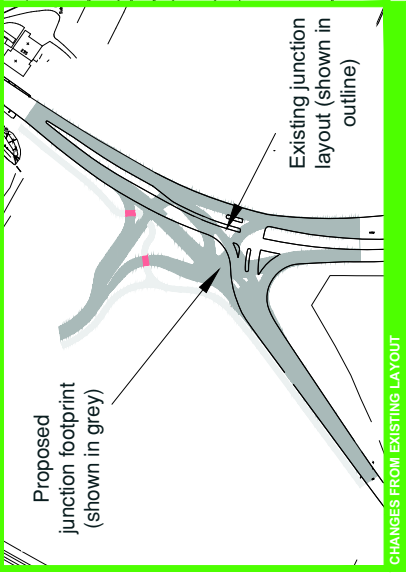
☎ (01904) 551550

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KEY

	Carriageway
	Shared use foot-cycleyway
	Pedestrian and cycle crossing pt
	Grass area with landscaping
	Low level shrub planting
	Maintenance layby
	Maintenance access to communications mast
	Tactile paving
	Indicative extent of new street lighting



Existing pedestrian and cycle path realigned with new crossing points introduced

Design allows for future provision of dedicated slip road off the A1036 if traffic flows increase

Service track providing access to communications mast

Additional traffic lane introduced for traffic travelling towards York

Existing shared use path for pedestrians and cyclists maintained

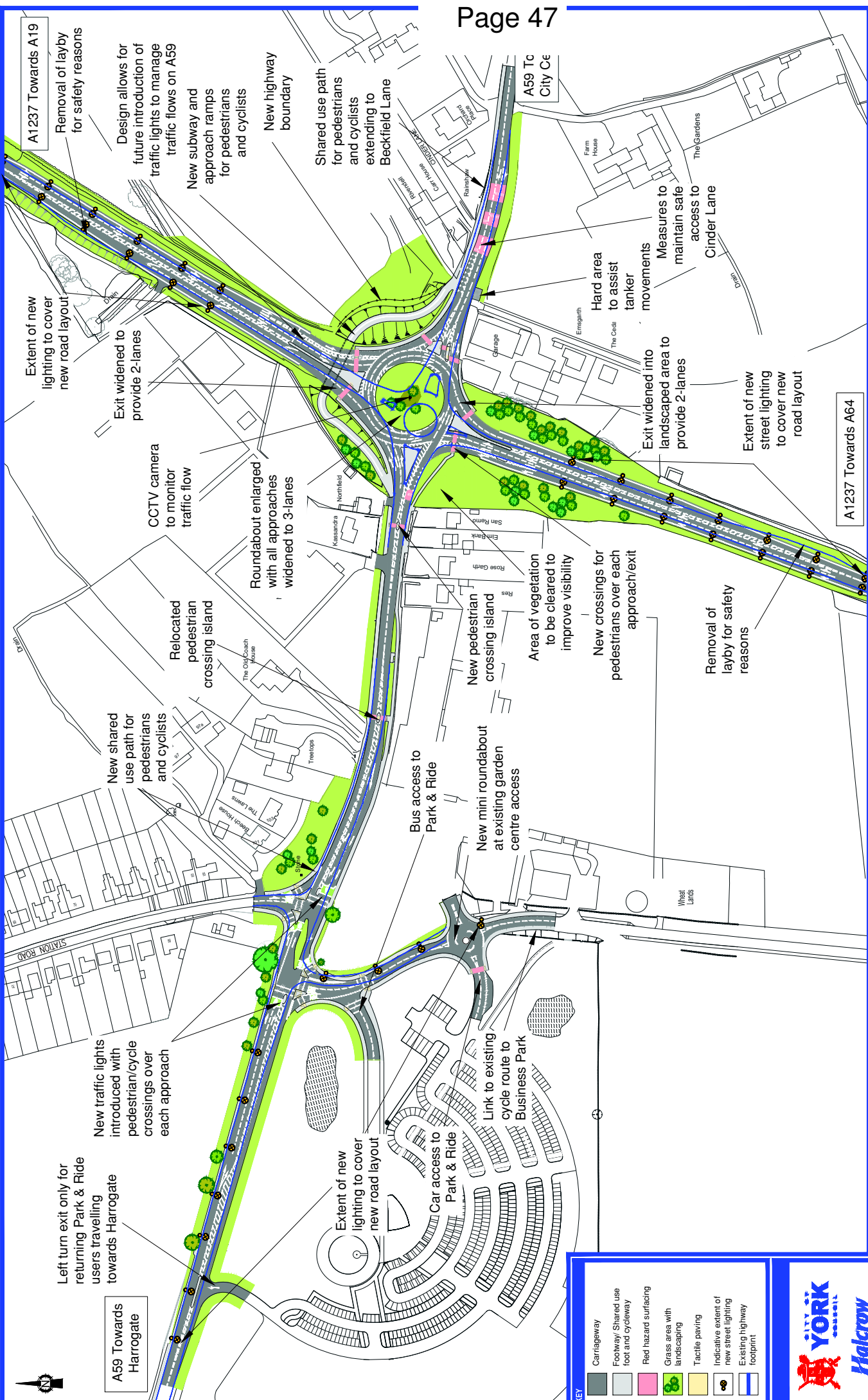
From A64 and to/from Copmanthorpe

A1036 TADCASTER ROAD PROPOSED JUNCTION LAYOUT

A1036 Tadcaster Road New Access Junction into New Askham Bar Park & Ride Site



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A1237 Towards A19
Removal of layby for safety reasons

Design allows for future introduction of traffic lights to manage traffic flows on A59

New highway boundary

Shared use path for pedestrians and cyclists extending to Beckfield Lane

A59 To City Ce

Hard area to assist tanker movements

Measures to maintain safe access to Cinder Lane

Extent of new lighting to cover new road layout

Exit widened to provide 2-lanes

CCTV camera to monitor traffic flow

Roundabout enlarged with all approaches widened to 3-lanes

Exit widened into landscaped area to provide 2-lanes

Extent of new street lighting to cover new road layout

A1237 Towards A64

Relocated pedestrian crossing island

New shared use path for pedestrians and cyclists

New pedestrian crossing island

Area of vegetation to be cleared to improve visibility

New crossings for pedestrians over each approach/exit

Removal of layby for safety reasons

New traffic lights introduced with pedestrian/cycle crossings over each approach

Bus access to Park & Ride

New mini roundabout at existing garden centre access

Left turn exit only for returning Park & Ride users travelling towards Harrogate

A59 Towards Harrogate

Extent of new lighting to cover new road layout

Car access to Park & Ride

Link to existing cycle route to Business Park

KEY

- Carriageway
- Footway/ Shared use foot and cycleway
- Red hazard surfacing
- Grass area with landscaping
- Tactile paving
- Indicative extent of new street lighting
- Existing highway footprint



A59 & A1237 PROPOSED HIGHWAY LAYOUT

New Poppleton Bar Park & Ride Site A59 & A1237 Highway Improvements



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Annex 3: Consultation Comments and Officer Responses

1. The consultation included the following elements:

Both Sites

- Erection of road signs on approaches to the sites
- City of York Council website
- Use of AccessYork.gov.uk email address
- Press release
- Internal consultation with council departments
- External consultation with interest groups and the emergency services

Askham Bar

- Distribution of a leaflet to all households in the Copmanthorpe area and to immediately neighbouring properties in Dringhouses.
- Displays at Dringhouses Library, Copmanthorpe Library, Tadcaster Road Tesco, York College, and 9 St. Leonard's Place
- A staffed exhibition at the Askham Bar Park & Ride site on 14 February (08:00 to 19:00)
- Attendance at the Rural West Ward Committee Meeting on 8 February

Poppleton Bar

- Distribution of a leaflet to all households in the Nether and Upper Poppleton Parishes and to properties fronting onto Boroughbridge Road (A59) near the Beckfield Lane junction.
- Displays at Poppleton Library, Poppleton Garden Centre and 9 St. Leonard's Place
- A staffed exhibition at All Saints Hall on 10 February (08:00 to 19:00)
- Attendance at the (special meeting) Rural West ward committee meeting on 16 February; Acomb ward committee on 15 February; and Nether Poppleton and Upper Poppleton Parish Councils on 5 March.

2. The following responses were received:

Source	Number	
	Askham Bar	Poppleton Bar
Email	37	51
Dringhouses library	5	-
Copmanthorpe library	2	-
Poppleton library	-	11
Askham Bar Exhibition	15 (66 attendees)	-
Poppleton Bar Exhibition	N/A	14 (50-60 attendees)
Letters	3	4
Telephone Calls	0	1
TOTAL	62	81

3. Askham Bar responses included 69 comments with approximately 39 separate items. Poppleton Bar responses numbered around 135 comments covering around 75 separate items
4. A more detailed list of comments and officer responses is included in the following paragraphs for the most common comments. The following tables rank the comments.

Summary of Most Common Comments – Askham Bar

Response	Frequency	Rank
Supportive of scheme	16	1
Would like to see 1 cycle crossing point for the Park & Ride access road	15	2
Suggest grade separated solution for York College pedestrian crossing	12	3
Would like pedestrian link to Tesco and existing P&R bus stop area	5	4
Retain existing Park & Ride Stops	5	4
Suggest left turn slip road is constructed immediately	5	4
Concern over what is going to happen to the existing site	3	7
Concern over right turns in	3	7
Physical appearance of junction looks	3	7

complicated on plan		
Concern that the secluded nature of the cemetery may be compromised	3	7

Supportive of Scheme

5. The highest ranked comment received was support for the scheme – showing public support for enlarging and relocating the Park & Ride site.

Officer Response

6. None needed.

Would like to see 1 cycle crossing point for the Park & Ride access road

7. Many responses raised concerns that the proposed three 'stage' crossing of the new Park & Ride access road for cyclists was a problem.

Officer Response

8. The three stage partially signalised cycle crossing was in the consultation design layouts as it offered cyclists the most direct route (with least deviation) across the Park & ride access arm under signal control.
9. The proposed solution to mitigate the issue identified in these comments is to move the cycle route crossing point further north along the Park & Ride access arm. This will enable cyclists to cross the road safely in one location. Crossing cyclists will seek gaps in the traffic flow and cross on a highly visible raised table. Visibility to seek safe gaps in traffic is improved in this area.
10. There will be slightly more deviation for the cycle route although this will be minimised through careful design.

Suggest grade separated solution for York College pedestrian crossing

11. Many respondents commented on the congestion caused by the existing pedestrian and cyclist TOUCAN crossing on

Tadcaster Road outside York College and suggested that a bridge or subway be constructed.

Officers Response

12. The council is aware of journey time delays for vehicles on Tadcaster Road caused by the frequent calling of the York College crossing and the 'throttle' that this represents at what is a physical bottleneck point for the local road network. This was modelled and validated in the traffic modelling work in the Transport Assessment for the site, submitted as part of the planning application.
13. The proposed mitigation suggested by many of constructing a grade separated solution (bridge or subway) would not be affordable within the Access York project.
14. There are likely to be engineering complexities involving the impact on existing retaining walls on both sides for construction of a subway. Third party land would also be required. The length of approach ramps needed for any bridge would require an alignment parallel to Tadcaster Road and therefore not on the pedestrian desire line – resulting in low use and continued at grade crossing of the road.
15. The mitigation proposed by the council is threefold.
16. Firstly, by removing the majority of Askham Bar Park & Ride users i.e those from the south and south west (Leeds, Copmanthorpe and Tadcaster) directions, from the traffic network via the new access junction *before* they get to York College crossing there will be a net reduction in traffic passing through the 'throttle'.
17. Secondly, measures are being investigated and discussed with the Park & Ride bus operator that would result in greater numbers of College students being transported closer to the College. This will be achieved by diverting a limited number of morning peak hour outbound Park & Ride buses down Tadcaster Road and allowing alighting on the east side of Tadcaster Road (at the existing stop close to York College).
18. Finally, it should also be noted that the Network Management team is examining ways of commuting the frequency of potential crossing demand calls (via UTC control). Any

reduction will have to be carefully planned to minimise the impact on pedestrian and cyclist safety and represent a sensible and considered compromise between conflicting demands.

Would like pedestrian link to Tesco and existing P&R bus stop area

19. A number of comments were received suggesting that a pedestrian link should be provided along the bus only lane.

Officers Response

20. The costs of providing such an additional pedestrian link are not justified given the numbers involved. The route suggested offers very little time advantage over what is already proposed and may present security concerns passing close to the rear of the Tesco store and along a relatively secluded corridor.
21. The proposed pedestrian route to Tesco via Tadcaster Road will utilise the existing well lit and well trafficked footway.
22. Boarding and alighting will be allowed at the bus stops in the existing Park & ride area.

Retain existing Park & Ride Stops

23. Many comments requested that the existing Park & Ride bus stops be retained.

Officers Response

24. Agreed – this represents a key element of the operation of the new facility and will be agreed with the bus operator.

Suggest left turn slip road is constructed immediately

25. A number of residents suggested that the left turn slip road should be constructed immediately to prevent disruption in the future.

Officers Response

26. The significant capacity benefits of the compound junction design as proposed mean that the left turn lane is unlikely to be needed in the short to medium term (next 15-20 years).

Not constructing this unnecessary feature will save around £80,000. The design of the scheme has been future proofed to enable this to be added in at a later date if needed.

Concern over what is going to happen to the existing site

27. Many residents were concerned over what was going to happen to the existing site.

Officers Response

28. The existing site will be available for sale when the new site becomes operational. The future development allocation for the site is currently being considered in the LDF process. It is anticipated that the receipt from the sale will contribute to the funding of the overall project.

Concern over right turns in

29. Many people were confused as to how exactly the right turn in to the Park & Ride site would work.

Officers Response

30. The original consultation layout showed a tightening right turn manoeuvre to be made to turn in to the site. Considering the potential for loss of control accidents and confusion the design will be amended to present a more straight forward (right angle) right turn in to the site on a constant radius, providing a smoother alignment.

Appearance of junction looks complicated on plan

31. A number of residents raised the issue of the junction appearing complex on the consultation plans.

Officers Response

32. The proposed 'compound' junction layout is common throughout the region and the UK, particularly in larger cities as it offers capacity advantages.
33. The plan layout may appear complicated but the road user will be guided through the junction with appropriate signage and lines. It is not possible to display these in the consultation layout. Conflict points are separated and simplified in time and

space as compared to conventional junctions where these areas are concentrated in the centre of the junction.

Concern that the secluded nature of the cemetery may be compromised

34. A number of residents have raised concerns about the impact on the existing cemetery (Dringhouses Burial Ground).

Officers Response

35. The environmental impact on the cemetery will be minimal. Existing trees within the cemetery will continue to provide screening. An area of the site next to the cemetery has been set aside for landscape measures and will not have car parking directly adjacent.
36. A detailed landscape plan will be developed and be supplied to the council for agreement and approval.

Summary of Most Common Comments – Poppleton Bar

Response	Frequency	Rank
Concern about through traffic in Poppleton	21	1
Supportive of scheme	17	2
Would like details of a though traffic mitigation scheme	12	3
Against scheme	10	4
Concerned about blocking back	6	5
Cinder Lane Access	5	6
Suggesting rail based Park & Ride	5	6
Too close to Rawcliffe Bar	5	6
Thinks subway is a good idea	5	6
Plant more trees on site	5	6

Concern about through traffic in Poppleton

37. A number of residents have raised concerns about the impact of through traffic in Poppleton.

Officers Response

38. The council is aware of the long standing issue of through traffic using Poppleton village to shortcut congestion and delays in the area.
39. In 2009 the council carried out a comprehensive traffic movement study in the area. This was undertaken using video surveys of vehicles at the A59 junctions and on Millfield Lane.
40. The results indicated that the majority of traffic in Poppleton (80 to 90%) originates or has a destination in Poppleton. Peak conditions for through traffic occur in the mid week evenings and amount to approx. 20% of traffic in Poppleton. Morning levels are approximately 10% of total traffic.
41. Some roads in the village (Black Dike Lane particularly) carry a higher proportion of through traffic (up to 50%), albeit absolute numbers are low. Most through traffic uses Hodgson Lane (66% inbound, 45% outbound).
42. To assist with ongoing monitoring the council installed a permanent traffic counter on Millfield Lane in Poppleton. The recent results from this show that there was a small reduction in flows between 2010 and 2011.
43. It is anticipated that the Park & Ride proposals will significantly reduce the amount of through traffic in Poppleton when operational. The reasons for this are the upgrade of the A59/A1237 junction and the shift of car trips onto Park & Ride bus. Both measures will reduce delay and congestion on the strategic routes in the area reducing the perceived time benefit of through traffic routing through Poppleton village.
44. We propose that options for addressing through traffic, safety and speeding issues in Poppleton are investigated further in advance of the Park & Ride scheme with a view to have the most significant measures in place (or designed ready for rapid delivery if required) at the start of construction.
45. Data from the traffic counter will be monitored during construction to detect if there are significant changes to through traffic in the area.

Supportive of scheme

46. The second highest ranked comment received was support for the scheme – showing public support for the new Park & Ride site.

Officer Response

47. None needed.

Would like details of a though traffic mitigation scheme

48. A number of comments were received requesting that a mitigation scheme for through traffic be developed and publicised in the village.

Officers Response

49. Temporary or permanent traffic measures for Poppleton designed to impede through traffic have been reviewed and were subject of survey in January 2010. Residents were asked to provide views on possible measures on access roads (Do Nothing, One Way (Inbound/Outbound), Traffic Calming and Road Closures).

50. Summary of Results (% of responses for each road)

- Largest response was to do nothing for Newlands Lane, Millfield Lane and Station Road (60-70%)
- Highest response for doing something was on Black Dike Lane or Hodgson Lane (70%)
- One Way outbound for Hodgson Lane or Black Dike Lane (Approx. 30% support)
- Road Closure Black Dike Lane (Approx. 20% support)
- Traffic Calming for Hodgson Lane (Approx. 20% support)

51. Constraints on the successful delivery of such a scheme include:

- No consensus locally on best option
- Most options would restrict access for local residents
- Traffic may increase on other roads

52. Following discussions with the local Parish councils the following measures are going to be investigated in more detail:
53. Station Road – Investigate parking restrictions to ensure free exit/entry to new junction.
54. Black Dike Lane – Investigate provision of a road closure or one way outbound restrictions. Temporary, Experimental or Permanent Traffic Regulation Orders to be considered – temporary or experimental would give the most flexibility during delivery.
55. Hodgson Lane – Investigate provision of gateway feature to reinforce entrance to village. Review speed surveys and investigate traffic calming measures.
56. Newlands Lane – Undertake survey to update numbers using route. Previous surveys indicated only approx. 50 vehicles in each direction in a 12 hour period with approx. 20-30% being through traffic.
57. Long Ridge Lane – Review Speed survey data and previous speed management proposals and investigate provision of traffic calming measures.
58. A59 Harrogate Road – Investigate measures to reduce speeds in the area of the proposed works.

Against scheme

59. Ten respondents indicated they were against the scheme.

Officers Response

60. The Park & Ride service is a cornerstone of the Council's transport policy to 'Get York Moving'. The sites have planning consent and the necessary funding sources have been identified.

Concerned about blocking back

61. A number of comments raised the issue of potential blocking back between the junctions of A59/Station Road and A59/A1237 roundabout.

Officers Response

62. Both junctions are being carefully designed to avoid blocking back. Halcrow are using industry standard junction assessment modelling packages to predict performance levels. The calculations predict improvements in capacity at both junctions. This is benchmarked by traffic data collected at the A19/A1237 roundabout which has shown substantial benefits following its recent improvement.
63. To avoid the situation whereby long platoons of straight ahead traffic on the A59 are delayed by the odd left turning vehicle at the junction of A59/Station Road/Northfield Lane some minor widening to provide longer flared approaches to the junction in either direction is proposed.
64. A queue detection sensor will be installed on the westbound A59 carriageway between the A1237 and Northfield Lane. When this is triggered it extends the green time of the A59 westbound ahead phase at the traffic signals, effectively dissipating any queue build up. A similar arrangement is used on the A1079/York Road junction to prevent queuing back onto Grimston Bar interchange.

Cinder Lane Access

65. Cinder Lane is a private road to the north of the A59 Boroughbridge Road. Cinder Lane and a number of other adjacent driveways in the area access directly onto the A59. Cinder Lane is located approximately 100 metres due east of the A59/A1237 roundabout.
66. As part of the roundabout works the A59/A1237 roundabout will be enlarged, which will move the eastern extent of the resulting roundabout closer to Cinder Lane than is currently the case. The A59 will be widened into the verge area to the south side of the existing carriageway on approach to the roundabout in the vicinity of Cinder Lane. This is to reduce congestion and provide an additional short length of two lane approach to the roundabout.
67. Due to the proximity of the Cinder Lane area to the roundabout the residents have voiced concerns and highlighted issues associated with the highway layouts. These are as follows:

- Concern over vehicle speeds along the A59
- Making turns into and out of driveways and Cinder Lane
- Closer proximity to the A59/A1237 roundabout
- Visibility distances
- Disruption and inconvenience during construction
- Crossing and pedestrian issues
- Access to the bus stop and garage area
- Request for traffic calming measures.

Officer Response

68. Delays and congestion at the existing A1237/A59 junction inconveniences thousands of people on a daily basis. Reducing congestion and delay will bring significant benefits to travellers in the City and across the County. This is being achieved through the improvement of the existing roundabout proposed as part of this scheme. Due to land availability and the proximity of adjacent buildings, residences and businesses the capacity of the roundabout can only be realistically improved through expansion in a north-easterly direction.
69. As the roundabout improvement scheme has developed it has been designed in accordance with best practice UK Government guidelines including the Manual for Streets, Manual for Streets² and the Design Manual for Roads and Bridges (where appropriate). As part of the design process an independent road safety audit was carried out. This along with the design development did not reveal any existing road safety issues in the area or any safety issues as part of the proposed designs.
70. The council has engaged with the residents and business in the local area since the project re-started in a number of ways including meetings, site visits, telephone calls, emails and hand delivered and posted letters.
71. We are aware of the residents concerns and are seeking to address them in a way which can be safely and realistically incorporated into a compliant design. This work will be ongoing in many respects and we are committed to informing

the local residents of our progress. Measures identified in the consultation design for the Cinder Lane area included:

- Slewing the A59 carriageway southwards to increase visibility distances to Cinder Lane;
- Land purchase and vegetation clearance agreed with residents to increase visibility distances;
- Traffic calming road surface markings

72. The following additional measures are proposed in the current design layout to improve visibility and reduce speeds in the area.

- Pedestrian refuge island provided for crossing to the bus stop to aid crossing and create an environment with slower speeds;
- Changes to the roundabout geometry including the reduction of the A1237 southbound entry radius and A59 eastbound exit radius to encourage slower speeds exiting the roundabout;
- Appropriate warning signage in the area (side road junction signage);
- Changes to the road markings and carriageway surface texture and colour to calm traffic in the area including central hatched lining;
- Speed limit signs on the exit to the roundabout to reinforce the need to reduce speed when leaving the A1237.
- Extension to the widened northern footway to narrow the road width in the area and provide adequate space for a shared pedestrian/cycling facility.
- Provision of an inbound cycle lane on the carriageway to Beckfield Lane.
- Accommodation works to adjacent properties where required

73. It is anticipated that the measures proposed to be introduced in the area will lead to lower speeds. Speed levels will be surveyed following construction and the speed limit will be

reviewed and lowered if this can be achieved within national guidelines.

74. A Construction Environmental Management Plan will be agreed with the contractor to control construction traffic. This will cover hours of operation, access routes, traffic management requirements and noise and vibration monitoring and controls

Suggesting rail based Park & Ride

75. A number of residents asked why rail based Park & Ride hadn't been taken forward instead given the existing rail station in Poppleton.

Officers Response

76. The potential for a future rail connection was considered as part of the original site selection process but was not one of the principal criteria. The number of potential Park & Ride site locations immediately adjacent to the A59/A1237 junction and Harrogate line and away from residential properties with the potential for future expansion are very limited. A station further away from York would not cater for the full anticipated market of the proposed Park & Ride site which is also expected to serve travellers from the A1237.
77. The principal reasons for not progressing a rail option using the existing Poppleton station are cost and rail capacity. The Harrogate Line does not currently have capacity to accommodate the frequency required for a successful Park & Ride service (10-15minute). There is a conflict with the East Coast Main Line as the service runs into the North of York Station. A route into the south of the station via the Freight Avoiding Lines would require the construction of an additional line and possibly a new platform. Any improvements would need to be part of an overall Harrogate Line improvement potentially costing £100m+.
78. The down time for the level crossing would also be substantially higher. The operating cost of a dedicated shuttle service would be much higher than a bus based operation and is unlikely to be covered by fare revenue from the anticipated passenger numbers. Upgraded parking provision at stations

along the route could form part of the overall upgrade of the Harrogate Line service.

Too close to Rawcliffe Bar

79. Some respondents questioned the need for a new Park & Ride site so close to the existing Rawcliffe Bar site.

Officers Response

80. As the Poppleton Bar site serves the last A road into York without a Park & ride site it will effectively serve a significantly separate market. The site will principally serve travellers from the North and West accessing the city centre and Holgate Park areas currently using the A59.
81. The new site will reduce the number vehicles on the busiest section of the ring road from the A59 to A19 due to abstraction of existing users from Rawcliffe Bar. It will also reduce the need for commuters to drive directly to the Holgate Park area reducing traffic levels on Boroughbridge Road. The site will also minimise the impact of the proposed housing and employment growth at York Central and British Sugar along the A59 corridor.

Thinks subway is a good idea

82. More respondents were in favour of the subway than against.

Officers Response

83. None needed.

Plant more trees on site

Some local residents were concerned about the level of screening and protection offered through tree planting.

Officers Response

84. The trees shown on the consultation were not as comprehensive as the indicative landscape architecture designs drawn up in 2009, and were only intended to show where some planting may take place close to the junctions. A lack of space in the consultation leaflet prevented more detail being shown.

85. The detailed landscape design of the site is being developed as part of the detailed design. A full and varied mixture of woodland areas, species rich grasslands, aquatic plants, hedges and trees using native species will be planted to screen the site and preserve the rural appearance as much as possible.



- frageway
 - Way/ Shared use and cycleway
 - † traffic islands
 - sifing access track
 - liferance bay for TV mast
 - Grasscrete surfacing
 - Grass area with landscaping
 - Tactile paving
 - Indicative extent of new street lighting
 - Existing junction footprint
 - Consultation Layout
 - Proposed amendments to Consultation Layout
- Notes:
1. Scale: 1:500 @ A0



New Askham Bar Park & Ride Site

Proposed A1036 Highway Improvements

Following Consultation

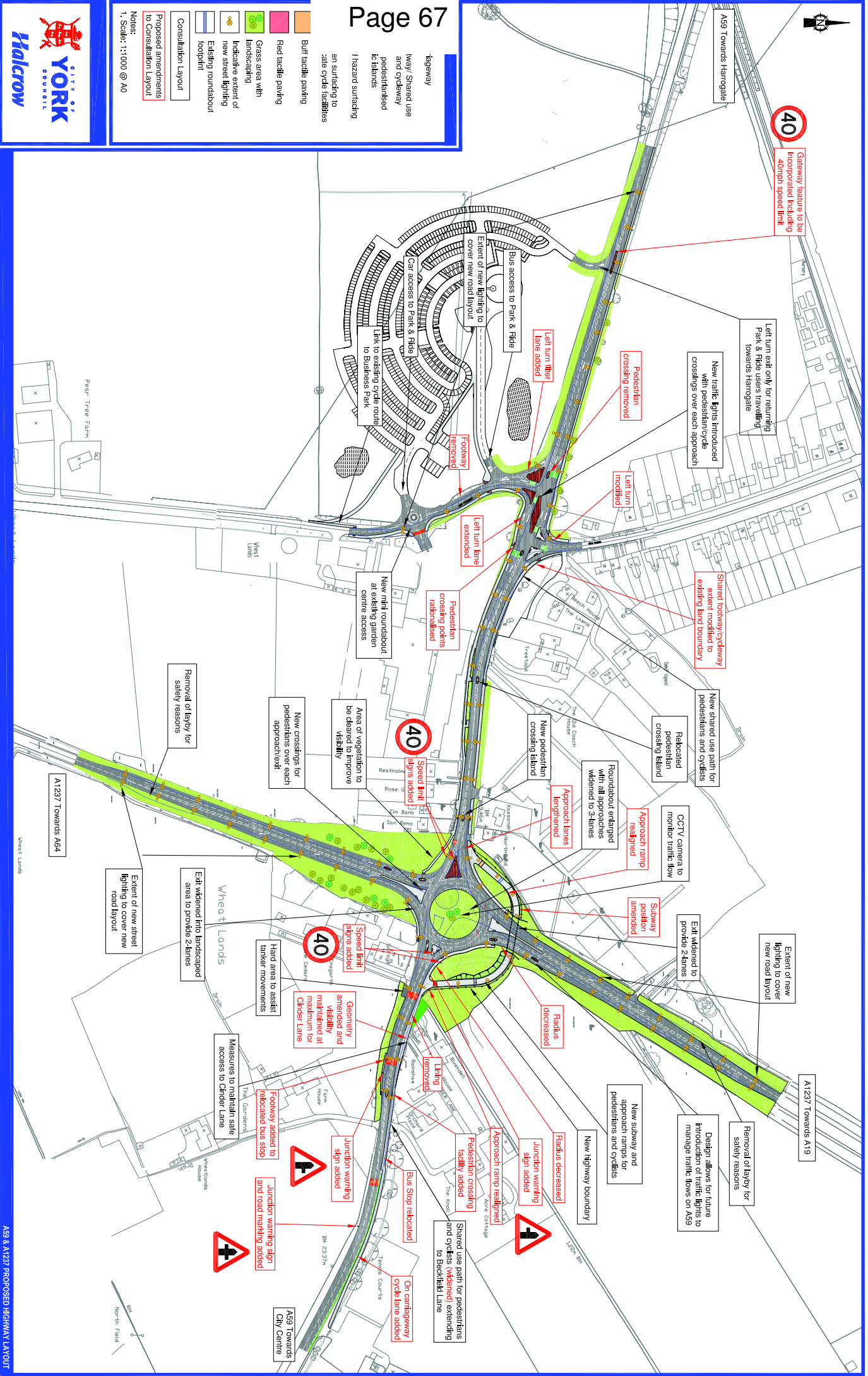
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Halcrow

- Buff tactile paving
 - Red tactile paving
 - Grass area with landscaping
 - Indicate extent of new street lighting
 - Existing roundabout footpath
 - Consultation Layout
 - Proposed amendments to Consultation Layout
- Notes:
1. Scale: 1:1000 @ A0


tageway
 way Shared use and cycleway
 pedestrianised
 footpaths
 hazard surfacing
 on surfacing to safe cycle facilities



New Poptleton Bar Park & Ride Site
 Proposed A59 & A1237 Highway Improvements Following Consultation

A59 & A1237 PROPOSED HIGHWAY LAYOUT

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Meeting of Cabinet Member for City Strategy and Air Quality	12 April 2012
Report of the Assistant Director – Housing and Public Protection	

An Air Quality Management Area (AQMA) in the Leeman Road Area

Summary

1. The purpose of this report is to update the Cabinet Member on the results of a public consultation exercise undertaken in relation to the declaration of a new Air Quality Management Area (AQMA) in the Leeman Road area. A new AQMA is required due to exceedences of the health based annual average nitrogen dioxide objective along Salisbury Terrace.

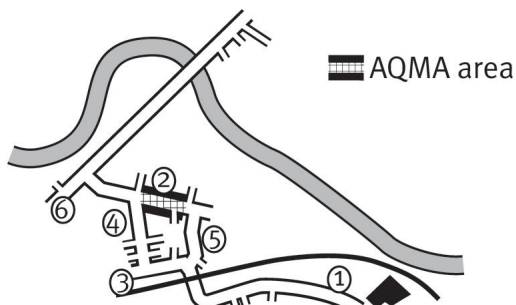
Background

2. City of York Council's Air Quality Progress Reports, submitted to DEFRA in April 2010 and April 2011, identified a number of air quality monitoring sites outside the existing Air Quality Management Area (AQMA) where elevated concentrations of nitrogen dioxide had been monitored in recent years. One of these sites, Salisbury Terrace, had exhibited consistently elevated concentrations of nitrogen dioxide, and thus a 'Detailed Assessment' of nitrogen dioxide concentrations in this area was required by DEFRA.
3. A Detailed Assessment has been carried out (report available online at: <http://www.jorair.co.uk/index.php?page=reports>) for the area of Leeman Road near Salisbury Terrace. Diffusion tube monitoring work has indicated that concentrations of nitrogen dioxide are above health based air quality objective values along a short stretch of Salisbury Terrace.

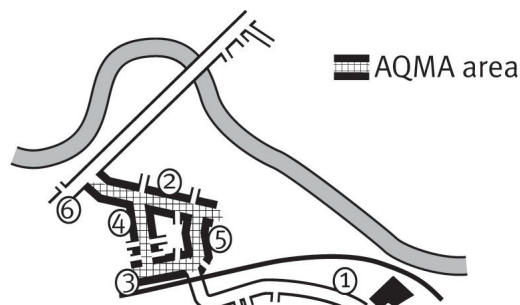
4. The most recent monitoring data for this area has indicated breaches of the annual average nitrogen dioxide objective at a small number of monitoring sites between the two rows of terraced properties flanking Salisbury Terrace, and suggests that the area of exceedence is limited to the area of Salisbury Terrace between the junctions with Lincoln Street and Balfour Street. Within this area, surveys have indicated that approximately 52 households are being exposed to concentrations of nitrogen dioxide above the government's health based objective for long term exposure to nitrogen dioxide concentrations.
5. Based on this Detailed Assessment, the declaration of a further AQMA is proposed in the Leeman Road area. The declaration will be on the basis of NO₂, where exceedences of the annual mean objective are predicted at relevant receptor locations (i.e. mainly residential properties).

Consultation

6. Although the council has a statutory duty to declare AQMA(s) where there is the potential for a breach of the objectives, it has discretion as to the extent of the boundary of the AQMA. DEFRA recommend that the council consults the local community and takes their views into account when determining the boundary.
7. A public consultation exercise on the exact boundary of the new AQMA, was undertaken during January and February 2012. In terms of consultation with the local community, an AQMA consultation leaflet was drawn up and circulated in early January 2012. The leaflet explained the need for the new AQMA in the Leeman Road area and presented three options for the new boundary.
8. Officers from the environmental protection unit (EPU) attended the Holgate Ward committee meeting on 30 January 2012, to show residents and councillors the latest monitoring results for the Leeman Road area and answer questions on the new AQMA. Timescales for the declaration and the Air Quality Action Planning Process were also discussed.
9. The three options given to local residents for the declaration are shown below:



Option 1 – The area with the highest pollution: Salisbury Terrace and the properties either side of the road.



Option 2 – A larger area, which includes option 1, but also other roads in the local area, where elevated levels of pollution, below the government’s targets, have been recorded.



Option 3 – Option 2, plus areas of Leeman Road and Water End. This option joins up the new AQMA with the council’s existing AQMA.

- ① Leeman Road ② Salisbury Terrace
- ③ Garfield Terrace ④ Livingstone St
- ⑤ Kingsland Terrace ⑥ Water End

10. 5,991 leaflets were delivered and 69 were returned by the closing date (1.2%). Of the responses received, 13% of local residents chose Option 1, 23% chose Option 2 and 64% chose Option 3.

11. Option 3 joins up the new AQMA with the council's existing AQMA and includes the whole of Salisbury Terrace, plus areas of Leeman Road and Water End (see Option 3 above). A map showing the exact area is shown at Appendix 1.

Information about the new AQMA

12. Monitoring of nitrogen dioxide at the current monitoring locations will continue to ensure that any future changes in air quality are detected, notably locations representative of relevant exposure (i.e. facades of residential properties).

13. Additional monitoring work will be presented as part of a ‘Further Assessment’ report, required within 12 months of designating the

new AQMA. Additional monitoring data for 2012 will be used to support the conclusion to declare a further AQMA, to corroborate the assumptions on which the AQMA will be based, and to check that the original designation is still valid and does not need amending in any way.

14. Since the extent of the breach on Salisbury Terrace is limited to a small terraced street, it is likely that the AQAP for this area will be incorporated into the wider AQAP for the existing city centre and Fulford AQMAs, expected in late 2012 / early 2013.

Options

15. The Cabinet Member is asked to consider the following options:
 - (a) To declare a new AQMA, based on the results of the public consultation exercise (option 3, shown in an Appendix 1).
 - (b) To declare an area other than other than option 3.

Analysis

16. The declaration of an AQMA, and preparation of a Further Assessment and Air Quality Action Plan will ensure that the council carries out its legal duties under the Environment Act 1995.

Council Priorities

17. General air quality work contributes to the council priorities in the following ways:
 - Create jobs and grow the economy – improving transport links to the rest of the UK via the installation of electric charging points and alternative fuels infrastructure, encouraging investment in low emission technology and creating jobs in green industries
 - Get York moving - improving local bus services and city centre circulation and campaigning to encourage less reliance on the car via the Low Emission Zone bus corridor feasibility study and the low emission strategy
 - Build strong communities – talking with and listening to people about air quality, public health and the environment

- Protect vulnerable people – ensuring the health of people, especially the most vulnerable, by reducing pollution
- Protect the environment – cutting our carbon emissions and improving air quality

Implications

18. The various implications of this report are summarised below:

(a) Financial

- There are no financial implications relating to the administration of an AQMA order other than those costs associated with publicising the boundary area and notifying the affected residents. It is planned to make use of space in the next ward newsletter to make local residents aware of the results of the consultation exercise. These are marginal costs which can be met from the existing Environmental Protection Unit's budget.

(b) Human Resources (HR)

- The declaration of the AQMA will not necessitate any additional staff resources. Monitoring work has already been integrated into the Environmental Protection Unit's existing surveys. The next phase of reviews and assessments, and the specific work that will arise from the declaration will mean that the burden of work on the Principal Environmental Protection Officer (Air Quality) will increase.

(c) Equalities

- There are no equalities implications.

(d) Legal

- The council has a statutory duty to periodically review and assess local air quality against national air quality objectives and report its findings to DEFRA. As the council has monitored elevated levels of nitrogen dioxide in the vicinity of Salisbury Terrace, it is now obliged to declare an AQMA.

- There is also a requirement to submit regular AQAP progress reports to DEFRA demonstrating that it has a continued commitment to improving air quality in the city. Under the provisions of the Freedom of Information Act 2000 air quality data must be made freely available to members of the public upon request.

(e) Crime and Disorder

- There are no crime and disorder implications

(f) Information Technology (IT)

- There are no IT implications

(g) Property

- There are no property implications.

(h) Other

Health

- Nitrogen dioxide is a known respiratory irritant, which affects vulnerable groups such as children and people suffering from respiratory illnesses such as asthma, emphysema and lung disease. The declaration of the AQMA and subsequent development and implementation of an Air Quality Action Plan will aim to achieve a reduction in the levels of nitrogen dioxide, a benefit for both residents and visitors to the city of York.

Transport

- It is thought that traffic is a significant source of air pollution in the Leeman Road area. This will be confirmed through traffic surveys and 'source apportionment' work for the area. Due to the close links with the Local Transport Plan and the Low Emission Zone Study, the Environmental Protection Unit will be working closely with the Sustainable Transport Service in construction of the Air Quality Action Plan.

Planning and Development

- Major planning and development schemes within the new AQMA will need to be assessed for any impact on air quality. Any indication that the proposal will have an adverse effect on air quality within the AQMA would mean that it would be a 'material consideration' in determining the application. In these cases suitable air quality mitigation measures will be required to minimise emissions from heating, power and transport on the sites. This could include requirements for car free developments, provision of low emission vehicle infrastructure e.g. electric charging points and incentives for bus and cycle use by new occupants. Where emissions can not be minimised on site, developers may be asked to make financial contributions towards the cost of wider mitigation measures e.g. new public transport schemes, cycle facilities etc. Where appropriate mitigation is not possible applications may have to be refused on air quality grounds. Minor schemes or those which are not considered to adversely impact on air quality, would be unaffected.

Further monitoring and reporting

- Existing diffusion tube monitoring will continue in the vicinity of Salisbury Terrace. The results of the monitoring work will be presented as part of a 'Further Assessment' report to DEFRA, required within 12months of designating the new AQMA.
- City of York Council will have 12-18 months to develop an Air Quality Action Plan (AQAP) for the Leeman Road AQMA. DEFRA acknowledge a close link between the preparation of the Further Assessment and the AQAP, and expect that these would normally be taken forward in parallel following the declaration of the AQMA. As the extent of the breach on Salisbury Terrace is limited to a small terraced street, it is likely that the AQAP for this are will be incorporated into the wider AQAP for the existing city centre and Fulford AQMAs.

Risk Management

19. In compliance with the council's risk management strategy. There are no major risks associated with the recommendations of this report.

Recommendations

20. The Cabinet Member is asked to:

Approve option (a) - To declare a new AQMA, based on the results of the public consultation exercise (option 3, shown in an Appendix 1).

Reason: The declaration on an AQMA, and preparation of a Further Assessment and Air Quality Action Plan will ensure that the council carries out its legal duties under the Environment Act 1995. LAQM is a statutory undertaking that contributes towards the corporate priorities on protecting the environment and protecting vulnerable people.

Contact Details

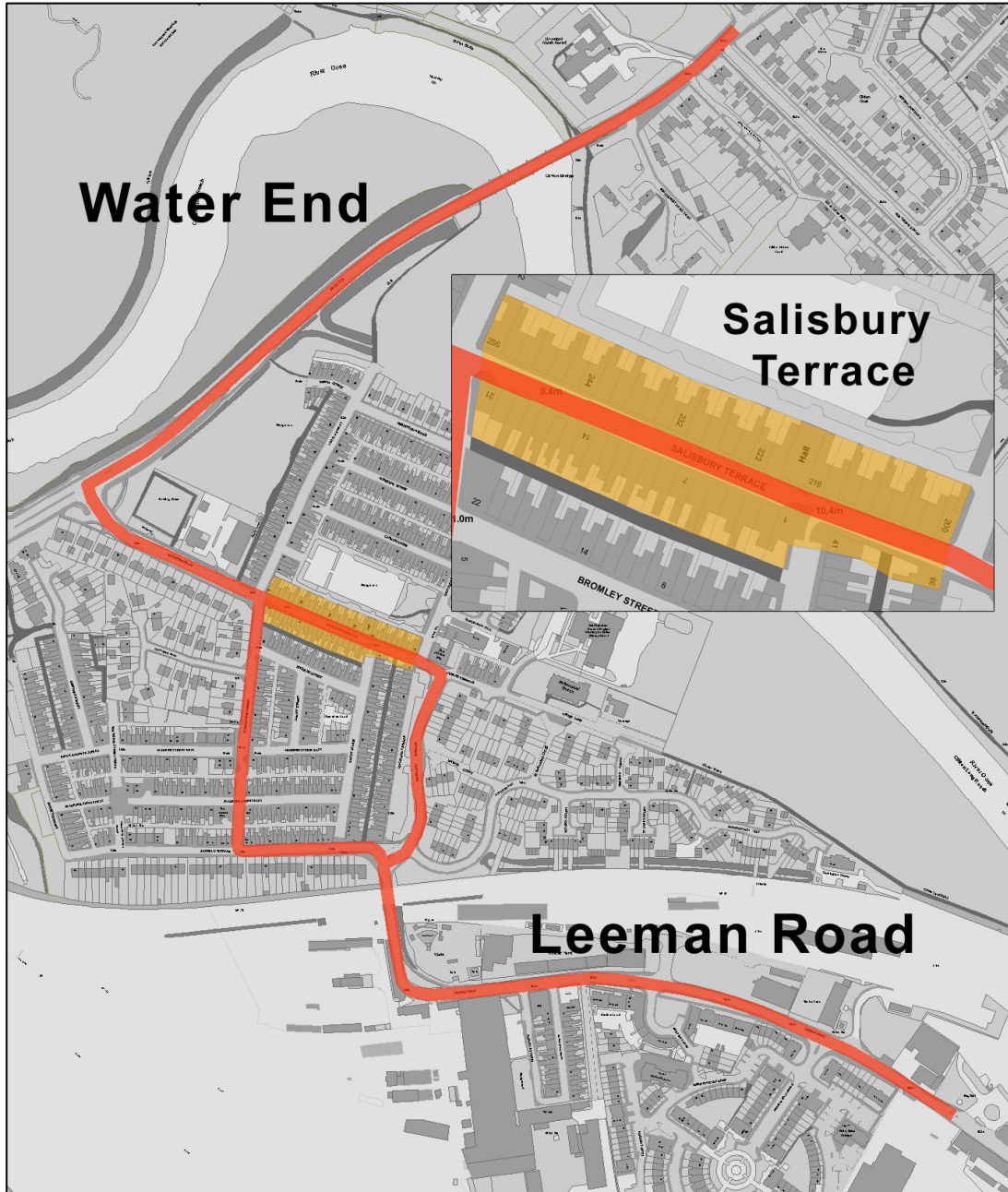
Authors:	Chief Officer Responsible for the report:		
Mike Southcombe Environmental Protection Manager (01904) 551514	Steve Waddington Assistant Director - Housing & Public Protection		
Andrew Gillah Principal Environmental Protection Officer (Air Quality) (01904) 551532	Report Approved	√	Date 15 th Feb 2012
Specialist Implications Officer(s) n/a			
Wards Affected: <i>List wards or tick box to indicate all</i>			All <input type="checkbox"/> <i>tick</i>
			All wards <input type="checkbox"/>
For further information please contact the author of the report			

Background Papers: None


Appendix 1: Map of new AQMA (proposed AQMA Order No.3)

Appendix 1

Map of new AQMA (proposed AQMA Order No.3)



Boundary of the Air Quality Management Area

-  Roads
-  Properties

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