

Summary of External Consultation Replies

1) Cllr. A . D'Agorne

- Welcomed improved cycling facilities
- Proposed increasing the size of the feeder cycle lane from Foss Islands Rd and remove left turn lane.
- Proposed “Keep Clear” signs at the entrances to business premises – Tyre Place and Enterprise Car Hire.
- Proposed improved “No Exit” signs under the Bar to improve safety of pedestrians wandering out from under the Barbican.
- Proposed that the “No Left Turn” from Barbican Road Rd be changed to “No Left Turn Except for Cyclists”.
- Requested the carriageway outside the Chinese Restaurant be resurfaced, as it is in poor condition.

Design Team Consideration:

- Unable to remove lane on Foss Islands Road approach due to capacity impacts. Removal would see significant increase to delay, queuing and emissions on this link, for all users. Such significant alterations to the inner ring road are not seen to be within scope of this equipment refurbishment project.
- Keep Clear markings will be explored at the detailed design stage.
- Alterations to signage under the barbican will be explored at the detailed design stage, however it is unlikely conservation permission would be obtained for any signage more obtrusive than that which is currently present. There is not currently a record of incidents involving pedestrians walking out from the barbican.
- Allowing the left turn into Walmgate from Barbican Road for cyclists was reviewed during the design process but was rejected due to safety concerns related to intervisibility.
- Resurfacing of the carriageway beyond the immediate extents of the junction is deemed to be outside the scope of this project and funds are not available to add this work into the program at this stage.

2) Cllr. D. Craghill

- Welcomed improved cycling facilities.
- Highlighted a problem with cyclists using the pavement around the corner of Foss Islands Rd and Lawrence Street.

Design Team Response:

- The improved cycle facility on the Foss Islands Road approach to the junction may mitigate this issue. Introduction of additional facilities at this locations is limited by available space.

3) First Group

- Queried how the proposed works will affect traffic flow through the junction during the construction period.
- Queried long term benefits of the scheme to journey times.

Project Team Response:

The construction works will adversely affect bus journey times for the duration. This will be managed by the project team directly in co-operation with the bus operators through the Quality Bus Partnership. Specific measures will be put in place to keep disruption to the buses to a minimum, including giving priority to public transport under the traffic management arrangements.

There are no long term benefits of this scheme with respect to journey times.

4) First Group

- Queried whether the enlargement of the islands on Foss Islands Road will impact large vehicles turning right.
- Was concerned that the right turn is also hampered by vehicles parked outside fast food outlets on the corner of the junction. This could also make the turn difficult for large vehicles.

Design Team Response:

Vehicle tracking has been carried out for various vehicles, included articulated buses, and vehicle swept paths are seen to be adequate.

Parked vehicles not seen as an issue at present, but will be explored further at the detailed design stage.

5) York Civic Trust

- Welcomed the provision of upgraded cycling and pedestrian facilities.
- Recommended additional signalised crossing to the Walmgate / FIR island, or a ban on the left turn.
- Proposed a right turn ban from Walmgate Bar to protect pedestrians crossing Barbican Road.
- Additional measures at adjacent junctions proposed.

Design Team Response:

- An additional pedestrian crossing onto the island was considered but the benefits were seen to be minor so it was not pursued. However, the design team would be happy to discuss the matter further directly with the Civic Trust at the detailed design stage.

- A right turn ban from Walmgate Bar was considered as it would have various benefits. Ultimately it was determined that a restriction on this movement by means of a Traffic Regulation Order would not actually physically prevent motorists from making this movement and they would likely continue to make the movement anyway. Physical measures were explored to enforce this restriction, however no viable engineering solution was found and the option was therefore ruled out as unenforceable.

The Civic Trust shall be engaged to determine if they have a viable suggestion to implement the right turn ban.

- The adjacent junctions are on the TSAR list for future years schemes and the suggested alterations will be explored as part of those distinct projects.