

COVID-19 Emergency Active Travel Fund

SECTION A: BACKGROUND

Q1. What is your local transport authority name?

City of York Council

Q2. Which geographical region are you in?

Yorkshire and the Humber

Q3. What type of authority are you?

Unitary Authority

Q4. How would you classify yourself geographically?

Urban Other (population between 25,000 and 250,000)

SECTION B: YOUR SCHEME(S) OR PROGRAMME

Q5. Please provide the scheme or programme name(s)

York Economic Recovery Transport Strategy – Phase 1

Q6. Please provide a brief summary of the scheme(s) or programme. For example, locations, measures to be adopted, whether they are permanent or temporary measures, and how the scheme or programme will improve mobility, and/or assist with social distancing

The funding will be used to enhance the City's One Year Transport and Place Strategy which is part of the Economic Recovery Strategy being developed by the Council. The following programmes will be delivered and evaluated:

1. Extension of Park & Cycle facilities at two Park & Ride sites (Rawcliffe Bar and Askham Bar) – significantly increasing cycle parking capacity at two (out of six) P&R sites to enable commuters who would normally catch the Park & Ride bus to cycle into the city instead. Lockers would be able to be moved between sites as appropriate where a need is identified.
2. New and enhanced lightly segregated/widened cycle lane(s) on the first Park & Cycle corridor (on Shipton Road/Bootham route) – temporary trial re-allocation of carriageway space to encourage use of the Park & Cycle scheme and to cater for local increases in cycle usage on strategic commuting corridors.
3. Extension of city centre cycle parking to increase capacity at arrival points from enhanced routes (in pedestrianised areas and some city centre car parks) – expansion of provision to cater for higher numbers of cyclists arriving at city centre destinations who may have previously used public transport.
4. Provision of a North-South cross city centre cycle route improvements including better signing and traffic restrictions to prioritise cycling.
5. Temporary road-space reallocation on dual carriageway sections of the inner ring road (westbound Castle Mills Bridge trial).
6. Trial closure of The Groves area to through-traffic (except cyclists and local access) – removal of through traffic, the majority of which has no origin or destination in the estate, to make access to the shops, the hospital and other community facilities more attractive by sustainable modes of transport and to enable social distancing.
7. Improvements for cyclists using cycle logos in the carriageway, coloured surfacing and 'Do not overtake Cyclists' signage – measures to raise the profile of cycling on city centre bridges and to enable cyclists to feel more confident where the carriageway isn't wide enough to provide segregated cycle lanes and footways are constrained.
8. Conversion of city centre road from 2-way to one-way with widened footways and contraflow cycle lane (Coppergate) – removal of a traffic lane on a temporary basis to enable narrow footways to be widened on a busy pedestrian route outside shops whilst still accommodating 2-way cycle use.
9. Supporting the extension of the City Centre pedestrianised area to include key peripheral city centre access streets and to reduce circulating traffic to enable social distancing. TRO will be advertised (Blake St, St. Helen's Square and Lendal, and Goodramgate, Church St, St Sampsons Square, Kings Square, Colliergate). Removal of traffic circulation loops which penetrate the pedestrianised area will make the destination easier to get to safely. This will be temporary initially, with a view to making it permanent if it is successful. Alternative space and services will be provided for any displaced Blue Badge Parking
10. Temporary footway widening and lane closure to accommodate social distancing on local shopping streets (continuing the Bishopthorpe Road temporary closure of outbound lane to accommodate social distancing and queuing outside local shops on narrow footways).
11. Localised measures to accommodate queuing outside city centre shops – temporary measures to enable customers to queue outside supermarkets without blocking the footway for other pedestrians, including Piccadilly.
12. Upgrade existing automatic cycle counters on strategic corridors to enable a higher frequency of data availability to show up trends more readily and prioritise future investment plans (currently only downloaded on a monthly basis) – improving the ability of monitoring equipment to quickly pick up on trends in vehicular and cycle traffic.
13. Adjust signal timings at major junctions on Inner Ring Road to improve pedestrian access to city centre and reduce clustering on kerbs and in pedestrian islands.

Q7. What will be the total cost of the scheme or programme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£173,000 - Exc. VAT - Estimated

Q8. What will be the capital cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£42,000 - Exc. VAT - Estimated

Q9. What will be the revenue cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£131,000 - Exc. VAT - Estimated

Q10. This expenditure is not intended to be used for any consultancy spend. Are you intending to use consultants?

No

Q11. Is your authority developing a Local Cycling and Walking Infrastructure Plan (LCWIP)?

Yes

LCWIP DETAILS

Q12. Is the proposed scheme located on or within the cycling/walking network plan?

Yes

Q13. Has the proposed scheme been identified in the prioritised list of schemes in your LCWIP? (note: this is not a compulsory requirement for applications)

Yes

SECTION C: SCHEME DETAILS

Q14. What measures will be adopted? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

Point closures

Segregated cycleway (temporary)

Widening existing footway

Restriction or reduction of parking availability, (e.g. closing bays or complemented by increasing fees)

Park and cycle/stride/scooter facilities

Cycle counters and/or other active travel data management diagnostics

Other (please specify):

Speeding up introduction of planned measures on trial basis

Innovative approaches to existing constraints – 'e.g. short sections of [do not overtake cyclists]'

Q15. If applicable, what is the route length of the scheme (s)? Note an estimate can be provided if the distance is not yet known

Shipton Rd / Clifton / Bootham 3.4km (estimated total length)
Tadcaster Road – widened cycle lanes 1.75 km (estimated total length)
Other locations – Approx. 500m

Q16. When are the works expected to be completed?

End July 2020

Q17. When is the scheme(s) expected to be open to the public?

Different parts will open as and when they are completed, some will be in June, others in July

Q18. Will Traffic Regulation Orders be required?

Yes

Q19. Please confirm you have read the statutory guidance for local authorities (<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities>) and have consulted with bus operators, hauliers and local groups representing disabled people as appropriate.

No

Q20. Have you considered how the scheme(s) or programme will be evaluated and will you ensure that appropriate monitoring measures will be put in place?

Yes

SECTION D: DECLARATION

Q21. Reporting Officer details

| | |
|-------------------------|--|
| Name | Tony Clarke |
| Telephone number | 01904 551641 |
| Email address | Tony.clarke@york.gov.uk |
| Postal address | City of York Council, West Offices, Station Rise, YORK YO1 6GA |

Q22. Senior Responsible Officer details

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| Name | Neil Ferris |
| Telephone number | 01904 551448 |
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Q23. Section 31 Officer (or equivalent with delegated authority) details

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| Name | Debbie Mitchell |
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Q24. Please add further details or clarification

Question 19: We have read the statutory guidance but consultation has not yet been undertaken with all groups but is currently in progress.