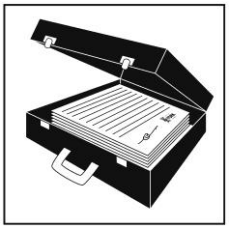

Notice of a public
Decision Session - Executive Member for Transport

To: Councillor D'Agorne (Executive Member)

Date: Tuesday, 19 July 2022

Time: 10.00 am

Venue: The Thornton Room - Ground Floor, West Offices (G039)

A G E N D A

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Services by **4:00 pm** on **Thursday 21 July 2022.**

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm Friday 15 July 2022.**

1. Declarations of Interest
At this point in the meeting, Members are asked to declare any disclosable pecuniary interest or other registerable interest they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests.

2. Minutes (Pages 1 - 10)
To approve and sign the minutes of the meeting held on 21 June 2022.

3. Public Participation

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee. **Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation at our meetings.** The deadline for registering at this meeting is **5:00pm on Friday 15 July 2022**.

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill in an online registration form. If you have any questions about the registration form or the meeting, please contact Democratic Services. Contact details can be found at the foot of this agenda.

Webcasting of Public Meetings

Please note that, subject to available resources, this meeting will be webcast including any registered public speakers who have given their permission. The meeting can be viewed live and on demand at www.york.gov.uk/webcasts.

During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

4. Active Travel Programme (Pages 11 - 450)

This report presents updated information on the progress of the Active Travel Programme, including recommendations for decisions relating to individual projects within the programme.

5. Micromobility trial update (Pages 451 - 474)

This report provides an update and review of the e-scooter and e-bike trials in York so far, and sets out whether to continue with the trial.

6. Directorate of Place 2022/23 Transport Capital Programme – Consolidated Report (Pages 475 - 496)

The purpose of this report is to identify the proposed changes to the 2022/23 Directorate of Place Transport Capital Programme to take account of carryover funding and schemes from 2021/22, and new funding available for transport schemes in 2022/23.

7. Urgent Business

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

Democracy Officer:
Robert Flintoft
Contact details:

- Telephone – (01904) 555704
- Email – Robert.flintoft@york.gov.uk
-

For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak;
- Business of the meeting;
- Any special arrangements;
- Copies of reports and;
- For receiving reports in other formats

Contact details are set out above.

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 যেতে পারে। **(Bengali)**

Ta informacja może być dostarczona w twoim własnym języku. **(Polish)**

Bu bilgiyi kendi dilinizde almanız mümkündür. **(Turkish)**

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ **(Urdu)**

☎ **(01904) 551550**

City of York Council	Committee Minutes
Meeting	Decision Session - Executive Member for Transport
Date	21 June 2022
Present	Councillors D'Agorne Officers James Gilchrist Director of Transport, Planning and Environment, Dave Atkinson Head of Highways and Transport, Darren Hobson Traffic Management Team Leader, Duncan McIntyre iTravel Programme Manager

1. Declarations of Interest (10:00)

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He confirmed he had none.

2. Minutes (10:01)

Resolved: That the minutes of the Decision Session of the Executive Member for Transport held on 17 May 2022 be approved and signed by the Executive Member as a correct record.

3. Public Participation (10:02)

It was reported that there had been five registrations to speak at the meeting under the Council's Public Participation Scheme.

Flick Williams asked why blue badge holders were being restricted from accessing the city centre before some businesses and council vehicles. She highlighted her frustrations with the adverts used by the Council promoting active travel which didn't include those with mobility issues. She

stated that she felt the Council was proud of being anti-disability and anti-old people.

Cllr Warters supported the restoration instead of replacement of the historical knocked down lamppost. He questioned however, why local companies had not been approached for quotes to complete the restoration work. He recommended a longer stretch of the A1079 be set to a 40 MPH speed limit rather than the proposals in item 9. Speaking on Osbladwick Lane he stated that the Council had increased parking issues by removing verges and adding tarmac.

Andrew Morrison spoke on behalf of the York Civic Trust and asked that the lamppost be restored due to its historical significance in York as the last of its kind. He noted that the Civic Trust would be willing if required to assist the Council in costs associated with the restoration.

Cllr Melly raised concerns that certain Council vehicles would continue to use the footstreets while blue badge holders would be barred from entering. She questioned proposals for parking charges to be introduced on Knavesmire Road after it was confirmed this would not happen. Regarding the last mile delivery service she asked that the trail look at including wider benefits, such as smaller businesses being able to access the delivery site and whether the delivery site could be used as a drop off as well as a pick up site.

Andrew Mortimer noted his support for the proposals to tackle parking on Osbaldwick Lane. He noted that residents in Osbaldwick were seeking more controlled parking and not less parking spaces or residents parking, he noted the need for safer crossing points.

4. City Centre Exemption Consultation (10:18)

Officers noted that the Executive in November 2021 agreed the changes to the way the streets in the city centre would be managed during pedestrianised hours (footstreets). They noted that Counter Terrorism Police had advised the Council to deliver Blue Light services access at footstreets hours. Officers confirmed that the biggest challenges to amending access were access for blue badge holders and some council services such as waste collection at the market. It was confirmed that

discussions were taking place with Make It York about waste collection for the market.

The Executive Member considered the proposed changes as well as the current challenges blue badge and some council vehicle access. He noted that additional parking should be available for blue badge holders at Castlegate in September and he noted that the Council were considering the prospect of a shuttle bus to address access issues.

Resolved:

i. Approved as advertised the amendment the Traffic Regulation Order to amend the list of exemptions to reduce the number of vehicles accessing the pedestrian area during the hours of operation from 1 October 2022.

Reason: To reduce the number of vehicles within the pedestrian area to reduce the level of conflict between vehicles and pedestrians to help improve pedestrian safety within the pedestrian area.

ii. Approved further communication with residents and businesses within the pedestrian area to make them aware of the policy and procedures that will be implemented in order to gain approved vehicle access with the pedestrian area.

Reason: To provide clarity on the process to gain vehicle access to the pedestrian area if required for works or in an emergency situation.

iii. Approved an amendment to the National Street Gazetteer to provide information on time that vehicle access in to the streets within the pedestrian area is prohibited.

Reason: To provide utility companies with information on restrictions on vehicle access to the pedestrian area once the Hostile Vehicle Mitigation measures have been put in place to reduce utility vehicles trying the access the pedestrian area without the correct approval.

5. Consideration of options for damaged lamp column (10:30)

The Executive Member agreed to support the option to repair the cast column which had been knocked over due to its importance to York's heritage. Officers confirmed they would seek for all costs associated with the repair to be paid for by the insurance company.

Resolved:

i. Approved option B2 to repair the existing last remaining cast column. Cast columns are more likely to crack and fall so this option relocates the column a few metres away and protects it with bollards to reduce the risk of a vehicle strike in the future.

Reasons: Street Lighting Officers would normally replace with a tubular steel column which is less likely to collapse, however it would result in the loss of a unique heritage asset, for this reason repair is recommended. Street Lighting Officers would not recommend just repair in the exact same location due to the risk of future vehicle strikes, so have developed an option which moves the column a few metres and with protection of some bollards reduces the risk of it being hit by a vehicle in the future.

6. iTravel update (10:35)

It was confirmed that the Itravel program was designed to encourage individuals to change how they travel away from individual car usage. Officers outlined the kind of work being undertaken by the Itravel team including York Walking Festival. Officers noted that the website had made major improvements. They also confirmed that the advert campaign had been a mistake in how it represented travellers and its exclusion of those with mobility challenges. Officers confirmed the Itravel team were focused on improving travel options for those with mobility challenges such as providing adapted bikes and brail walking trails.

The Executive Member welcomed the update and the work undertaken on a small budget. He praised the work undertaken in schools on cycling ability training and asked whether there could be a push for move level 3 training availability.

Resolved:

i. Noted the progress made in 2021/22 and the proposed 22/23 iTravel Programme subject to funding.

Reason: To endorse the proposed approach to delivery for 2022/23 in support of the council plan outcome of enabling more residents to get around sustainably.

7. Proposed Residents Parking for Kexby Avenue, Arnside Place and 13 to 57 (odds) Thief Lane consideration of objections to the introduction of Residents Parking in these streets (10:45)

Officers introduced the report noting that following a consultation in February 2022 nearby streets had been included into a Residents Parking Scheme. Kexby Avenue and Arnside Place had not originally been included due to a residents petition requesting to be left out of the scheme. However, following the changes to parking in the area residents had now requested to be included within the scheme. The Executive Member considered the objections within the report and noted that 3 were rejections on the basis of wishing for greater parking restrictions, only 1 objection had been received against parking restrictions being implemented. Therefore the Executive Member agreed to the making of the order as drafted.

Resolved:

i. Approved the making of the Order, as drafted, to introduce parking controls (ResPark Area) on Kexby Avenue for those in the R39B Residents Priority Parking Zone.

Reason: This recommendation is supported by the majority of people from Kexby Avenue who signed the petition in favour and is supported by the outcome of the further consultation in September 2021.

ii. Approved the making of the Order, as drafted, to extend the R39B Residents' Priority Parking Zone and include properties in Kexby Avenue, Arnside Place and 13 to 57 (odds) Thief Lane in the qualification zone for this ResPark scheme.

Reason: Residents in these properties can, currently, park in these streets. As the introduction of ResPark is intended to address non-resident parking it is reasonable to continue to accommodate them in the qualifying zone.

8. Osbaldwick Lane Parking Petition (10:50)

The Executive Member made note of the comments received on the item during public participation and requested that officers work with the communities team to review the area and discuss options for a ward funded scheme with ward councillors. He noted that some of the work officers could undertake may be subject to the Customer and Corporate Services Scrutiny Management Calling In meeting regarding parking in Osbaldwick.

Resolved:

i. That the Transport team undertake work with the communities' team to review the area and discuss options for a ward funded scheme with ward councillors.

Reason: This will provide an opportunity review the area and propose options that will tackle the concerns that the residents have raised concerns about.

9. Speed Limit Traffic Regulation Order Amendments (10:55)

The Executive Member considered the proposed changes and officer reasoning for these proposals. He asked that future reports include accident records for streets with speed limit traffic regulation order amendments. It was agreed that no further action be taken on Temple Lane Copmanthorpe, A19 Deighton, Intake Lane, and Acaster Malbis. On Acaster Malbis

the Executive Member requested that officers review whether appropriate signage was being used on the road.

It was agreed that The Holies Stockton on the Forest, A1079 Dunnington, North Lane Huntington, Wheldrake Lane Elvington, Sim Balk Lane Bishopthorpe, Askham Bryan Sites 1 and 2, Naburn, The Revival Estate, Towthorpe, and Shipton Road be amended as outlined in the report.

Finally the Executive Member requested that Stockton Lane be postponed to review the option of implementing a 50 Miles Per Hour speed limit.

Resolved:

i. That no further action be undertaken on Temple Lane, Copmanthorpe and A19, Deighton;
ii. That no further action be taken on Intake Lane, Acaster Malbis. Officers to review whether appropriate signage is currently being used on the road.

Reason: Because the road environment is not consistent with a lower speed limit and there is little prospect of achieving a reduction in vehicle speeds.

iii. That the revised speed limit changes be advertised for The Holies Stockton on the Forest, A1079 Dunnington, North Lane Huntington, Wheldrake Lane Elvington, Sim Balk Lane Bishopthorpe, Askham Bryan Sites 1 and 2, Naburn, The Revival Estate, Towthorpe, and Shipton Road as outlined in the report;
iv. That Northfield Lane, Poppelton be advertised with additional information provided to those advised of the advertisement relating to a Quite Lane sign;
v. That a decision on Stockton Lane be postponed to review the option of implementing a 50 Miles Per Hour speed limit.

Reason: Because the indications are these are appropriate speed limits due to the surrounding environment, to respond to resident concerns and to reduce risk of collisions and injuries.

10. DEFRA Air Quality last mile delivery update (11:28)

Officers outlined the results of the DEFRA air quality project feasibility study and noted that the study had engaged businesses and delivery drives and assisted in identifying what to propose for the trial. It was confirmed that food remained a difficult aspect of last mile delivery but officers were exploring train freight. The proposal for a drop off was at a Council leased premises and would be run by the Council. It was expected that operators would work together to maximise the value of the trail, however, it can still operate if some operators withdrew. The Executive Member noted his support for the trail.

Resolved:

i. Noted the DEFRA air quality project feasibility study;
ii. Approved a 9 month pilot as per the feasibility report (scenarios 1a) and 1b) focusing on small parcel delivery using pedestrian portering and zero emission deliveries (cargo and e-cargo bikes). Consolidating the deliveries at a hub in a location that has good access for delivery vehicles and access to the inner ring road in order to test the last mile possibilities;
iii. Approved the principle of a 12 month lease for the trial to operate from, allowing 3 months for set up and decant and 9 months for the operation of trial;
iv. Delegated to the Director of Environment, Transport and Planning in consultation with the S.151 Officer and Director of Governance authority to :
    a. Finalise the lease arrangements for the trial (at
    the moment proposed to be 107-109 Walmgate)
    as the location for the hub, work through any legal and planning requirements and establish management arrangements of the hub;
    b. finalise arrangements with operators to take part in the trial;
    c. to enter into agreement with an academic institution and representatives from the Freight Forum to have an oversight of the pilot, set the performance measures and test the operators against these;

Reason: To ensure the best outcomes are achieved to improve air quality and to feed in to inform strategy and approach locally and regionally to consolidation of freight.

11. Maximising use of the Park and Ride with a review of onstreet parking (11:39)

The Executive Member was asked to approve the scoping of a trial int othe possibilities of introducing charges for on-street parking on
Knavesmire road to deter commuter parking and encourage shift
to the Park and Ride at Askham Bar. The Executive Member agreed for the scoping work to be undertaken but noted that there would need to be incentives for using the park and ride and not just limits to parking in the area.

Resolved:

i. Approved the scoping of a trial for charges for on-street parking on Knavesmire road with the results reporting back to a future decision session to initiate a trial.

Reason: To ensure commuter journeys are intercepted at the park and ride stops to reduce carbon, improve air quality and reduce unnecessary car journeys within the outer ring road.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 10.00 am and finished at 11.45 am].

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Decision Session – Executive Member for Transport **19 July 2022**

Report of the Director of Transport, Environment and Planning

Active Travel

Summary

1. This report presents updated information on the progress of the Active Travel Programme, including recommendations for decisions relating to individual projects within the programme.

2. The Executive Member is asked to approve the addition of 3 new schemes to the programme following the news of a partially successful grant funding bid to the Department for Transport.

3. An update on the overall programme timescales and budget is included, with a proposal on how to manage the available funds.

4. The report recommends that the Navigation Road Experimental Traffic Regulation Order is made permanent, following a trial period and the outcome of a consultation process.

5. Feasibility work is presented for the City Centre Bridges scheme and the report recommends a decision is made to proceed to consultation, detailed design and implementation.

6. An update is provided for the A1237 Active Travel scheme, with the outcome of the feasibility work indicating that the project as it currently stands is not viable. The report explores the reasoning behind this outcome and proposes to reassign the available resources to other projects within the programme. Further safety-focussed work is proposed to be pursued through a separate programme.

7. Similarly, the Heslington to Wheldrake path scheme has progressed to a later stage of feasibility, with the outcome strongly suggesting that the objectives cannot be achieved within the available budget. A

recommendation is made to reassign the available resources to other projects within the programme and progress the existing feasibility through the upcoming LCWIP work (Local Cycling and Walking Infrastructure Plan).

8. Feasibility work has been completed for the People Streets at Ostman Road scheme. This report highlights the key outcomes of this work and makes a recommendation on the next steps for the scheme.

Recommendations

9. The Executive Member is asked to:

1) Approve the Project Outline for the ‘City Centre Cycle Parking Improvements’ scheme attached in Annex 1.

   Proceed to undertake Feasibility work to understand costs, timescales, outline designs and consultation feedback to inform a further decision prior to implementation. (Option 1)

   Reason: To provide clarity on the objectives and scope of the proposed scheme.

2) Approve the Project Outline for the ‘People Streets at Clifton Green Primary School’ scheme attached in Annex 2.

   Proceed to undertake Feasibility work to understand costs, timescales, outline designs and consultation feedback to inform a further decision prior to implementation. (Option 1)

   Reason: To provide clarity on the objectives and scope of the proposed scheme.

3) Approve the Project Outline for the ‘People Streets at Badger Hill Primary School’ scheme attached in Annex 3.

   Proceed to undertake Feasibility work to understand costs, timescales, outline designs and consultation feedback to inform a further decision prior to implementation. (Option 1)

   Reason: To provide clarity on the objectives and scope of the proposed scheme.

4) Decide to make the Experimental Traffic Regulation Order relating to Navigation Road cycle scheme permanent. (Option 3)

   Reason: To successfully conclude the Navigation Road trial scheme.

5) Confirm that the proposals presented for the City Centre Bridges scheme align with the approved Project Outline, and decide to proceed with consultation, detailed design and implementation. (Option 5)

   Reason: To support progress towards implementation of a solution.

6) Support the approach to managing the programme budget laid out in Section 75 of this report. Note the programme budget summary attached in Annex 5. (Option 6)

   Reason: To ensure an appropriate balance is reached between obtaining value for money and the expeditious delivery of schemes.

7) Note the outcome of the feasibility work for the A1237 bridge scheme and decide to reassign scheme resources to the wider Active Travel Programme, subject to DfT support.

   Consideration of longer term active travel provision is to be considered as part of the Outer Ring Road works.

   Shorter term options to improve safety are to be explored through the separate Safety Scheme Review process within the Transport Capital Programme. (Option 7)

   Reason: The scheme has been determined to not be feasible due to reasons laid out within section 90.

8) Note the reported position on the Wheldrake to Heslington scheme and decide to reassign resources to the wider programme, subject to DfT support.

   Progression of existing feasibility work is to be considered as part of the development of the Local Cycling and Walking Infrastructure Plan. (Option 9).

   Reason: The scheme has been determined to be unaffordable within

current budgets, due to the reasons laid out within section 106.

9) Note the outcome of the feasibility work for the 'People Streets at Ostman Road' scheme laid out in section 125 and decide to seek further funding before proceeding to implementation.

   Seek Active Travel grant funding support at the next round of bidding.

   Progress with detailed design work on Design Option 1 presented within Annex 8. (Option 11)

   Reason: Feasibility work indicates that whilst a practically achievable scheme has been identified, there is currently insufficient budget to deliver the scheme.

Brief Update on 'Very High Priority' Schemes

10. Refer to Annex 4 for a brief update on the overall programme. The table includes a column showing the priority of each scheme. This section gives a brief update on the progress of those schemes determined to be of 'Very High Priority'.

11. University Road Minor Pedestrian Works – This scheme is due for construction in August. Final arrangements are underway.

12. A19 Cycle Scheme – Outputs from the feasibility work are due w/c 11th July. This information will be reviewed and the intention is to undertake consultation thereafter, timescales dependant upon the specific content of the feasibility work and its implications.

13. A1237 Bridge Scheme – Feasibility work is complete and this report covers this scheme in more detail, including a recommendation on how to proceed.

14. St Georges Field Crossing – Feasibility work is complete and is currently being reviewed. The next stage will be to either undertake a consultation or to seek a decision on the next steps. There are dependencies upon the nearby Castle Gateway scheme that strongly impact what action will be taken.

15. City Centre Bridges – Feasibility work is complete and this report covers this scheme in more detail, including a recommendation on how to

proceed.

16. People Streets at Ostman Road – Feasibility work is complete and this report covers the scheme in more detail, including a recommendation on how to proceed.

17. Hospital Fields Road Cycle Improvements – The first outputs of the feasibility work have been received, including outline design proposals. These are currently being reviewed and evaluated. The intention is to undertake a consultation when this work has been fully completed.

18. Fishergate Gyratory Scheme – Sustrans have provided their proposals on how this route could potentially be improved for Active Travel. This is currently being reviewed and Officers are evaluating what further activity needs to be completed prior to a consultation process on these proposals.

19. Wheldrake / Heslington Scheme – Feasibility work has not been completed for this specific route, however feasibility has been completed for a very similar route with some overlap (Heslington / Elvington). Officers believe the work that has been completed on this route includes sufficient information to infer certain conclusions on the Wheldrake / Heslington Scheme. This report covers these conclusions and includes a recommendation on how to proceed.

20. Acomb Road Cycle Scheme – Feasibility work has not yet commenced as we continue to undertake a procurement process to obtain design and feasibility support. This process has taken longer than anticipated, partly due to granting extensions to potential bidders. The transport consultancy industry is under a resourcing pressure at present and granting extensions to the bidding process is sometimes necessary to ensure that we receive sufficient numbers of compliant and affordable bids.

Project Outlines

Background

21. In March 2022 the Authority was informed of the outcome of its most recent bid to the government for Active Travel Fund support. The government approved £150k of funding for Cycle Parking Improvements and £200k of funding for People Streets schemes at Clifton Green

Primary School and Badger Hill Primary School.

22. Further information on the content of this bid can be found in Background Paper 2.

23. To ensure that these schemes are delivered in line with the expectations of both the Government and the Executive Member, a Project Outline is presented as part of this report. Once approved, officers will proceed with feasibility work in line with the agreed objectives and scope.

Options

24. Option 1 – Approve the proposed Project Outlines for the 'City Centre Cycle Parking Improvements', 'People Streets at Clifton Green Primary School' and 'People Streets at Badger Hill Primary School', as per Annexes 1, 2 and 3.

    Proceed to undertake feasibility work on each scheme to understand costs, timescales, outline designs and consultation feedback to inform a further decision prior to implementation.

25. Option 2 – Do not approve the proposed Project Outlines and undertake further work to refine the proposals in line with the government funding grant conditions.

Analysis

Option 1

26. City Centre Cycle Parking – This project outline describes a scheme to improve the provision, availability and quality of cycle parking within the extended footstreet area of the city centre.

27. The scope of the scheme is defined such that it meets both the authority's commitments to the government within the associated bid, and also CYC's strategic objectives in relation to promoting modal shift.

28. People Streets Schemes – The project outlines describe schemes to improve the walking and cycling routes around the vicinity of two primary schools. The proposals are similar to the scheme that has progressed through feasibility at Ostman Road and is presented within this report.

29. It is noted that £200k is available for both these new schemes, however recent feasibility work has shown that ~£700k would be needed to implement a similar scheme at Ostman Road.

30. The intention is therefore to progress these schemes through feasibility as far as is possible, such that sufficient information can be presented for a decision on the best way forward.

31. Officer resource is in place and ready to start feasibility work on these schemes commencing immediately after a decision is made. It is not currently proposed to assign these schemes a formal priority, however this can be undertaken if required.

Option 2

32. Should the proposed outlines not be approved, officers will take away feedback and attempt to revise the proposals for reconsideration at a future session.

33. Should the decision be to modify the proposals to broaden or reduce the scope of works then officers will assess the impact of these changes. Due to the fact that these schemes are government funded, the Authority must ensure it complies with the grant funding conditions which apply to this work.

34. If proposed alterations can be incorporated without impacting grant funding conditions or introducing other such risks then this will be undertaken and the schemes will progress without coming back to a future session. Otherwise, a further report will be brought back to highlight these risks and propose a way forward.

Navigation Road TRO

Background

35. The Executive Member for Transport approved the implementation of an Experimental Traffic Regulation Order (“ETRO”) in Navigation Road in June 2020 as part of the implementation of the Navigation Road Cycle Scheme.

36. This report sets out the results of the consultation, alongside the assessment of the impacts of the ETRO with a view to making a decision about making the TRO permanent.

Consultation

37. The consultation was available between 2 May and 27 May 2022, open to all wanting to share their views on the trial.

38. The online questionnaire received 150 responses from residents and businesses. The responses received can be found in Annex 7.

39. Key points to summarise from the consultation include:

    a. 52% of respondents indicated that the trial had a positive impact on movement on Navigation Road whilst 42% of respondents stated that the trial had a negative impact.

    b. 11 responses received were from local businesses. 27% of the businesses responded the trial had a negative impact, with 45% stating a very negative impact on their business. 18% of business reported a positive impact, and 9% stated the trial had a very positive impact.

    c. The main reasons stated for opposing the trial were: causes congestion / slow traffic, doesn't reduce traffic / forces it elsewhere, causes more air pollution due to congestion, longer journey times, negative effect on surrounding roads, need to drive further now / direct routes cut off.

    d. The main reasons stated for supporting the trial were: reduced traffic, improved safety for cyclists and better environment for pedestrians.

    e. The experience of cycling on Navigation Road improved with the trial, 72% of responses of those that cycle on Navigation Road, stated that they feel safer due to the trial in place.

    f. The experience of walking on Navigation Road improved with the trial, 48% of responses of those that walk on Navigation Road stated that they feel safer due to the trial in place.

    g. 39% of motorists that responded stated that the trial had a very significant impact on their car use habits, with 10% stating car journeys have been reduced since the trial. 33% stated their

methods of travelling have altered due to the trial.

Options

40. Option 3 - Decide to make the Experimental Traffic Regulation Order relating to Navigation Road cycle scheme permanent.

41. Option 4 – Do not make the Traffic Regulation Order relating to Navigation Road cycle scheme permanent and begin work to understand what would be required to revert the site back to how it was pre-implementation.

Analysis

Option 3

42. Traffic surveys were undertaken before implementation (1 month) and post implementation (6 months) The following information was captured:

    a. Walmgate queue length comparison
    b. Pedestrian flow comparisons
    c. Cycle flow comparison
    d. Vehicle flow comparisons (excluding cycles)

43. It is clear from survey work that the scheme has not had a dramatic effect on the local road network, however there is a limit to what can be inferred from the data. It is proposed that the scheme continues to be observed for a longer period of time to ensure that the scheme impacts have not been inaccurately monitored.

44. It was noted that on Saturdays queue lengths on Walmgate are generally slightly better or similar to the baseline, on Sundays queues are in general slightly worse than baseline, on Tuesdays queues are shorter than the baseline.

45. Pedestrian flows have increased on both parts of Navigation Road and significantly on the section where the new one-way motorised vehicle restriction is in place. These increases are seen throughout the week.

46. Cycle flows initially dropped on weekdays on both sections of Navigation Road but have now surpassed the pre-implementation levels. Flows on Saturdays and Sundays have not followed the same trend.

47. Compliance with the restrictions is generally good over the 12 hour survey periods. Delivery mopeds have been observed using the contra-flow cycle lane, though compliance is sufficient to suggest that additional enforcement is not required.

48. There are sufficient funds available within the budget to make this TRO permanent and to undertake further monitoring of the scheme.

49. The separate 'Foss Islands Road / Navigation Road Local Safety Scheme' is currently facing delays due staff resourcing issues, however that has no impact upon completion of this scheme.

Option 4

50. If the Experimental Traffic Regulation Order is not made permanent then it will expire in March 2023, at which point motor vehicles will again be permitted to travel along Navigation Road in both directions. This is the default outcome if no further action is taken.

51. Before this happened it would be necessary to undertake work to ensure that the highway layout is safe, including potential removal of the 'wands' and other measures that have reduced the width of the carriageway.

City Centre Bridges

Background

52. The outline of this scheme was approved by the Executive Member at the February '22 Executive Member Decision Session (See Background Paper 3)

53. The City Centre Bridges consist of Ouse Bridge, Skeldergate Bridge and Lendal Bridge. These bridges provide critical access through the city over the River Ouse for pedestrians, non-motorised users (NMU's) and motorised vehicles users.

54. The aims of the project are to address safety and amenity issues for cyclists, specifically focussing on reducing conflicts between cyclists and motor vehicles relating to 'close / unsafe overtaking'.

Consultation

55. External consultation has not yet occurred for this scheme. It is possible that undertaking a consultation on these proposals will not be productive due to the very minor nature of the works, covering only minimal signing and lining. These proposals are proportionate to the limited £15k budget.

56. It is expected that should the scheme go out to consultation that the bulk of the responses will be to suggest that more ambitious alternative proposals are explored and that the works are significantly expanded in scope.

57. The recommendation is to proceed with a limited consultation prior to implementation, and to manage expectations on what can be achieved within the available budget.

Options

58. Option 5 - Confirm that the proposals presented for the City Centre Bridges scheme align with the approved Project Outline and decide to proceed with consultation, detailed design and implementation.

59. Option 6 – Do not approve the proposals.

Analysis

Option 5

60. Refer to Annex 11 for the Feasibility report relating to this scheme. The content of this report will not be replicated here, however key points will be highlighted and addressed to support a decision.

61. Recommendations include:

    a. Liaise with North Yorkshire Police to carry out a driver education programme on the dangers of close passes to cyclists.

    b. Apply to the Department for Transport for Signs Authorisation to use the “Give Cyclists Space” sign for all bridges. If authorisation is granted, then the design of these signs will be taken forward and implemented.

    c. Design road markings using cyclist symbols (Diag 1057) for Ouse Bridge and Lendal Bridge. The Lendal Bridge road markings would be installed following the maintenance and resurfacing works of the

bridge.

62. North Yorkshire Police have already created ‘Operation Close Pass’, whereby plain clothed police officers collect evidence of unsafe overtaking and take action. It is therefore proposed that officers engage with NYP to offer assistance in potentially carrying out this operation on or nearby the city centre bridges.

63. The feasibility report has identified a potentially suitable sign that can be used to raise awareness and discourage close overtaking. Special permission is required from the Department for Transport to use this sign on the Highway. Work has commenced to seek this permission. The recommendation is to complete this work and the implement this signage on the bridges, as described within the report.

64. The feasibility report also suggests the implementation of road markings to further raise awareness and discourage close passing. It is recommended that this is pursued in line with the attached report.

65. Motor vehicles closely overtaking cyclists is intimidating, potentially dangerous and a contributing factor preventing people to consider using their bike.

66. Skeldergate Bridge, Ouse Bridge, and Lendal Bridge all have narrow carriageways. In order to change to the width of the carriageways or introduce segregated cycle facilities, the existing pavements would need to be narrowed, or extreme structural changes to the bridges would need to be undertaken. This cannot be achieved within the £15k of this scheme and therefore these solutions have been ruled out.

67. Over the last five years, five accidents have been reported that involved cyclists on the three city centres bridges. Of these accidents, two were on Lendal Bridge, two on Ouse Bridge, and one was on Skeldergate Bridge. These accident data suggest that there is little difference in the safety of the bridges for cyclists.

    None of the accidents reported over the last five years involved a car unsafely or closely overtaking a cyclist. This suggests that close/unsafe overtakes are not a primary cause of accidents on the three bridges of interest.

    This does not undermine the purpose of the scheme however, as close passing does still discourage cycling journeys even if it does not appear

to be reflected in injury accidents on the bridges.

68. Table 1. Figures for City Centre Bridges

Bridge	***Road Width (metres)***	***Two-way vehicle Journeys (24hrs)***	***Two-way Cyclist Journeys (24hrs)***	***Vehicles that were Cyclists***	***AM Cyclists (%)***	***PM Cyclists (%)***
Skeldergate	*7.25*	*22,000*	*680*	*3%*	*n/a*	*n/a*
Ouse	*7*	*10,000*	*1,300*	*12.8%*	*30.4%*	*32.8%*
Lendal	*7*	*13,300*	*2400*	*18%*	*26.5%*	*25.5%*

69. Local Transport Note LTN 1/20 outlines that roads with a two way daily traffic flow of over 6,000 vehicles should separate vehicles and cyclist traffic by, for example, a fully kerbed cycle track, stepped cycle track or on-carriageway light segregation. All of the above would likely require assigning ~3m carriageway space to provision of these facilities.

    Each bridge has a carriageway cross section of 7.25m or less, so it is not possible to develop new segregated facilities compliant with LTN 1/20 without removing traffic lanes, removing pedestrian footpaths, or reconstructing the bridges. It is for this reason that an LTN 1/20 compliant solution has been found to be not feasible.

70. Skeldergate Bridge does have cycle lanes at present, but these are below the current LTN 1/20 minimum width guidelines of 1.5m as they are less than 1m wide. The bridge is the widest of the three (7.25m), but the designer does not recommend to implement 1.5m cycle lanes on the bridge given this would still lead to substandard vehicle lane widths which would introduce its own safety issues.

71. The designer considered the use of double white lines. These prohibit drivers from entering the carriageway used by opposing traffic. In order to implement “No Overtaking” restrictions on the city centre bridges, an approved Traffic Regulation Order (TRO) would be required. However, these orders were ruled out by the designer because they are not seen as suitable or enforceable on these specific bridges. This is also the case for “No Overtaking” signs. Therefore, the designer did not recommend further investigation of these options

72. Speed reduction from 30mph to 20mph was considered, however the designer did not recommend that this is a suitable solution for such a short section of road. This could be an effective change as part of a wider 20mph zone within the city centre, but would have to be explored separately.

73. Figure 1 – Proposed Sign to raise awareness

74. These proposals are affordable within the currently available budget.

Programme Budget Summary

Background

75. Annex 5 contains an overall budget summary for the programme covering original funding, spend in previous years, and remaining budget. The recommendations contained within this report make reference to the current budget assignment for the programme and for individual projects.

76. The February 2022 EMDS Active Travel Programme report highlighted the issue that there is insufficient budget within the programme to deliver every scheme.

77. A decision was made to make decisions on individual projects as and when sufficient information becomes available to make this decision, without waiting for cost estimates to be available for every project on the programme. This is the approach that has been taken to date.

78. This report expands on this approach and lays out budget considerations relevant to the decisions presented within this report.

Options

79. Option 6 - Support the approach to managing the programme budget laid out in this report. Note the programme budget summary attached in Annex 5.

80. Option 7 – Do not support the proposed approach to managing the budget and attempt to work up an alternative approach.

Analysis

Option 6

81. Please refer to the programme budget summary attached as Annex 5.

82. This summary shows that sufficient funds are available to progress the recommendations presented for Navigation Road and City Centre Bridges schemes. This funding is provided from the Local Transport Plan government funding rather than specific Active Travel Fund government funding.

83. This summary shows that a total of £1.127M of primarily government grant funding is shared across 6 schemes, many of which are very significant in ambition and scope. This includes the A1237 Bridge Scheme, Wheldrake / Heslington Path scheme, and the People Streets at Ostman Rd schemes, which are presented for decision within this report.

84. Of this sum, £128k has been spent in previous years across all six schemes. This includes commissioning of feasibility work and associated costs.

85. This summary demonstrates that there are insufficient funds within the programme to implement the Wheldrake / Heslington scheme where high level cost estimates are current in the range of ~£3M.

86. To increase the chances of delivering schemes on the ground, it is proposed to consolidate the budget from schemes that are shown to not be feasible in practical or budgetary terms. This is reflected within the recommendations for each individual scheme.

87. Due to the fact that a portion of this funding is from the Active Travel grant, This approach requires support from the Department for Transport, and this will be sought through direct communication.

88. Initial conversations have been undertaken between officers and representatives of the DfT and Active Travel England. No formal agreement has yet been reached, however officers are confident that we can satisfy the requirements of the funding body.

89. The People Streets at Ostman Road scheme is also part of this £1.227M budget, however it should be noted that the government did not grant the Authority with funding to specifically deliver this scheme. It is therefore important that separate funding is sought to deliver this scheme so that the government grant funding can be shown to have been spent in line with the grant conditions.

A1237 Bridge Scheme

Background

90. This scheme originated from a bid to government for Active Travel Fund support. This partially successful bid is attached as Background Paper 1.

91. In February 2022, the Executive Member for Transport approved the project outline attached in Background Paper 5 for the scheme to convert the outline bid into a defined piece of work.

92. Feasibility work has been completed and this report lays out the conclusion of that work, including recommendations to divert limited resources to other schemes within the programme and pursue a more limited piece of work through the Safety Scheme Review.

Options

93. Option 7 - Agree to reassign resources to the wider programme, subject to DfT support.

    Consideration of comprehensive Active Travel Provision is to be explored as part of the Outer Ring Road works.

    Shorter term safety interventions to be considered as part of the separate Safety Scheme Review.

94. Option 8 – Do not agree to reassign resources, and attempt to explore alternative ways to achieve significant Active Travel improvements.

Analysis

Option 7

95. Feasibility work for this scheme has been completed and is attached as Annex 10. The content of the report will not be replicated here, but key points will be highlighted and addressed to support a decision.

96. The primary conclusion of this work is that the scheme is not viable and the objectives cannot be achieved within the currently approved scope.

97. The key reason that the scheme is not feasible relates to practical engineering considerations of implementing civil construction works on the bridge. The feasibility report finds:

    "*The bridge decks preclude the construction of any intrusive works including a stepped or segregated cycle track as this would impact on the integrity of the bridge structure and the side-inlet drainage provision. This along with the constrained width severely restricts the options available within the current highway corridor. It is therefore not considered feasible to produce an active travel scheme within the existing corridor that provides a safe, smooth, and attractive facility for pedestrians and cyclists […]*"

98. Rather than simply return the remaining funding to the government it is proposed that officers attempt to obtain support from the DfT to keep the funding within the programme, to increase the chances of successful delivery of the remaining schemes.

99. There are currently plans for the Outer Ring Road project to extend to this area of the ring road. Whilst it is not possible to make any decisions at this point on the detail of the Outer Ring Road scheme at this location, it can be stated that any such scheme would appropriately consider active travel provision as part of its proposals. This is seen as the most likely viable route to substantially improving active travel provision at this location.

Option 8

100. This option rejects the proposal to reassign resources and represents the decision to pursue alternative means to achieve the current objectives of this scheme, prior to any work on the Outer Ring Road scheme.

101. There are currently no identified potential routes to achieve this, and this option is therefore not recommended.

102. The feasibility report attached as Annex 10 does suggest pursuing a potential new bridge over the river and rail line to provide a dedicated active travel facility. This is not supported or recommended for a number of reasons.

103. Undertaking work to explore the creation of a new bridge would present new risks to the existing Outer Ring Road project in terms of any potential Compulsory Purchase processes and is therefore not supported.

104. Without undertaking any feasibility on a new bridge it can be safely assumed that costs would be in the multi-million pound range. This is clearly outside of the budget of the current programme.

105. Pursuing more limited safety improvements is already proposed as part of Option 7.

Wheldrake / Heslington Scheme

Background

106. There has been an ambition to provide a high quality active travel corridor between the villages of Wheldrake and Heslington for many years. Previous studies have explored potential options for implementation, but have generally identified significant challenges relating to costs and land ownership issues.

107. City of York Council received grant funding to explore this scheme once again in the 'Emergency Active Travel Fund Trache 2' round of bidding, see Background Paper 1.

108. In February 2022 the Executive Member approved the outline of this piece of work, which can be found in Background Paper 4.

109. In parallel, CYC have been working with Sustrans to undertake a similar piece of feasibility on a route between Heslington and Elvington. This piece of work has recently concluded and provides a lot of information that is relevant to this scheme.

110. This report lays out the conclusions that have been reached based on this report and other work completed to date.

Options

111. Option 9 - Agree to reassign resources to the wider programme, subject to DfT support.

     Pursue the existing feasibility work instead via the forthcoming LCWIP.

     Continue to engage with upcoming developments in the local area to ensure that active travel provision is considered appropriately.

112. Option 10 – Undertake further feasibility work now, with a view to progressing the scheme as far as possible.

Analysis

Option 9

113. Sustrans have undertaken a feasibility study covering a potential active travel route between Heslington and Elvington (not Wheldrake), refer to Annex 9. The content of the report will not be replicated here, however key points will be highlighted and addressed to support a decision.

114. This feasibility report does cover a significant section of route that is relevant to the Heslington / Wheldrake route and some reasonable assumptions can be made based on this report.

115. This report gives a high level cost estimate in the order of £4M for provisions of a route between Heslington and Elvington.

116. Whilst costs would clearly not be the same for a route between Heslington and Wheldrake, it is reasonable to assume that costs would be in the same order of magnitude, especially as a significant part of the route is the same.

117. Based on these estimates, there is insufficient budget within the programme to deliver this scheme. Even if all other schemes within the programme were closed down and their funding diverted to this scheme there would still be insufficient budget to implement a scheme on the ground.

118. Initial conversations have been undertaken with relevant landowners on the routes to understand the land ownership implications. The detail of these conversations cannot be reported publicly due to data protection considerations, however land ownership issues do continue to be a secondary significant barrier to scheme feasibility.

119. It is recommended that officers attempt to obtain support from the DfT to keep the funding within the programme and re-assign it to other schemes to increase the chances of successful delivery of the remaining schemes.

120. Further work on this scheme is proposed to be undertaken via the forthcoming LCWIP.

121. It should also be noted that opportunities exist to achieve potential benefits through upcoming large scale developments in the local area, including consideration of active travel provision. This will be pursued as part of this option.

Option 10

122. This option involves pursuing the scheme further and commissioning a detailed piece of feasibility work on this specific route.

123. A cost estimate has been obtained through an expression of interest process and this is estimated to cost approximately £265k.

124. This is not seen to be a cost effective use of the funds and is therefore not recommended.

People Streets at Ostman Road

Background

125. High volumes of traffic along Ostman Road at peak school pick-up and drop-off times, especially outside Carr Infants and Junior schools, has been identified as an issue that impacts the safety of children and parents as they make their way to school. There is also a desire to encourage modal shift away from motor vehicles onto more sustainable modes of transport.

126. In 2020, Sustrans carried out a one day trial in which temporary build-outs were placed outside Carr Junior school during peak times to discourage parents from parking outside schools and make the roads

safer for children. The trial was popular amongst parents and residents interviewed.

127. A successful grant funding bid was made to the Department for Transport to take this further, with the bid text stating:

"After a successful trial of a people street concept at Carr Junior School in association with Sustrans last year we are including changes to Ostman Road in Acomb as a pilot scheme in this application for potential future rollout across the city" , refer to Background Paper 1.

128. In the February 2022 Executive Member Decision Session, the Executive Member for Transport approved the Project Outline for this scheme (Background Paper 6), turning the broad bid text into a firm scheme for officers to progress.

129. Feasibility work has now been completed and a summary report can be found in Annex 8.

130. This report concludes that none of the proposed options are affordable within current budgets, however the recommendation is to seek additional grant funding at the next round of Active Travel funding to allow the scheme to progress to delivery.

Consultation

131. An electronic consultation has been carried out with local ward councillors for Acomb and external stakeholders. Targeted external stakeholders included residents and businesses on and in the immediate vicinity of Ostman Road, and parents and staff affiliated with Carr Infant and Junior Schools.

132. Refer to Annex 7 for a summary of the consultation responses received.

133. The majority of respondents (53%) used the street to drop off and collect children from school. Cars were the most prevalent mode of transport used by respondents (43%), with walking the second most common mode (39%) and cycling third (12%).

134. Asked about the conditions for pedestrians and cyclists, the responses indicated that the current provision is not good. Most respondents agreed that action needed to be taken to improve pedestrian safety and amenity

on Ostman Road.

135. The purpose of this scheme is to encourage people to walk and cycle to school by improving conditions. 40% of respondents said they would walk / cycle instead of driving if conditions improved. 36% of respondents were undecided on this question, and 25% of respondents indicated they would not change modes even if conditions were improved.

136. This feedback suggests that there is a real possibility of influencing people's behaviour and that there is a level of support for interventions to re-prioritise the roadspace. There were however several concerns relating to how that would be achieved.

137. In terms of potential changes to restrictions there was no single option that gained majority support, with a restriction on peak time parking being the most popular (47%). 24% of respondents did not support any form of additional parking restrictions.

Other pieces of key feedback included:

138. There were several doubts that parking restrictions would be enforced, with concerns raised that those restrictions that are currently present are not effectively enforced. This is a valid concern that will be investigated in more detail at the next stage of the scheme, however officers are confident that an effective enforcement arrangement can be implemented.

139. A common piece of feedback was that parking restrictions would move traffic and parking to neighbouring streets. This is likely correct; based on the consultation feedback officers believe a certain portion of motorists would still drive even if conditions were improved for pedestrians and cyclists. This should be seen as one of the primary downsides of this scheme and officers are not able to offer a complete mitigation to this issue. As with all parking restrictions in the city, there would be an unavoidable level of traffic redistribution.

140. On this point, a common piece of feedback was that a number of respondents indicated that they had no alternative to driving, whether due to their work schedule or other related practicalities. This is understood and it should be understood that this scheme will significantly disbenefit some motorists.

141. Several consultees responded with specific feedback relating to their disability. It should be noted that there were a significant number of these responses that are not included within the attached annex due to the fact that they contained personal data. These responses will be given special consideration here.

142. This feedback generally indicated that they didn't feel they would be able to access the school at all if restrictions on parking were introduced, either due to mobility related disabilities or due to the specific disabilities of their children, for example learning disabilities. The impact on these users is different to the impact on general motorists and is potentially much more significant.

143. It is therefore proposed that when the parking restrictions are turned into a formal Traffic Regulation Order that exemptions are considered to ensure that users with disabilities appropriately considered. The feedback from this consultation process has been especially helpful in this regard and further more targeted consultation and assessment of any impacts on this issue will be undertaken prior to implementation.

144. Another common point raised by residents of Ostman Road and neighbouring streets was a feeling that they should have some form of priority or special consideration on the street by merit of being a resident. The primary purpose that this is usually achieved is by means of a residents parking scheme, however this is not being proposed in this case.

145. There were several responses that suggested removal or diversion of bus services would improve the situation because buses often get caught up in the traffic and contribute to the congestion.

146. It is accepted that buses do get caught up in traffic and block the street on occasion, however officers do not support the idea of solving this issue by restricting bus access. Public Transport is senior to car borne commuting on the Council's Road User Hierarchy, and therefore it is proposed that a more strategically consistent approach is to restrict the motor vehicle side of the issue rather than the buses.

Options

147. Option 11 - Note the outcome of the feasibility work for the 'People Streets at Ostman Road' scheme laid out in this report, and decide to seek further funding before proceeding to implementation.

Seek Active Travel grant funding support at the next round of bidding.

Progress with detailed design work on 'Design Option 1' described in the attach Feasibility report, in advance of receiving additional funding.

Analysis

Option 11

148. The attached Feasibility report (Annex 8) explores 3 preliminary design options that each achieve the objectives of the scheme, but have slightly differing features and cost estimates.

149. Cost Estimates Table – People Streets @ Ostman Road

	Design 1	**Design 2**	**Design 3**
Feasibililty work *(already incurred)*	£35,974	£35,974	£35,974
Further design and development	£58,794	£64,873	£83,308
Construction	£419,959	£463,380	£595,055
Risk margin	£191,501	£211,302	£271,345
Total	**£706,228**	**£775,529**	**£985,682**

150. As per the programme budget summary (Annex 5), there are insufficient funds within the budget to deliver any of the proposals. It is therefore recommended that additional funding from the next round of government Active Travel grants is sought prior to implementation.

151. Such a bid would be more likely to be successful if CYC could present a 'shelf-ready' scheme with most of the work complete, instead of a broad outline of intentions. The work that has already been completed goes a long way to achieving this, however progressing a specific design proposal to the detailed design stage would go even further to achieving this aim.

152. Officers are recommending that Design Option 1 within the attached report is progressed to detailed design immediately following this decision session. This option achieves the objectives of the project and is the cheapest of the proposals, which will go some way to improving the chances of receiving additional funding.

153. The traffic regulation order that is proposed to be included within the detailed design is a peak-time no-parking zone. This is the restriction that received the most support in the consultation process (see Section 7) and officers are confident that it can be implemented in a way that will achieve the objectives of the scheme.

154. Trialling a traffic restriction prior to any built environment changes is not being offered as an option. Advice from the Principal Designer indicates that the built environment changes are an essential part of the scheme in terms of achieving the objectives, and a trial without the physical changes would not be successful, nor would it provide any valuable learning.

155. Recorded personal injury accident data shows there was one incident in this location, ‘slight’ in severity, recorded between 01/01/2017 and 31/12/2021. The incident occurred between a moving vehicle and a parked car. This does not represent a significant trend that can be directly addressed, however design proposals were still created with safety as a priority consideration. Also, despite there not being a significant safety issue recorded on the street, the objectives of encouraging modal shift remain pertinent.

156. Replication of the 2021 Sustrans trial design layout was considered however it was found that this layout could not be implemented permanently to a high standard due to the fact that the carriageway is constructed of jointed concrete, therefore making such a solution extremely cost-prohibitive.

157. The recommended design solution includes the following features:

    Gateway markings to indicate a changed priority space and to make restrictions more visible.

    Introduction of a peak-time parking restriction between gateway features.

    Replacement of concrete footway with improved surface to allow implementation of a shared space facility.

    Planting features, benches and public realm improvements to make the route more desirable for active travel users, to encourage modal shift.

    Installation of 2 new parallel pedestrian and cycle crossings.

Installation of benches and planting to improve public realm, therefore encouraging modal shift.

Renewal of existing road cushions and speed tables.

158. Implementation of the proposed changes requires the removal of a number of trees. It is proposed to replace these trees, and in greater number.

159. Existing conditions and all design proposals scored Amber on the LTN 1/20 Junction Assessment Tool (JAT). This is due to the only significant junction change being the continuous footway. However, due to the quiet nature of the street, the proposed facilities are considered appropriate.

160. Due to the fact that this scheme is intended to be funded through a government grant, the requirements of LTN 1/20 are especially relevant. Officers are confident that the proposed solution does offer a significant improvement, and that the reasoning provided to Active Travel England via the bid process will be sufficient to address this issue.

161. Existing conditions on Ostman Road scored below the 70% pass threshold at 66% on the LTN 1/20 Cycling Level of Service (CLoS) assessment. Design 1 would increase this score to a pass score of approximately 76%.

162. Surveys carried out on Ostman Road revealed that the majority of pedestrians cross near to the school entrances where there is currently a high occurrence of illegal parking. The TRO restricting parking within the gateway features will reduce the number of parked vehicles, clearing the road and making it safer and easier for pedestrians to cross.

163. Parallel crossings will make it safer and easier for pedestrians to cross the road, as they will be given priority.

164. The enhanced buffer will further separate children from the road, making it easier for parents to safely walk or cycle them to school.

165. Traffic flows along Ostman Road are considered low, meaning that cyclists can use it as an on-street quiet route in line with LTN 1/20 standards. The widened shared footway on the north and south sides of the road also offer space for children to cycle safely beside their parents.

Option 12

166. This option still proposes to seek additional funding to implement one of the three preliminary design solutions, however involves undertaking further work to determine which option should be taken forward to detailed design.

167. It is thought that stakeholders may want to offer additional input on the detail of the proposals and that a further consultation could enable this.

168. This can be undertaken, however timescales mean that it is unlikely a 'shelf-ready' bid could be proposed to the government if this stage is added to the process, thus reducing the likelihood of receiving grant funding.

Council Plan

169. "Getting Around Sustainably" is one of the key objectives of the Council Plan. The Active Travel Programme directly influences the outcome of this objective by pursuing tangible built environment improvements that strongly influence the way in which people travel around the city.

Implications

- **Financial**

  The Active Travel programme is funded from a combination of grant funding and council resources allocated through the capital programme. The recommended options within the report maintain the programme within the available budget. This is in line with the previous decision to prioritise schemes once costs were known for individual schemes. Where schemes cannot be delivered DfT confirmation will be needed before the grant funding can be reallocated.

- **Human Resources (HR)**
  There are no HR implications

- **Equalities**
  Refer to the attached Equalities Impact Assessment (Annex 12)

- **Legal**

It is the duty of a local authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

(a) securing the expeditious movement of traffic on the authority's road network; and
(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

Local authorities have a duty to take account of the needs of all road users, take action to minimise, prevent or deal with congestion problems, and consider the implications of decisions for both their network and those of others.

If the decision is made to give permanent effect to the temporary traffic order in this report, the decision maker should consider the criteria contained within section 122 of the Road Traffic Regulation Act 1984 and in particular the duty to make decisions to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

- **Crime and Disorder**
  There are no Crime and Disorder implications

- **Information Technology (IT)**
  There are no IT implications

- **Property**
  There are no Property implications

- **Other**
  Highway implications are addressed in the body of this report.

Risk Management

170. Every project within the Active Travel Programme is managed in line with the Corporate Risk Management Strategy. This involves action by assigned Project Managers to identify, manage, and mitigate specific risks to delivery.

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For further information please contact the author of the report

Background Papers:

Background Paper 1 - EATF Tranche 2 Application
Background Paper 2 - ATF Tranche 3 Bid August 2021
Background Paper 3 - Project Outline – City Centre Bridges v2.0
Background Paper 4 - Project Outline – Wheldrake to Heslington v1.0
Background Paper 5 - Project Outline – A1237 Scheme v1.0
Background Paper 6 - Project Outline – People Streets at Ostman Road

Annexes

Annex 1 – Project Outline – City Centre Cycle Parking
Annex 2 – People Streets at Clifton Green PS
Annex 3 – People Streets at Badger Hill PS
Annex 4 - Active Travel Programme v6
Annex 5 - Active Travel Programme Budget Summary Jul-22
Annex 6 – Consultation Summary - Navigation Road v1.0
Annex 7 – Consultation Summary – People Streets at Ostman Road
Annex 8 – Feasibility Report – People Streets at Ostman Road
Annex 9 – Feasibility Report – Heslington to Elvington
Annex 10 – Feasibility Report – A1237 Bridge Scheme
Annex 11 – Feasibility Report - City Centre Bridges v3.0a
Annex 12 – Equalities Impact Assessment – People Streets at Ostman Road
Annex 13 – Equalities Impact Assessment – Navigation Road

List of Abbreviations Used in this Report

CYC – City of York Council
DfT – Department for Transport
ATE – Active Travel England
LTN 1/20 – Local Transport Note 1/20
ETRO – Experimental Traffic Regulation Order
TRO – Traffic Regulation Order
LCWIP – Local Cycling and Walking Infrastructure Plan
NYP – North Yorkshire Police

Emergency Active Travel Fund - tranche 2 survey

General

Q1. What is your local transport authority name?

City of York Council

Strategic case

Q2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.

City of York Council is seeking funding for a series of measures to make it easier and safer to travel around York using active modes. The programme set out in this form, and in York's previous tranche 1 application, has been formulated by:
- Assessing where bus services in York carry large numbers of passengers, and may struggle to cater for passenger volumes with social distancing measures in place
- Using York's LCWIP scoping study to identify movements where there are large numbers (or potential numbers) of cyclists and pedestrians, but where road conditions are poor for these modes.

York is a compact and flat city, and our LCWIP scoping study showed very large movements of cyclists between the west of York and the city centre, to the city's two universities and further education college. It showed that there were large numbers of car commuters to peripheral employment sites, many with quite short distance commutes. York has an extensive off-road cycle route network, but consultation with residents has sometimes shown awareness of this network is weak – people often don't know that they live near a cycle route – and if they do, may not know where that route goes. York is seen as a place where cycling and walking levels are high – but 70% of York residents say they "never" cycle. Some areas of the city have high levels of physical inactivity and poor health outcomes. Activity levels for children in York are below the national average, and this bid seeks to address this by improving routes to/ from some secondary schools and also contains funding for a scheme to improve the environment and reduce the impact of vehicles around a school which could be rolled out across the city more generally in time.

As advised in the guidance, our application seeks to reallocate road space from vehicles to active modes – and does so to encourage utility cycling and higher levels of physical activity through walking and cycling. We have also been careful to advance solutions which do not disadvantage bus services, and where possible convey an advantage on bus services and their passengers – because the growth of York in the medium to long term depends on an effective bus network.

This application builds on work already delivered/ under construction in tranche 1 of EATF. We have already delivered improved, wider, cycle lanes on Tadcaster Road, the main radial corridor to the west of York, which leads to the city's further education college. We have delivered pop up facilities in two locations in York city centre (Coppergate and Castle Mills). We are pressing on with providing cycle lanes on Shipton Road, the main radial to the north of York and are improving cycle facilities on Malton Road, the main radial to the north east of York. To improve conditions for pedestrians and support a return of activity to York city centre the council has increased the fully pedestrianised area of York city centre by approx. 25% and increased the hours when traffic is banned in the city centre.

York has been committed to encouraging active travel for over 40 years. Our Local Transport Plans have always had ambitious plans to increase walking and cycling, and measures to do this are at the heart of new developments in York. A legacy of this activity is a well-developed network of on-street and off-street cycle routes. The city council see EATF as a great opportunity to bring forward more schemes in York's pedestrian and cycle programme, towards rolling out the measures which we have seen work on a subset of radials in the city to achieve coverage of all major radials in the city.

Q3. Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes.

York's schemes have been identified to cater for high public transport movements or to fill in gaps in the existing network provision which may currently discourage cyclists and/ or pedestrians and to provide an alternative to high volume bus movements and focus on areas of the city where physical activity levels/ health outcomes are poor. The schemes proposed in this bid are located as follows:
- A1237 outer ring road bridges – permanent provision of a cycle lane and improved footways over a 1km viaduct where provision is currently poor – linking suburbs on the northern and southern banks of the River Ouse, including a school on the southern bank and retail on the northern.
- Further improvements on the A19 Shipton Road, a 2 mile radial with pop-up cycle lanes being delivered through tranche 1 of the EATF. The additional funding will allow some of the existing pedestrian refuges on the road (which currently cause cycle lanes to be narrowed) to be replaced with signalised crossings and improvements to the main junctions on the road and will allow the scheme to become permanent.
- Measures in the city centre to improve access into and around the city centre to serve a larger footstreet area and ensure that the heart of the city is as accessible as possible for pedestrians/cyclists and disabled travellers. This scheme would include a range of measures such as improved signage, improvements to disabled crossing facilities, and a new toucan crossing catering for cyclists and pedestrians using the existing riverbank path, but wishing to travel across the Inner Ring Road into the south east of the city centre, an area being regenerated. There would also be the opportunity for a complimentary CYC funded scheme to provide Cycle/bus enhancements on the Inner Ring Road to be delivered in parallel to the EATF scheme if feasible following detailed design and consultation.
- Measures focused on improving the environment for cyclists accessing local villages, from Wheldrake to Heslington. To be complimented by a further CYC funded scheme on the principal roads to/ from the University of York in Heslington, a huge generator of bus trips now. This scheme also includes a scheme to provide an off-road cycle route to a village, Wheldrake, which will benefit commuters between Wheldrake and York city centre, including schoolchildren travelling to school in Fulford.
- Acomb Road/ York Road Acomb cycle scheme – a scheme to permanently improve conditions for cyclists on a main road (B1224) to the west of York which the LCWIP identifies as having the potential to carry large numbers of cyclists, including many children travelling to schools, but where there is very little provision. Length of road affected approx. 1.5 miles.
- School Zone Pilot. We work closely with schools to encourage more active travel trips across the city. There is significant concern about the impact of traffic on the environment and safety of pupils at drop off and pick up times at some schools in the city which we aim to address with this programme. After a successful trial of a people street concept at Carr Junior School in association with Sustrans last year we are including changes to Ostman Rd in Acomb as a pilot scheme in this application for potential future wider rollout across the city.

Q4. What prioritisation has been undertaken to identify these proposed scheme(s)? Please tick all that apply

Scheme(s) identified in Local Transport Plan

Scheme(s) identified by the Rapid Cycleway Prioritisation Tool (https://www.cyipt.bike/rapid/)

Scheme(s) identified using the Propensity to Cycle Tool (https://www.pct.bike/)

Scheme(s) identified through consultation with stakeholders

Other (please specify):
Schemes identified in York's own Cycle Strategy

LCWIPs

Q5. Which LCWIP does the scheme(s) fall under?

The schemes are informed by York's draft LCWIP scoping report. This identifies area where there is a need to improve provision for cyclists, but has not progressed to the point where specific schemes are identified

Q6. Please provide a URL to the LCWIP if available

The draft LCWIP Scoping Report is available on request..

Scheme 1

Q7. Scheme name

A1237 Ouse Bridge scheme

Q8. Total scheme cost (£)

£120,000

Q9. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

This route is a key link on both the pedestrian and cycle networks but is currently very sub-standard owing to the restricted space currently available on the bridges. The route has at its eastern end the residential areas of Rawcliffe and Clifton Without plus the employment, shopping and leisure facilities on the Clifton Moor Retail Park. At the route's western end there are the residential areas of Acomb and Poppleton, employment sites at York Business Park and Millfield Lane Industrial Estate. One of the city's larger secondary schools, whose catchment area extends to both sides of the River Ouse, is also located in the area and thus has a number of pupils on its roll who need to cross the river and the East Coast Main Line. As a result of the significant number of trip attractors located within easy cycling and walking distance there is great potential for movement across the existing viaduct which currently isn't used to its full potential because the current shared use path is a significant pinch-point on the pedestrian and cycling networks due to the restricted width. The path is immediately adjacent to a section of York's Outer Ring Road with a 60mph speed limit. There are relatively few crossings of the river and the rail line north of the city centre and the nearest alternative route, via Clifton Bridge, is not viable as it increases the journey length by up to 4 miles.
The carriageway width allocated to vehicles on the existing A1237 viaduct over the River Ouse and East Coast Main Line will be narrowed with the space released used to provide a cycleway at carriageway level on the "city centre" side of the viaduct. The speed limit on the road will be reduced and measures introduced to segregate Active Travel users from vehicles.

Q10. What measures are included in your proposed scheme(s)? 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.

Installing segregation to make an existing cycle route safer

Provision for monitoring and evaluation of schemes

Other (please specify):
Signage for pedestrians and cyclists will be reviewed to ensure it clearly publicises and raises awareness of the new facility and the journeys it enables.

Q11. For corridor schemes, please provide the route length in miles
0.8 miles

Scheme 2

Q13. Scheme name
Shipton Road cycle route enhancement

Q14. Total scheme cost (£)
£350,000

Q15. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.
Installation of light segregation on Shipton Road. Reallocation of road space to cyclists at the Rawcliffe Lane Shipton Rd and Shipton Road/Clifton Green junctions, subject to co-design work with the communities, businesses and residents affected. Provision of pedestrian crossing facilities at Clifton Green incorporating into upgraded signalised junction. Conversion of two pedestrian refuges on Shipton Road to toucan/ puffin crossings to give wider cycle lanes at these locations without compromising the safety of pedestrians. Bus boarder build outs at bus stops so cycle lanes are continuous along length of Shipton Road (currently go around buses at laybys).

Q16. What measures are included in your proposed scheme(s)? 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.
New segregated cycleway (permanent)
Installing segregation to make an existing cycle route safer
Provision for monitoring and evaluation of schemes
Other (please specify): Links to tranche 1 facilities on this road, and also a “park and pedal” scheme at Rawcliffe Bar park and ride site.

Q17. For corridor schemes, please provide the route length in miles
2 miles (in two directions)

Scheme 3

Q19. Scheme name

City Centre Accessibility

Q20. Total scheme cost (£)

£150,000

Q21. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

The scheme improves the accessibility of the city centre providing improvements for cyclists/pedestrians and wheelchair users on routes into the core pedestrianised (Footstreets) area. The scheme would provide a pedestrian/ cyclist crossing on Tower Street (dual carriageway) adjacent to the St Georges Field car park access road to allow pedestrians and cyclists using the existing riverside paths to link into pedestrian and cycle routes on the north side of the Inner Ring Road which is currently a barrier to movement. Separate to the EAT scheme the potential for the provision of a dedicated bus/cycle lane linking into the crossing will be investigated and delivered using Council funds if viable following further design/modelling and consultation. The scheme also includes improved signage and footway improvements to link ped/cycling routes into the extended Footstreets area.

Q22. What measures are included in your proposed scheme(s)? 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.

New segregated cycleway (permanent)

Provision for monitoring and evaluation of schemes

Other (please specify):
New signalised toucan crossing over York's dual carriageway inner ring road.

Scheme 4

Q25. Scheme name

Wheldrake to Heslington improvements for cycling and walking

Q26. Total scheme cost (£)

£550,000 (including £350k Council commitment to longer term delivery of cycling/walking improvement to the University area)

Q27. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

The active travel options for residents of Wheldrake south of York are limited as the two access roads linking it to the city centre (A19 Selby Road and Elvington Lane) are high speed and narrow. An off road cycle/ walk route provided between Wheldrake and Heslington via Wheldrake Woods and Low Lane (which would allow the route to cross the A64 using an existing grade separated minor road bridge) will enable residents to avoid these roads and will provide a shorter route which is within cycleable distance of the York urban area. People walking or cycling into the city centre would then use University Road to access the existing cycle route through Walmgate Stray/ Hospital Fields Road to travel to central York. The project funded directly by the Emergency Active Travel Fund will be complimented by a scheme to be funded directly by the Council on University Road adjacent to Heslington Hall which will be progressed in parallel through detailed consultation with the local community. Owing to the sensitive location and number of key stakeholders to consult it is not anticipated that this Council funded element of the overall scheme will be delivered until early 2021/22.

Q28. What measures are included in your proposed scheme(s)? 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.

- New segregated cycleway (permanent)
- New permanent footway
- Selective road closures using planters, cones or similar
- Provision for monitoring and evaluation of schemes

Q29. For corridor schemes, please provide the route length in miles

Total route length 5.2miles inc. approx.1.6miles of new cycle route to link existing public highway.

Scheme 5

Q31. Scheme name

Acomb Road/ York Road, Acomb on carriageway cycle lanes

Q32. Total scheme cost (£)

£200,000

Q33. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

The scheme provides cycle lanes on both sides over a 1.5 mile length on the B1224 Acomb Road/ York Road Acomb. A co-design process with local community, residents and businesses will develop the detailed proposals. This may include:
Advisory cycle lanes to the Ridgeway/ Beckfield Lane roundabout, considering measures to improve safety for cyclist and pedestrians at the roundabout
Mandatory cycle lanes (with some breaks to accommodate on-street parking where no alternative exists), also interspersed with sections of advisory cycle lanes where the road narrows and adjacent buildings prevent highway widening.

The eastern end of the scheme then feeds into existing cycle facilities on the A59 Holgate Road/Poppleton Rd. The western end of the scheme links to the recently constructed Knapton and Rufforth cycle path which links two villages to the west of the city via a new grade-separated crossing of the A1237 Outer Ring Road.

Light segregation may be provided where appropriate to maximise user safety, particularly as it has the potential to cater for large numbers of school children travelling to Millthorpe, All Saints and York High schools and residents travelling between Acomb and the City Centre for employment, shopping or recreational purposes.

Q34. What measures are included in your proposed scheme(s)? 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.

New segregated cycleway (permanent)

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

Provision for monitoring and evaluation of schemes

Other (please specify):
In parallel with this scheme, measures will be taken forward through York's Access Fund programme to encourage increased physical activity in parts of Acomb and Westfield Wards where health outcomes have historically been poor.

Q35. For corridor schemes, please provide the route length in miles

Up to 1.5 miles (in two directions)

Finance case

Q37. Total DfT funding sought (£)

£850,000

Q38. Total DfT capital funding sought (£)

£663,000

Q39. Total DfT revenue funding sought (£)

£187,000

Q40. Total local authority contribution, if applicable, (£)

£600,000. The Council proposes to contribute £600k of Capital funding to the schemes identified in the programme. In addition the Council will use the long-running Access Fund programme (£450k in 2020/21) to support the schemes through publicity, promotion stakeholder and community engagement, provision of services such as cycle training (for children and adults).
Some schemes could be delivered as elements of already programmed road resurfacing programmes. This allows DfT to achieve maximum value from EATF spend because funds do not need to be committed to resurfacing costs, erasing existing carriageway markings etc.

Management case

Q41. When do you expect to commence construction? (DD/MM/YY)

Construction of some measures will commence very shortly after award as enhancements to EATF tranche 1 schemes (e.g. the Shipton Road) or because they are being delivered as part of pre-existing resurfacing schemes. For other schemes the expectation is that construction will commence early in 2021, assuming a funding announcement by the end of August 2020.

Q42. When do you expect to have completed the work? (DD/MM/YY)

The schemes in this programme have been designed to be deliverable by 31/03/2021. Complementary projects such as the University Rd element of the Wheldrake/Heslington/University scheme are planned for 2021/22

Q43. Please describe the project review and governance arrangements in place, and any assurance arrangements, e.g. to ensure that accessibility requirements will be met

The programme and the schemes within it will be managed using York's existing, and proven, project management structures. These include a gateway system based on Green Book principles which is controlled by an Officer "Transport Board" which meets on a monthly basis. Where appropriate specific schemes will be progressed through the Executive Member Decision Session process. All schemes will be subject to road safety audits before they are implemented.

Q44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators

The schemes in this programme have been developed in consultation with local stakeholders, the principal local bus operator and ward councillors for the affected areas. Schemes have been carefully designed to minimise adverse impacts – for example on business or residential parking space – however where there are potential adverse impacts there will be consultation during the detailed design phase with affected groups (including local residents, traders associations, businesses and parish councils/ward councillors).
The scheme around University of York will be developed in consultation with the University who are supportive of the principles and outputs of the scheme.
As schemes are developed there will be consultation with groups representing mobility and sensory impaired people – particularly for measures such as replacement of pedestrian refuges with signalised crossings, or any measures which make changes to footways (although the preliminary scheme development for this bid suggests that there are very few adverse impacts on footways from the schemes in the programme).

Q45. Please state which design standards have been followed in developing your scheme (s)

This programme aspires to deliver schemes designed to the standards set out in LTN 1/20. York, like many UK towns and cities, has constrained sections of highway such as bridges, bus stops, junctions, conservation areas etc., which may make it difficult to achieve full compliance with LTN1/20 – however, years of implementing cycle and pedestrian schemes in York means that, when necessary, the Council has in-house experience to deliver effective cycle priorities where roadspace is constrained.

Q46. Consultancy spend should be limited and where needed, existing framework contractors should be used. Are you intending to use consultants?

Yes

If yes, please provide details
Capacity constraints within the CYC design team means that we will need to use consultants to design and assist in the delivery of schemes. The consultancy expertise we will call on will be sourced from existing contracts and framework agreements.

Commercial case

Q47. Is the authority ready to commence work and, if applicable, are contractors/ procurement / delivery partners in place?

Yes

Please provide details
In absolute terms the individual schemes are small in scale and can be delivered using City of York Council's in house engineering capability or framework contractors – some schemes may align with pre-existing resurfacing schemes. We have procurement routes already established for items such as armadillos, wands etc.

Monitoring and Evaluation

Q48. Has monitoring and evaluation been considered for all scheme(s)?

Yes

If yes please provide details
Although York is not proposing any schemes of >£2m value, for which M&E is compulsory, we will undertake an appropriate level of monitoring and evaluation for the schemes being taken forward based on the following:
- output report – specifically the interventions delivered through the EATF, length of priorities, equipment installed etc
- manual (and in some cases automated) counts of cyclists in the location. York has had a programme of cycle counts for many years, giving the city a baseline assessment of cycle use which few other local authorities have.
- Counts of pedestrians – particularly on the new crossings provided
- General stakeholder engagement around schemes – in particular residents on corridors which benefit from the measures and interest groups

Q49. Using the monitoring and evaluation guidance provided, please outline briefly how you will monitor and evaluate each permanent scheme costing at least £2m. (If no individual scheme is expected to cost over £2m, please state "not applicable")

Not Applicable

Declaration

Q50. Reporting Officer details

Name	Tony Clarke
Telephone number	07795 283296
Email address	tony.clarke@york.gov.uk

Q51. Senior Responsible Officer details

Name	Neil Ferris
Telephone number	07798 840368
Email address	neil.ferris@york.gov.uk

Q52. Section 151 Officer (or equivalent) details

Name	Debbie Mitchell
Telephone number	01904 554161
Email address	debbie.mitchell@york.gov.uk

Q53. Please add further details or clarification
CYC has put forward an ambitious programme delivering schemes to encourage residents and visitors to take up active travel options, particularly in this period when the capacity of the public transport network is constrained. It is essential for the economic prosperity of the city that as many people as possible take up these options so that the reduced capacity bus and rail services are available for travellers who do not have any other viable options. It is already clear from the relatively high demand in the city centre car parks at this early stage of recovery that we need to ensure that travellers are aware of the alternative options available and we remove as many pinch points on the active travel network as possible

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2021/22 Capital Funding Proforma

Introduction

Q1. What is the name of your local transport authority?
City of York Council

Q2. Are you completing this proforma for the first time, or are you providing the information for additional schemes?
This is my first response

Funding Amounts

Q3. How much total capital funding is your authority seeking from the DfT Active Travel Fund for 21/22?
£800,000

Q4. What is the total contribution being provided from the following sources (please enter "0" if no contribution is being provided).	
Contributions from your own local/combined authority	£150,000
Third party contributions	£0

Q5. Where relevant, please set out how you intend to use this funding to build on funding being received from other government funding sources (including any capital or revenue funding sources, such as the Transforming Cities Fund, Levelling Up Fund, Getting Building Fund) (enter n/a if this is not applicable).
We propose to use the funding to complement the current walking and cycling block allocations in the city's Transport Capital Programme, which is funded from the LTP Integrated Transport Block, Council resources, developer contributions and previous Active Travel Funding, to bring about a step-change in cycling and walking infrastructure at key locations within the city. This Active Travel Fund Bid would also complement the current Levelling Up Fund bid which has recently been submitted for improvements to the Parliament Street area within the city centre. The ATF bid will also complement the Transforming Cities Fund scheme at the front of the Station which includes cycle parking and connects to key links to the city centre for pedestrians and cyclists, and will make improvements to cycling and walking facilities on one of York's principal corridors, Tadcaster Road. Section 106 funding from developments in the Monks Cross area will also be used to support the improvements planned to be funded from this ATF bid (shown as £150k of CYC funding in Q4).

Key Bid Requirements

Q6. As outlined in the bid invitation letter, to be eligible for funding, all bids must be accompanied by a letter from the leader of the authority submitting the bid, confirming long term commitment to delivery of your active travel schemes.Are you able to confirm that this letter will be included with your bid?

Yes

Q7. All schemes must be developed in consultation with local communities, in line with the requirements, attached at [Annex A] to the bid invitation letter. This does not mean that the bid itself needs to be put out to consultation. This is a condition of funding and if not delivered funding may be clawed back. Are you able to confirm your authority's commitment to the consultation requirements outlined at [Annex A]? (NOTE: this is required for all bids)

Yes

Q8. Are you able to confirm that you will give due regard to the needs of protected groups defined by The Equality Act 2010, and your commitment to undertaking an equality impact assessment of the measures outlined in your bid (required for all bids).

Yes

Q9. Please identify below the protected groups who may impacted by the schemes outlined in your bid, and how you intend to consult and implement feedback from these groups. How will you ensure that you have fully assessed the impact of the scheme on protected groups, and that accessibility requirements (throughout the scheme and its surrounding area) will be met? (max 400 words):

We consider the impact on all of the protected groups as part of the development of transport schemes, and engage with stakeholder groups to ensure that their concerns are addressed.

The proposed schemes will generally enhance the facilities available for these groups, however we will ensure any negative impacts are adequately mitigated. Users of adapted cycles will be positively impacted by the proposed city centre cycle parking improvements, which will provide a range of cycle parking stands for non-standard cycles. This scheme may have a small negative effect on pedestrians with varying levels of sight impairment, but we will mitigate the impact of the new infrastructure past by forewarning stakeholder groups of the changes to help with route planning and orientation. We will also be installing cycle racks with tapping rails to help white-stick users to detect the racks' presence, something which is absent from some of the older racks which will be replaced.

Residents and visitors with reduced mobility will benefit from the proposed access improvements between edge-of-city-centre parking areas and the city centre - through the provision of better access routes with more dropped kerb crossing points, less pavement clutter, better waymarking and improvements to footway surfaces.

The people streets improvements at two primary schools will discourage parents from parking near schools and improve the walking and cycling networks on the approach to schools, therefore encouraging walking and cycling through the provision of a safer school access zone.

The Business Park active travel improvements will encourage more people to travel to and from these sites by cycle or on foot, many of whom may not feel safe to do so at present, these include people with disabilities, older people, women and children who tend to have lower take-up levels of cycling and walking. The locations chosen currently have below average levels of cycling and walking access when compared to York as a whole.

Scheme 1

Q10. What is the name of the scheme?

City Centre Package Part A (Cycle Parking Improvements)

Q11. How much will the scheme cost?

150000

Q12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

150000

Q13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

This package primarily covers the 15Ha "Footstreets" pedestrianised area in the very centre of York, but will also be extended to include other important cycle parking sites within the area encircled by the city walls (Postcode area YO1). Consultation with cyclists prior to the submission of this bid revealed that poor cycle parking provision in the centre of York is suppressing the number of cycle trips to the city centre - particularly for mobility impaired residents who often have adapted cycles of high value.

Principally we will be upgrading the existing cycle parking facilities in the city centre to bring them into line with the latest guidance in terms of spacing, type and the ability to accommodate larger cycles such as load bikes, bikes with panniers, or trailers. We will also designate specific parking racks or areas for users of adapted cycles.

Within this project we also propose to investigate the introduction of city centre cycle lockers to provide weather-proof and secure storage for residents with e-bikes or high value cycles who may currently be discouraged from cycling into the city centre due to concerns about security, complementing the existing cycle locker provision at the city's park and ride sites.

Q14. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

New on-road segregated cycleway (permanent) (answer with miles to be constructed)	0
New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)	0
New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)	0
New permanent footway (answer with miles to be constructed)	0
New trial temporary footway (answer with miles to be constructed)	0
Widening existing footway (answer with miles to be constructed)	0
Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	0
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	0
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	0
Park and cycle/stride facilities (answer with number to be constructed)	0
Provision of secure cycle parking facilities (answer with number to be constructed)	25
New road crossings (answer with number to be constructed)	0
Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)	0
Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)	0
Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)	0
Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)	0
School streets (answer with number to be constructed)	0
Other (please specify below)	500

Other:
400 new cycle parking stands (standard design); 50 disabled cycle parking stands; 50 load bike parking stands

Q15. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words).Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No

Q16. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

Scheme prioritised through equivalent local network plan

Q17. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

The scheme has been prioritised as it contributes to Objective 3b of LTP3 (2011-2031) – Increase / improve cycle parking.

It is also supported by a response to a previous city-wide questionnaire which found that 36.4% of existing cyclists, 26.4% of lapsed cyclists and 20.8% of non-cyclists who responded stated that more cycle parking would encourage them to cycle more.

Q18. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

We currently have minimum cycle parking standards in our outline Local Plan and commissioned cycle parking design guidance for developers which is currently used by our Highways Development Control section during negotiations with developers.

Q19. What is the expected start date for construction?

* 01/07/2022

Q20. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

* 03/10/2022

Q21. What is the current status of this scheme?

Initiation stage

Q22. What is the consultation status of this scheme?

Yet to start consultation on individual scheme

Q23. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT)If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

Estimated Benefit-Cost Ratio (BCR) n/a

Value for Money category or range n/a

Q24. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

The scheme will encourage more people to cycle to the city centre as it will overcome some of the concerns that have been raised about the quality/availability of cycle parking in the city centre. As such, it will deliver benefits from reduced car use for accessing central York. The scheme will also address crime/security concerns and deliver benefits from reducing crime.

The scheme costs offer good value for money when assessed against the approximate costs for provision of cycle parking at stations in the CWIS appendix, which appears to be the most appropriate comparison.

Q25. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

not applicable

Q26. Do you have any further schemes to add to your submission?

Yes

Scheme 2

Q27. What is the name of the scheme?

City Centre Package Part B (Access improvements)

Q28. How much will the scheme cost?

250000

Q29. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

200000

Q30. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

This package will provide improvements to the routes from several council car parks into York's pedestrianised city centre. It builds on work currently being undertaken as part of the 2021 Active Travel Fund allocation and a more general assessment of access to the city centre for people with mobility or sensory impairments. The funding will provide more dropped kerbs, crossings on desire lines, better footway surfaces where appropriate and will reduce street clutter.

This funding will also support more general changes made in the centre of York to reallocate street space for outside seating areas for cafes and restaurants - both by improving access to these areas for people with mobility or sensory impairments and making changes to streets which will support their most appropriate balance of use generating additional benefit to support the tourist economy.

Q31. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

New on-road segregated cycleway (permanent) (answer with miles to be constructed)	0
New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)	0
New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)	0
New permanent footway (answer with miles to be constructed)	0
New trial temporary footway (answer with miles to be constructed)	0
Widening existing footway (answer with miles to be constructed)	0
Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	0
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	0
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	0
Park and cycle/stride facilities (answer with number to be constructed)	0
Provision of secure cycle parking facilities (answer with number to be constructed)	0
New road crossings (answer with number to be constructed)	0
Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)	4 0
Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)	0
Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)	0
Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)	0
School streets (answer with number to be constructed)	0
Other (please specify below)	0

Other:
n/a

Q32. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words).Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

n/a

Q33. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

Scheme prioritised through equivalent local network plan

Q34. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

The need for improvements to accessible routes in the city centre has been highlighted during consultation with disability groups on the changes to city centre access restrictions. The proposed improvements contribute to LTP3 2011-2031 - Strategic theme 1 - Provide Quality Alternatives (to the car) and Strategic theme 5 – Improve public streets and spaces.

Q35. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

Enhancements to the city centre to maintain a safe and secure environment for residents and visitors is key to the continued economic vitality of this area of the city. Access to and around the city centre will be a key element of the three main emerging strategies for the city: Carbon Reduction / Climate Change Strategy, Local Transport Plan and Economic Strategy which are expected to approved in principle later this year.

Q36. What is the expected start date for construction?

* 01/04/2022

Q37. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

* 31/03/2023

Q38. What is the current status of this scheme?

Initiation stage

Q39. What is the consultation status of this scheme?

Yet to start consultation on individual scheme

Q40. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT)If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

Estimated Benefit-Cost Ratio (BCR) n/a

Value for Money category or range n/a

Q41. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

The scheme will improve the environment and safety of the city centre for residents/visitors with mobility impairment environment in the city whilst enhancing the viability of hospitality venues.

The scheme costs is considered to be reasonable when compared to the approximate costs for Town Centre Walking Infrastructure Schemes in the CWIS appendix which appears to the most appropriate comparable option.

Q42. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

not applicable

Q43. Do you have any further schemes to add to your submission?

Yes

Scheme 3

Q44. What is the name of the scheme?

People Streets

Q45. How much will the scheme cost?

200000

Q46. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

200000

Q47. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

This scheme will improve the streets and walking / cycling routes in the immediate vicinity of two primary schools to encourage more parents to walk or cycle their children to school. Trials have been held at Clifton Green Primary School (YO30 6JA) and Badger Hill Primary School (YO10 5JF) to determine potential layouts such as road narrowing, gateway features, footway widening etc. which would reduce the impact of vehicle movements and encourage more walking and cycling to the schools.

Q48. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

New on-road segregated cycleway (permanent) (answer with miles to be constructed)	0
New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)	0
New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)	0
New permanent footway (answer with miles to be constructed)	0
New trial temporary footway (answer with miles to be constructed)	0
Widening existing footway (answer with miles to be constructed)	0
Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	0
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	0
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	0
Park and cycle/stride facilities (answer with number to be constructed)	0
Provision of secure cycle parking facilities (answer with number to be constructed)	0
New road crossings (answer with number to be constructed)	0
Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)	0
Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)	0
Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)	0
Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)	0
School streets (answer with number to be constructed)	2
Other (please specify below)	0

Other:
n/a

Q49. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words).Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

no

Q50. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

Scheme prioritised through equivalent local network plan

Q51. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

N/A – layout trials have already been undertaken at both schools.

Q52. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

Safe routes to schools and the reduction of the impact of vehicles on active mode use around schools has been a key council strategy over a number of years and is specifically included in York's Local Transport Plan. The travel planning provided by the iTravel team advising parents and staff at school on sustainable options complements the provision of the improved infrastructure. Measures to reduce car use and encourage active travel will be key elements of the three main emerging strategies for the city: Carbon Reduction / Climate Change Strategy, Local Transport Plan and Economic Strategy which are expected to approved in principle this year following consultation which is currently ongoing.

Q53. What is the expected start date for construction?

* 15/07/2022

Q54. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

* 23/12/2022

Q55. What is the current status of this scheme?

Feasibility stage

Q56. What is the consultation status of this scheme?

Yet to start consultation on individual scheme

Q57. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT)If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

Estimated Benefit-Cost Ratio (BCR) n/a

Value for Money category or range n/a

Q58. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

The proposed schemes are considered good value for money as they will encourage more active travel and a move away from car based trips to these schools at relatively low intervention cost. This will generate physical fitness, air quality and decongestion benefits.

The scheme costs are considered to be reasonable when compared to the approximate costs for Links to schools and School Street Closures in the CWIS appendix, these seem to be the most comparable options although the proposals will constitute a variety of elements rather than a single intervention.

Q59. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

not applicable

Q60. Do you have any further schemes to add to your submission?

Yes

Scheme 4

Q61. What is the name of the scheme?

Business / Retail Park Active Travel Package

Q62. How much will the scheme cost?

350000

Q63. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

250000

Q64. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

This package will improve active travel links to and in the vicinity of both the Clifton Moor and Monks Cross Retail / Business Parks. The layouts of both areas are car dominated with limited options for walking and cycling to or within the sites. The main aim of the scheme will be to fill in gaps in the current networks and improve the routes to bring them up to the latest standards. To aid monitoring of the Monks Cross improvements we will complete the installation of a cordon of cycle counters.

Q65. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

New on-road segregated cycleway (permanent) (answer with miles to be constructed)	0
New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)	0
New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)	0
New permanent footway (answer with miles to be constructed)	0
New trial temporary footway (answer with miles to be constructed)	0
Widening existing footway (answer with miles to be constructed)	0
Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	0
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	0
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	0
Park and cycle/stride facilities (answer with number to be constructed)	0
Provision of secure cycle parking facilities (answer with number to be constructed)	0
New road crossings (answer with number to be constructed)	4
Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)	4
Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)	0
Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)	0
Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)	0
School streets (answer with number to be constructed)	0
Other (please specify below)	1

Other:
Cycle counters monitoring cycle levels at Monks Cross.

Q66. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words).Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

N/A

Q67. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

Scheme prioritised through equivalent local network plan

Q68. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

Clifton Moor – two of the proposed schemes are on the Strategic Cycle Route Network Prioritisation List.

Monks Cross – The network improvements proposed will complement the schemes identified in the Monks Cross Masterplan which was prepared for the delivery of development in the area.

Q69. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

The schemes contribute to LTP3 2011-2031 - Strategic theme 1 - Provide Quality Alternatives (to the car), Strategic theme 2 – Provide Strategic Links, Strategic theme 3 – Implement and Support Behavioural Change and Strategic theme 5 – Improve public streets and spaces.

Q70. What is the expected start date for construction?

* 03/10/2022

Q71. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

* 31/03/2023

Q72. What is the current status of this scheme?

Initiation stage

Q73. What is the consultation status of this scheme?

Yet to start consultation on individual scheme

Q74. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT)If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

Estimated Benefit-Cost Ratio (BCR) n/a

Value for Money category or range n/a

Q75. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

The scheme will provide enhanced walking and cycle facilities within the business park areas, providing more options to reduce the number of car trips. As such, benefits will be from increased physical activity (public health benefits, reductions in absences from work) and decongestion benefits, as well as amenity benefits for those who already walk/ cycle to this location. The scheme will also help to relieve congestion at peak times which currently impacts on the operation of the businesses. The scheme costs are considered to be reasonable when compared to the approximate costs for Area-wide Cycle Networks in the CWIS appendix.

Q76. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

not applicable

Q77. Do you have any further schemes to add to your submission?

No

Scheme 5

Q78. What is the name of the scheme?

No Response

Q79. How much will the scheme cost?

No Response

Q80. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q81. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q82. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q83. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words).Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q84. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q85. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q86. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q87. What is the expected start date for construction?

No Response

Q88. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q89. What is the current status of this scheme?

No Response

Q90. What is the consultation status of this scheme?

No Response

Q91. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT)If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q92. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q93. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q94. Do you have any further schemes to add to your submission?

No Response

Scheme 6

Q95. What is the name of the scheme?

No Response

Q96. How much will the scheme cost?

No Response

Q97. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q98. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q99. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q100. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words).Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q101. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q102. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q103. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q104. What is the expected start date for construction?

No Response

Q105. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q106. What is the current status of this scheme?

No Response

Q107. What is the consultation status of this scheme?

No Response

Q108. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT)If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q109. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q110. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q111. Do you have any further schemes to add to your submission?

No Response

Scheme 7

Q112. What is the name of the scheme?

No Response

Q113. How much will the scheme cost?

No Response

Q114. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q115. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q116. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q117. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words).Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q118. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q119. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q120. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q121. What is the expected start date for construction?

No Response

Q122. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q123. What is the current status of this scheme?

No Response

Q124. What is the consultation status of this scheme?

No Response

Q125. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT)If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q126. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q127. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q128. Do you have any further schemes to add to your submission?

No Response

Scheme 8

Q129. What is the name of the scheme?

No Response

Q130. How much will the scheme cost?

No Response

Q131. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q132. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q133. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q134. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words).Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q135. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q136. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q137. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q138. What is the expected start date for construction?

No Response

Q139. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q140. What is the current status of this scheme?

No Response

Q141. What is the consultation status of this scheme?

No Response

Q142. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT)If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q143. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q144. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q145. Do you have any further schemes to add to your submission?

No Response

Scheme 9

Q146. What is the name of the scheme?

No Response

Q147. How much will the scheme cost?

No Response

Q148. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q149. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q150. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q151. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words).Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q152. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q153. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q154. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q155. What is the expected start date for construction?

No Response

Q156. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q157. What is the current status of this scheme?

No Response

Q158. What is the consultation status of this scheme?

No Response

Q159. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT)If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q160. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q161. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q162. Do you have any further schemes to add to your submission?

No Response

Scheme 10

Q163. What is the name of the scheme?

No Response

Q164. How much will the scheme cost?

No Response

Q165. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q166. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q167. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q168. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words).Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q169. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q170. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q171. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q172. What is the expected start date for construction?

No Response

Q173. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q174. What is the current status of this scheme?

No Response

Q175. What is the consultation status of this scheme?

No Response

Q176. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT)If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q177. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q178. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q179. Do you have any further schemes to add to your submission?

No Response

Scheme 11

Q180. What is the name of the scheme?

No Response

Q181. How much will the scheme cost?

No Response

Q182. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q183. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q184. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q185. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words).Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q186. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q187. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q188. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q189. What is the expected start date for construction?

No Response

Q190. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q191. What is the current status of this scheme?

No Response

Q192. What is the consultation status of this scheme?

No Response

Q193. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT)If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q194. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q195. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q196. Do you have any further schemes to add to your submission?

No Response

Scheme 12

Q197. What is the name of the scheme?

No Response

Q198. How much will the scheme cost?

No Response

Q199. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q200. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q201. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q202. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words).Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q203. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q204. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q205. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q206. What is the expected start date for construction?

No Response

Q207. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q208. What is the current status of this scheme?

No Response

Q209. What is the consultation status of this scheme?

No Response

Q210. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT)If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q211. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q212. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q213. Do you have any further schemes to add to your submission?

No Response

Scheme 13

Q214. What is the name of the scheme?

No Response

Q215. How much will the scheme cost?

No Response

Q216. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q217. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q218. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q219. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words).Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q220. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q221. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q222. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q223. What is the expected start date for construction?

No Response

Q224. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q225. What is the current status of this scheme?

No Response

Q226. What is the consultation status of this scheme?

No Response

Q227. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT)If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q228. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q229. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q230. Do you have any further schemes to add to your submission?

No Response

Scheme 14

Q231. What is the name of the scheme?

No Response

Q232. How much will the scheme cost?

No Response

Q233. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q234. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q235. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q236. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words).Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q237. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q238. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q239. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q240. What is the expected start date for construction?

No Response

Q241. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q242. What is the current status of this scheme?

No Response

Q243. What is the consultation status of this scheme?

No Response

Q244. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT)If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q245. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q246. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q247. Do you have any further schemes to add to your submission?

No Response

Scheme 15

Q248. What is the name of the scheme?

No Response

Q249. How much will the scheme cost?

No Response

Q250. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q251. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q252. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q253. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words).Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q254. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q255. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q256. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q257. What is the expected start date for construction?

No Response

Q258. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q259. What is the current status of this scheme?

No Response

Q260. What is the consultation status of this scheme?

No Response

Q261. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT)If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q262. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q263. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Value for Money and Monitoring & Evaluation

Q264. Are you able to confirm that your Section 151 officer has confirmed in writing that the proposed spending is expected to deliver value for money? Note that you may be required to provide this confirmation to the DfT for audit purposes.

Yes

Q265. Please provide an estimate of the costs associated with monitoring and evaluation.

50000

Q266. Please provide an estimate of the costs associated with consultation and opinion surveys.

25000

Q267. Please set out your proposed approach to monitoring and evaluation of your proposed schemes, beyond the scheme-specific activities you have already described for any scheme costing £2m or more. (Max 500 words)

We will use a variety of monitoring and evaluation tools to determine the impact of the schemes. These will vary from traffic counts to resident/business surveys. We have a range of existing count sites which can be used for base data and post completion assessment. We already undertake fortnightly counts of cycles parked at city centre cycle racks so can add any additional sites to this survey. Footfall surveys area undertaken within the city centre will be undertaken to assess the success of the access improvement scheme. We will monitor uptake of active travel as part of the school journey through annual surveys at the two schools. We already have a cordon of cycle counters for the Clifton Moor estate and will set up a similar cordon for the Monks Cross estate as part of the scheme.

LCWIP Information 1

Q268. Please complete the table below, highlighting your pipeline of schemes to be delivered across all funding streams, over the next 1 year (2021-22), 4 (years from Apr 2022 – Mar 25) and 10 years (from Apr 2025 - Mar 2031) (use column 5 to indicate the delivery timescale).Please leave rows blank if you have less than 15 schemes, while ensuring that all columns are populated for your proposed schemes.

	Scheme name and location (e.g. postcode and road/street address)	Scheme type	No.of units (Scheme length, area covered, no. of cycle racks etc.)	Total cost (£)	Delivery timescale (1, 4 or 10 years)	Prioritised in LCWIP (y/n)?	Anticipated funding source(s)
Scheme 1	City Centre North South Scheme (YO1 7EN to YO1 9PX)	Cycle scheme	1750m	70000	1 year	Prioritised in Strategic Cycle Plan	CYC Transport Capital Programme
Scheme 2	University Road / Field Lane (Heslington) YO10 5ED	Cycle/ pedestrian scheme	300m	120000	4 years	Prioritised in Strategic Network Plan	CYC Transport Capital Programme
Scheme 3	Great North Way to Manor School (YO26 6RA to YO26 6PA)	Cycle scheme/ pedestrian crossing improvements	470m, 2 crossing improvements	60000	4 years	N but extension to A1237 ATF scheme	CYC Transport Capital Programme
Scheme 4	Station Road / Station Avenue (YO1 6GD)	Cycle scheme	270m	45000	4 years	Prioritised in Strategic Network Plan	CYC Transport Capital Programme
Scheme 5	Fishergate Gyratory (YO10 4AN to YO10 4BF)	Cycle scheme / pedestrian crossing improvements	180m, 2 crossing improvements	250000	4 years	Prioritised in Strategic Network Plan	S106 / Capital Programme
Scheme 6	York Road Dunnington (YO19 5LF to YO19 5QQ)	Cycle / pedestrian scheme	950m	400000	4/ 10 years	Prioritised in Strategic Network Plan	Future ATF bid
Scheme 7	Sim Balk Lane (YO23 2UE)	Cycle scheme	800m	250000	4 years	Prioritised in Strategic Network Plan	Future ATF/Capital Programme
Scheme 8	Bishopthorpe Road – Chocolate Works to Main Street (YO23 1DE to YO23 2GF)	Cycle/ pedestrian scheme	2080m	800000	4/10 years	Prioritised in Strategic Network Plan	Future ATF/Capital Programme
Scheme 9	Elvington to Wheldrake Wood (YO19 6BG to YO41 4BG)	Cycle / pedestrian scheme	4150m	1000000	4 years	Prioritised in Strategic Network Plan	Future ATF bid
	Outer Orbital					Not in current	

Scheme 10	Cycle / Pedestrian Route – Shipton Road to to Monks Cross Rdbt (YO32 9SU)	Cycle / pedestrian scheme	4770m	1000000	4 years	document but will form an important part of LCWIP when adopted	Major Road Network A1237 Dualling Ph.1
Scheme 11	Outer Orbital Cycle/Pedestrian Route – A59 – A19 (Shipton Rd to Harrogate Rd) (bridge required)	Cycle / pedestrian scheme	2100m	5000000	10 years	Not in current document but will form an important part of LCWIP when adopted	Large Local Major MRN A1237 Dualling Ph.2
Scheme 12	St Oswalds Road to Landing Lane (YO10 4QF to YO19 4RG)	Cycle scheme	1370m	750000	10 years	Prioritised in Strategic Network Plan	S106/ Transport Capital Programme
Scheme 13	Strensall Road - A1237 to York Rd (YO32 9SJ to YO32 5AF)	Cycle scheme	2790m	1200000	10 years	Prioritised in Strategic Network Plan	Future ATF bid
Scheme 14	Wigginton Road – Nestle to A1237 (YO31 8BA to YO32 2RJ)	Cycle/ pedestrian scheme	2000m	1500000	10 years	Prioritised in Strategic Network Plan	Future ATF bid
Scheme 15	Haxby Road – Haleys Terrace to New Earswick (YO31 8TA to YO32 4DX)	Cycle/ pedestrian scheme	1570m	750000	10 years	Prioritised in Strategic Network Plan	Future ATF bid

Q269. Do you have further schemes to add?
Yes

LCWIP Information 2

Q270. Please complete this additional table below, highlighting your pipeline of schemes to be delivered across all funding streams, over the next 1 year (2021-22), 4 (years from Apr 2022 – Mar 25) and 10 years (from Apr 2025 - Mar 2031) (use column 5 to indicate the delivery timescale).Please leave any remaining rows blank if you have less than additional 15 schemes to add (whilst ensuring all information is provided for all schemes you are including).

	Scheme name and location (e.g. postcode and road/street address)	Scheme type	No.of units (Scheme length, area covered, no. of cycle racks etc.)	Total cost (£)	Delivery timescale (1, 4 or 10 years)	Prioritised in LCWIP (y/n)?	Anticipated funding source(s)
Scheme 16	Various Locations	Cycle / pedestrian schemes	-	£1m+	1, 4, and 10 years	Prioritised in Strategic Network Plan	Future ATF bids
Scheme 17	-	-	-	-	-	-	-
Scheme 18	-	-	-	-	-	-	-
Scheme 19	-	-	-	-	-	-	-
Scheme 20	-	-	-	-	-	-	-
Scheme 21	-	-	-	-	-	-	-
Scheme 22	-	-	-	-	-	-	-
Scheme 23	-	-	-	-	-	-	-
Scheme 24	-	-	-	-	-	-	-
Scheme 25	-	-	-	-	-	-	-
Scheme 26	-	-	-	-	-	-	-
Scheme 27	-	-	-	-	-	-	-
Scheme 28	-	-	-	-	-	-	-
Scheme 29	-	-	-	-	-	-	-
Scheme 30	-	-	-	-	-	-	-

Q271. Do you have further schemes to add?

No

LCWIP Information 3

Q272. Please complete the additional table below, highlighting your pipeline of schemes to be delivered across all funding streams, over the next 1 year (2021-22), 4 (years from Apr 2022 – Mar 25) and 10 years (from Apr 2025 - Mar 2031) (use column 5 to indicate the delivery timescale).Please leave any remaining rows blank if you have less than additional 15 schemes to add (whilst ensuring all information is provided for all schemes you are including).

No Response

Q273. Do you have further schemes to add?

No Response

LCWIP Information 4

Q274. Please complete the additional table below, highlighting your pipeline of schemes to be delivered across all funding streams, over the next 1 year (2021-22), 4 (years from Apr 2022 – Mar 25) and 10 years (from Apr 2025 - Mar 2031) (use column 5 to indicate the delivery timescale).Please leave any remaining rows blank if you have less than additional 15 schemes to add (whilst ensuring all information is provided for all schemes you are including).

No Response

Q275. Do you have further schemes to add?

No Response

LCWIP Information 5

Q276. Please complete the additional table below, highlighting your pipeline of schemes to be delivered across all funding streams, over the next 1 year (2021-22), 4 (years from Apr 2022 – Mar 25) and 10 years (from Apr 2025 - Mar 2031) (use column 5 to indicate the delivery timescale).Please leave any remaining rows blank if you have less than additional 15 schemes to add (whilst ensuring all information is provided for all schemes you are including).

No Response

LCWIP - Extra information

Q277. If you have a LCWIP(s): Where possible, please submit a copy of your updated LCWIP(s), highlighting any updates to prioritised routes and/or prioritised schemes; or If this is not possible in the time available, please provide a note of key changes since your LCWIP was agreed, (.e.g. to take into account ATF schemes, Covid-19 recovery plans etc, or plans to make changes / develop further)

City of York Council are currently developing an LCWIP.

Q278. For all bidders, where possible, please provide a link to, or copy of a map of your local/combined authority or key locations covered by LCWIPs, highlighting existing and planned cycling and walking networks (ideally a network map showing 1/4/10-year scheme delivery, where known).

Map showing Network Schemes listed in table sent in with bid letter.

Declaration and Contact Details

Q279. Are you able to confirm all of the statements above?

Yes

Q280. Please provide the following contact information for the Reporting Officer at your authority:

Name	Tony Clarke / Julian Ridge
Telephone number	07795 283296 / 07879 421001
E-mail address	tony.clarke@york.gov.uk / julian.ridge@york.gov.uk

Q281. Please provide the following contact information for the Senior Responsible Officer at your authority:

Name	James Gilchrist
Telephone number	01904 552547
E-mail address	james.gilchrist@york.gov.uk

Q282. Please provide the following contact information for the Section 151 Officer (or equivalent) at your authority:

Name	Debbie Mitchell
Telephone number	01904 554161
E-mail address	debbie.mitchell@york.gov.uk

Q283. Please provide any further details or clarification of your submission that you wish the Department to consider:

Schemes cited above have been identified via CYC's existing Cycling Strategic Network Plan. An LCWIP is currently in preparation as part of a general refresh of City of York Council's Local Transport Plan.

Confirmation Page

Q284. You have now reached the end of the proforma questionnaire. Are you happy for your responses to be submitted to the Department?
Yes

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Project Outline			
Project Name	**City Centre Bridges**		
Project Manager	Richard Milligan	Date	16/02/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this scheme derives from a bid to the government for Active Travel Fund support. The text within the bid states:

"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."

Project Description:

This project aims to address issues for cyclists on the three city centre bridges (Skeldergate, Ouse and Lendal).

The project will focus on safety and amenity concerns for cyclists, specifically focusing on reducing conflicts between cyclists and vehicles; for example, close/unsafe overtakes.

This project is necessary to address safety concerns for cyclists on Skeldergate, Ouse and Lendal bridges – for example, vehicles dangerously overtaking cyclists. The roads on the bridges are busy with cyclists, pedestrians and motorists, so improving the safety of this route is important for encouraging active travel in the city.

The project is also needed to fulfil CYC's commitment to the DfT within its 'Tranche 1' bid to the Emergency Active Travel Fund.

Aims and Objectives:

The Aim of the Project is to:

Address safety and amenity issues for cyclists on Skeldergate, Ouse, and Lendal bridges, with a focus on discouraging close / unsafe overtakes of cyclists by vehicles.

The Objectives are:

Implement a solution to address safety and amenity issues for cyclists on Skeldergate, Ouse and Lendal bridges.

Scope:

In Scope:

Geographical location: Adopted highway directly on Skeldergate Bridge, Ouse Bridge and Lendal Bridge.

Only the Adopted Highway covering footpath, carriageway, cycleway that is necessary to implement a solution

Consideration of cycle logos, road markings, coloured surfacing and signage solutions.

Consideration of non-civil construction solutions

Consideration of LTN 1/20 guidance. Green scoring solutions are preferred but not essential.

Consideration of solutions that may reduce link capacity, where necessary to achieve the objectives.

Consideration of solutions that require changes to traffic regulation orders, including lower speed limits.

Consideration of solutions that impact loading / bus stop arrangements, where relevant.

Out of Scope:

Any other geographical area than that defined above.

Surfacing of carriageway and footpaths beyond what is necessary to implement a solution.

Consideration of civil constructions solutions.

Construction of new carriageway, cycle way or pavement.

Consideration of changes to adopted highway boundaries

Consideration of solutions that require the resolution of land ownership issues.

Changes to traffic signals or introduction of new traffic signals.

There are no parking bays within the area of this scheme and no changes to parking arrangements are to be explored

Strategic traffic modelling

Air quality modelling

Microsimulation or other local traffic modelling

Changes to street furniture beyond those required to achieve the stated objective

Consideration of solutions that would prevent motor vehicles access

Not looking to improve congestion, queue lengths, delays, bus facilities or infrastructure, street lighting, or other equipment assets.

Consideration of public realm improvements other than those needed to achieve the objective.

Consideration of improvements to bus operation or infrastructure.

The project will involve a communication with North Yorkshire Police to obtain their opinion on terrorism-related risks associated with these 3 bridges. Should this result in the need for further work, this will be explored through a mechanism separate to this project.

Outcomes and Benefits:
Improved safety for cyclists, measured by a comparison of accident figures over a 5 year period post completion. Increase the usage of the route by cyclists over a 5 year period, measured by a comparison count data.

Dependencies and related works:
There are no direct dependencies on this project from other workstreams.

Design Resource Procurement:
A contract is in place that can be used to obtain the necessary design resource for this project. No further procurement is required.

Project Outline

Project Name	**Wheldrake to Heslington Pedestrian & Cycle Improvements**		
Project Manager	Nigel Ibbotson	Date	02/02/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from a bid to the government for Active Travel Fund support. The relevant text within the bid states:

"The active travel options for residents of Wheldrake south of York are limited as the two access roads linking it to the city centre (A19 Selby Road and Elvington Lane) are high speed and narrow. An off road cycle/ walk route provided between Wheldrake and Heslington via Wheldrake Woods and Low Lane (which would allow the route to cross the A64 using an existing grade separated minor road bridge) will enable residents to avoid these roads and will provide a shorter route which is within cycleable distance of the York urban area. People walking or cycling into the city centre would then use University Road to access the existing cycle route through Walmgate Stray/ Hospital Fields Road to travel to central York."

Project Description:

The active travel options for residents of Wheldrake, South of York, are limited as the two access roads linking it to the city centre (A19) Selby Road and Elvington Lane are high speed and narrow. This project seeks to provide a pedestrian and cycle link between the village of Wheldrake and Main Street at Heslington. It also seeks to provide an off-road pedestrian and cycle path where possible.

The project was identified by officers and members, informed by the LCWIP scoping study which identified a high cycle flow around the

University and poor provision for cyclists and pedestrians wishing to travel between Wheldrake and Heslington including children in Wheldrake travelling to Fulford School.

Aims and Objectives:

The Aim of the Project is to:

Provide an off-road cycle path between Wheldrake and Heslington using existing permissive routes and stretches of new off-road routes.

Improve the amenity of the pedestrian and cycling corridor along this route to encourage further cycling/pedestrian modal shift to NMU (non-motorised use) in both directions.

Fulfil the grant funding requirements of the DfT where relevant.

The Objectives are:

Provide an off-road path or combination of off-road path and tracks for cyclists and pedestrians between Wheldrake and Heslington.

Provide a near continuous cycle lane between Wheldrake and Heslington villages.

Introduce “lightly segregated/widened cycle lanes” where feasible.

Introduce mandatory segregated/widened cycle lanes” where feasible.

Implement elements of LTN 1/20 wherever feasible.

Scope:

In Scope:

Geographical Scope:

Consideration of solutions on the 5 potential routes, as part of considering all options, as follows:

Route 1 - A combination of off-road and existing highway amendments to provide a cycle/pedestrian route commencing from Main Street/Church Close junction, Wheldrake, Main Street through

Wheldrake Lane, new right-hand turn/link alongside Pool Bridge Farm ditch to Langmill Stray, left on Long Lane, into Common Lane, left on Main Street, Heslington and finish at University Road, Heslington.

Route 2 - A combination of off-road and existing highway amendments to provide cycle/pedestrian route commencing from Main Street/Church Close junction, Wheldrake through Main Street, Dalton Hill, North Lane, Broad Highway to Dodsworth Farm. New section of path along boundary of Dodsworth Farm/Wheldrake Wood, between Wheldrake Wood and Langwith Great Wood then along boundary of Langwith Great Wood and Fir Tree Farm to connect with Langwith Stray. Right onto Langwith Stray, left on Long Lane, into Common Lane, left on Main Street, Heslington and finish at University Road, Heslington.

Route 3 – A combination of off-road and existing highway amendments to provide cycle/pedestrian route commencing from Main Street/Church Close junction, Wheldrake through Main Street, Dalton Hill, North Lane, Broad Highway to Dodsworth Farm. New section of path along boundary of Dodsworth Farm/Wheldrake Wood, between Wheldrake Wood and Langwith Great Wood then along boundary of Fir Tree Farm field to connect with Langwith Stray. Left/Right onto Langwith Stray, left on Long Lane, into Common Lane, left on Main Street, Heslington and finish at University Road, Heslington.

Route 4 – A combination of off-road and existing highway amendments to provide cycle/pedestrian route commencing from Main Street/Church Close junction, Wheldrake through Main Street, Dalton Hill, North Lane, Broad Highway to Wheldrake Wood. Left into Wheldrake Wood (following existing and enhanced path), right onto section of new path along boundary between Wheldrake Wood and Langwith Great Wood then along boundary of Langwith Great Wood and Fir Tree Farm to connect with Langwith Stray. Right onto Langwith Stray, left on Long Lane, into Common Lane, left on Main Street, Heslington and finish at University Road, Heslington.

Route 5 – A combination of off-road and existing highway amendments to provide cycle/pedestrian route commencing from Main Street/Church Close junction, Wheldrake through Main Street, Dalton Hill, North Lane, Broad Highway to Wheldrake Wood. Left into Wheldrake Wood (following existing and enhanced path), right onto section of new path along boundary between Wheldrake Wood and Langwith Great Wood then along boundary of Fir tree Farm field to connect with Langwith

Stray. Left/Right onto Langwith Stray, left on Long Lane, into Common Lane, left on Main Street, Heslington and finish at University Road, Heslington.

Consider speed restrictions and traffic calming measures, where necessary.

Local traffic modelling.

Consideration of LTN 1/20 guidance. Green scoring solutions are preferred, but non-green scoring solutions can be considered if they represent an improvement in line with project objectives.

Consider removal of ghost islands and turn boxes.

Consideration of land ownership issues and changes to adopted public highway boundaries.

Consideration of options which may cause reduced capacity at junctions, where necessary to achieve the objectives.

Consideration of changes to TRO (Traffic Regulation Orders), except those changes that would restrict motor vehicles access.

Out of Scope:

Consideration of changes to locations outside of the areas defined above.

City-wide / Strategic traffic modelling.

Air quality modelling.

Not looking to improve the following:

a) Congestion.
b) Bus facilities/routes.
c) Reduce queue lengths.
d) Improve traffic capacity.
e) Upgrade equipment.
f) Resurface any roads/footpaths not required as part of these works.

Crash barrier/speed mitigation works at Elvington Airfield.

Cycle parking facilities at Wheldrake and Heslington or along the route.

Bridge barrier improvements on Common Lane overpass to the A64.

University-wide cycle/pedestrian connections to this route.

Consideration of solutions that will restrict access to motorised vehicles users.

Improvement to public realm or street furniture other than those changes required to achieve the objectives.

Improvements to public transport operation or infrastructure.

Outcomes and Benefits:
Increase in cyclists and pedestrians using the route, measured by a comparison of surveyed user data compared to 2019 baseline data. Improved cyclist and pedestrian safety/reduced incidents, measured by a comparison of accident figures over a five year period, post construction.

Dependencies and related works:
Sustrans are undertaking a feasibility study in a similar, but not equivalent, location. Whilst there are no direct dependencies at this point, there will be a degree of shared work between the two schemes.

Design Resource Procurement:
A procurement exercise will be undertaken to obtain design resource.

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Project Outline			
Project Name	**A1237 section over the river Ouse**		
Project Manager	Shoaib Mahmood	Date	19/01/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from a bid to the government for 'Active Travel Fund' support. The text within this bid states:

"A1237 outer ring road bridges – permanent provision of a cycle lane and improved footways over a 1km viaduct where provision is currently poor – linking suburbs on the northern and southern banks of the River Ouse, including a school on the southern bank and retail on the northern.

The carriageway width allocated to vehicles on the existing A1237 viaduct over the River Ouse and East Coast Main Line will be narrowed with the space released used to provide a cycleway at carriageway level on the "city centre" side of the viaduct. The speed limit on the road will be reduced and measures introduced to segregate Active Travel users from vehicles."

Project Description:

The project provides provision of a cycle lane and improved foot ways over a 1km viaduct where provision is currently poor.

This will link suburbs on the northern and southern sides of the River Ouse and East Coast Main Line (ECML), including Manor School on the southern side and Clifton Moor Retail Park on the northern side.

The project is needed to improve safety and amenity of cyclist and pedestrian journeys using the route, and to fulfil the requirements of the government grant funding.

The need for the project was identified through consultation with members in advance of the funding bid, tempered by a gap analysis of cycling/ walking infrastructure in York, determined through York's LCWIP scoping study.

Aims and Objectives:

The Aim of the Project is to:

Improve safety for pedestrians and cyclists over the viaduct over the ECML and River Ouse

Improve the amenity of the cycling corridor on this same route to encourage further cycling / modal shift / NMU (non-motorised use)

Fulfil the grant funding requirements of the DfT where relevant

The Objectives are:

Safety and Amenity - Improve safety and amenity for cyclists and pedestrians using the A1237 to cross the Ouse/ ECML

Increase use of the route by cyclists and pedestrians - Increase the number of cyclists and pedestrians using the route compared to a baseline data

Implement LTN 1/20 guidance - Implement elements of LTN 1/20 guidance where feasible.

Scope:

In Scope:

Geographical Location: The cycle/ pedestrian path on the A1237 bridge over the Ouse/ ECML and the ped/ cycle paths to the bridge between the roundabouts with the A19N and Great North Way.

Consideration of options which may cause a reduced traffic capacity.

Consideration of LTN 1/20 guidance. Green scoring solutions are preferred, but non green scoring solutions can be considered if they achieve project objectives.

Consideration of a reduction in speed limit.

Out of Scope:

Locations outside the area defined above

City-wide / Strategic traffic modelling

Not looking to improve the following:

- Congestion
- Bus facilities / routes
- reduce queue lengths
- improve traffic capacity
- upgrade equipment
- resurface any roads / footpaths not required as part of the works

Consideration of traffic signal solutions

Air quality modelling.

Consideration of solutions that require changes to the boundaries of the adopted public highway, or resolution of land ownership issues.

Consideration of improvements to street furniture or public realm, except where required to achieve project objectives.

Consideration of options that restrict motor vehicles access, where necessary to achieve the objectives.

Outcomes and Benefits:
Increase in pedestrians and cyclists using the route, measured by a comparison of survey data. Improved safety, measured by a comparison of safety data.

Dependencies and related works:
There are currently no direct dependencies on this project. However communication with the Outer Ring Road project team will continue to manage any emerging dependencies.

Design Resource Procurement:
A quotation has been received to undertake design services for this project. Please refer to the main report (Option C) for further details

Project Outline			
Project Name	**People Streets / Ostman Road**		
Project Manager	Bethan Old	Date	17/01/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from a bid to the government for 'Active Travel Fund' support.

With regards to this project, the text within the bid states:

"There is significant concern about the impact of traffic on the environment and safety of pupils at drop off and pick up times at some schools in the city which we aim to address with this programme. After a successful trial of a people street concept at Carr Junior School in association with Sustrans last year we are including changes to Ostman Rd in Acomb as a pilot scheme in this application for potential future wider rollout across the city"

Project Description:

Provision of measures to improve the environment on Ostman Road near Carr Junior and Infant Schools at school drop-off and pick-up times, to encourage parents and pupils to walk, cycle or scoot to school.

The project is needed to improve safety and accessibility for children and parents affiliated with Carr Junior and Infant schools. Vehicles associated with the school drop-off and pick-up clog up Ostman Road and discourage children and parents from walking, cycling and scooting to school.

The project is also needed to improve the safety and amenity of cyclist journeys along Ostman Road, and to fulfil our commitment to the DfT as part of our Active Travel Fund bid.

Aims and Objectives:

The Aim of the Project is to:

Improve the environment for pedestrians, cyclists and mini-scooter users on Ostman Road near Carr Junior and Infant schools by reducing the impact of traffic.

The Objectives are:

Built environment interventions - Implement Civil Engineering interventions to change the built environment to adjust the priority towards pedestrian and cyclists, away from motor vehicle traffic and to discourage parent parking during school drop-off and pick-up times.

Scope:

In Scope:

Geographical location: Road space on Ostman Road between junctions with Viking Road and Danebury Drive.

Civil Engineering solutions

Consideration of changes to Parking provision

Changes within the bounds of the adopted highway, including the carriageway, verges and footways

Consideration of LTN 1/20 guidance. ‘Green’ scoring solutions are preferred, however lower scoring solutions that still represent an improvement will be explored.

Consideration of solutions that reduce capacity for motor vehicles traffic, where necessary to achieve the objectives.

Changes to street furniture required to implement a solution.

Out of Scope:

Consideration of solutions in locations outside the area specified above.

Changes to Tostig Avenue, other than in the vicinity of its junction with Ostman Road.

Air quality improvements.

Changes outside the adopted highway boundary

Consideration of solution that require the resolution of land ownership issues

Not looking to improve the following:

- Congestion
- Bus facilities/routes
- Queue lengths
- Traffic capacity

Resurface any roads/footpaths not needed to implement proposed solution.

Traffic modelling and air quality modelling

Consideration of traffic signalling solutions

New restrictions on access (all users currently able to access the street will continue to be able to access the street)

Consideration of improvements to public realm other than those required to achieve the stated objectives.

Outcomes and Benefits:

Increased levels of walking, cycling and scooting to and from school – Measured by a school travel survey before and after construction.

Improved cyclist and pedestrian safety – Measured by a review of accident figures over a 5 year period post construction.

Dependencies and related works:

There are no direct dependencies on other projects.

Design Resource Procurement:

A contract is in place and design resource will be prioritised as per the accompanying scheme prioritisation list.

Project Outline

Project Name	**City Centre Cycle Parking Improvements**		
Project Manager	James Williams	Date	27/06/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current proposals.

Mandate:

The mandate for this scheme derives from a bid to the government for Active Travel Fund support. The text within the bid states:

“This package primarily covers the 15Ha "Footstreets" pedestrianised area in the very centre of York, but will also be extended to include other important cycle parking sites within the area encircled by the city walls (Postcode area YO1). Consultation with cyclists prior to the submission of this bid revealed that poor cycle parking provision in the centre of York is suppressing the number of cycle trips to the city centre particularly for mobility impaired residents who often have adapted cycles of high value.

Principally we will be upgrading the existing cycle parking facilities in the city centre to bring them into line with the latest best practice in terms of spacing, type and the ability to accommodate larger cycles such as load bikes, bikes with panniers, or trailers. We will also designate specific parking racks or areas for users of adapted cycles.

Within this project we also propose to investigate the introduction of city centre cycle lockers to provide weatherproof and secure storage for residents with ebikes or high value cycles who may currently be discouraged from cycling into the city centre due to concerns about security, complementing the existing cycle locker provision at the city's park and ride sites.”

Project Description:

This project will address issues regarding the provision, layout, accessibility and suitability of cycle parking infrastructure in the footstreets area of the city centre and extending out as far as the city walls.

Existing cycle parking infrastructure will be audited and updated to meet the recommended guidance of Local Transport Note LTN1/20 with opportunities for new adapted/load bike provision to be introduced alongside these existing locations.

The project will also investigate the potential for brand new cycle parking locations and the introduction of secure cycle storage lockers in the footstreets area, offering provision for standard/adapted/load bike provision in areas where this has previously not been possible. This will include provision for e-bikes and similar vehicles.

An analysis of a 'Cycle Hub' facility will also be undertaken, however delivery of such a facility will not be part of this scheme.

This project is necessary to address previous comments raised by potential cyclist's entering the city that a lack of suitable provision is prohibiting them from considering Cycling as a suitable travel option for their journey into the city centre.

Aims and Objectives:

The Aim of the Project is to:

Improve the provision, availability and quality of Cycle Parking options within the footstreet/city wall area through revision of existing locations or introduction of new locations providing an allocation of dedicated, clearly identifiable stand options for large load bikes and adapted cycles.

The Objectives are:

Installation of cycle stands to best practice across the footstreet/city walls area in existing or new locations.

The introduction of up to 50 stands suitable for load bikes and up to 50 stands suitable for adapted cycles in a variety of locations across the city with these stands clearly identifiable as primarily designed to support these types of cycle.

The introduction of up to 25 cycle lockers intended to provide secure, enclosed storage for high value cycles or for “cycle tourists” who need to store both cycles and associated luggage.

Scope:

In Scope:

Geographical location: The footstreets area of York City Centre extending out to the boundary provided by the City Walls.

Audit of all existing Council owned cycle parking infrastructure in this location.

Potential use of all adopted highway space within this location.

Identification of potential new parking stand locations.

Replacement of existing cycle parking of “Toaster Rack” design where appropriate.

Application of LTN 1/20 guidance, particularly regarding the minimum dimensions for cycle parking stands/bays in relation to their surrounding infrastructure.

Consideration of solutions that may reduce the overall number of available standard cycle parking spaces in a specific location but which brings them up to the best practice provision.

Consideration of solutions that require changes to traffic regulation orders.

Consideration of solutions that impact loading arrangements, where relevant.

Consideration of alternative options to cycle lockers which would provide secure, enclosed storage for cycles on a short term basis.

Consideration of solutions that may impact upon motor vehicle parking provision.

An analysis of a ‘Cycle Hub’ type facility, sufficient to enable a further decision to be made on whether or not to pursue implementation.

Out of Scope:

Any other geographical area than that defined above.

Construction of new carriageway, cycle way or pavement.

Consideration of changes to adopted highway boundaries

Consideration of solutions that require the resolution of land ownership issues.

Changes to street furniture beyond those required to achieve the stated objective

Consideration of public realm improvements other than those needed to achieve the objective.

Implementation of a Cycle Hub.

Infrastructure changes to the public highway to further encourage access to the city centre of use of the racks.

Outcomes and Benefits:
Increased provision of adapted cycle/load bike parking stands assessed against an initial audit of cycle parking provision to be completed during the initiation stage of this project. Improved adoption of minimum design guidance for cycle parking dimensions of standard cycle parking stands against an initial audit of cycle parking provision to be completed during the initiation stage of this project. Increased utilisation of available cycle parking stands against an internal audit of cycle parking provision to be completed during the initiation stage of this project.

Dependencies and related works:
Understanding of intended footstreet revisions across the city which may impact the location of blue badge parking bays and require relocation of existing cycle parking infrastructure. Understanding of York Bid involvement with cycle parking provision and current intention/available funding. Impact of City Centre Events/markets/festivals on existing and proposed locations for cycle parking. Impact of Waste service operators Central Collection Points for commercial and domestic waste rounds. Impact of HVM solutions in close proximity to existing cycle parking infrastructure. Impact of loading and deliveries requirements for city centre retail operations.

Design Resource Procurement:
Design expertise will be provided using established Transport Systems team resource and supported by external resource as required.

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Project Outline

Project Name	**People Streets at Clifton Green School**		
Project Manager	James Williams	Date	01/06/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current proposal.

Mandate:

The mandate for this project derives from a bid to the government for 'Active Travel Fund' support.

This scheme will improve the streets and walking / cycling routes in the immediate vicinity of two primary schools to encourage more parents to walk or cycle their children to school. Trials have been held at Clifton Green Primary School (YO30 6JA) and Badger Hill Primary School (YO10 5JF) to determine potential layouts such as road narrowing, gateway features, footway widening etc. which would reduce the impact of vehicle movements and encourage more walking and cycling to the schools.

Project Description:

To identify, propose and introduce design measures to improve the built environment around Clifton Green Primary focusing on:

- Identified concerns regarding the safety of crossing points on the Kingsway North approach to the school entrance
- Reducing the prevalence of cars parking on verges and blocking visibility during these times
- The clarity of crossing points across the school approach area with particular focus on the entrance to the York Medical Group site
- Enhancing the potential for parents and pupils to prioritise the use of active travel modes where possible (walk, cycle or scoot to school.)

- Consideration for the place making opportunities to create a connection between the school entrance and the green space which runs along the centre of Kingsway North.

Aims and Objectives:

The Aim of the Project is to:

Improve the environment for pedestrians, cyclists and mini-scooter users approaching the school via Kingsway North by reducing the impact of traffic in this area and improving the visibility of multiple crossing points around the locality.

The Objectives are:

Implement Civil Engineering interventions to change the built environment to enhance the priority towards pedestrian and cyclists, away from motor vehicle traffic and to discourage parent parking on verge areas during school drop-off and pick-up times.

Scope:

In Scope:

Geographical location: Adopted highway areas from the junction of Water Lane and Kingsway North extending Eastbound to the vehicle entrance gate of the school/children's centre site. N.b. The strip of highway between Kingsway North and the entrance gate is currently shown as unadopted but contains existing indicative crossing locations over both the carriageway and the car park entrance for the York Medical Group Centre which are key consideration points for the project (Estimated area of 25m x 3m).

Civil Engineering solutions to alter the existing layout of the carriageway and footways in the area.

Consideration of changes to Parking provision and introduction of further formal restriction controls.

Changes within the bounds of the adopted highway, including the carriageway, verges and footways.

Consideration of LTN 1/20 guidance. ‘Green’ scoring solutions are preferred, however lower scoring solutions that still represent an improvement will be explored.

Consideration of solutions that reduce capacity for motor vehicles traffic, where necessary to achieve the objectives.

Changes to street furniture required to implement a solution.

Out of Scope:

Consideration of solutions in locations outside the area specified above.

Introduction of signal controlled crossing provisions on Kingsway North

New restrictions on access for any of the buildings in the locality of the access road (Clifton Green Primary School/Clifton Children’s Centre/York Medical Group.)

Consideration of solutions that require the resolution of land ownership issues

Improvements to vehicle congestion in the area during peak travel periods.

Resurface any roads/footpaths outside the area specified above.

Air quality improvements.

Traffic modelling and air quality modelling

Consideration of improvements to public realm other than those required to achieve the stated objectives.

Outcomes and Benefits:
Increased levels of walking, cycling and scooting to and from school – Measured by a school travel survey before and after construction. Improved cyclist and pedestrian safety – Measured by a review of accident figures over a 5 year period post construction.

Dependencies and related works:
There are no direct dependencies on other projects included in the current Active Travel Programme. Consultation with staff representing Clifton Green Primary School may be restricted to term time only.

Design Resource Procurement:
All currently available internal and external design resources are at capacity. An evaluation will be made as to whether it will be more expeditious to await the availability of existing resource or to start a new procurement.

Project Outline

Project Name	**People Streets / Badger Hill School**		
Project Manager	James Williams	Date	27/06/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from a bid to the government for 'Active Travel Fund' support.

This scheme will improve the streets and walking / cycling routes in the immediate vicinity of two primary schools to encourage more parents to walk or cycle their children to school. Trials have been held at Clifton Green Primary School (YO30 6JA) and Badger Hill Primary School (YO10 5JF) to determine potential layouts such as road narrowing, gateway features, footway widening etc. which would reduce the impact of vehicle movements and encourage more walking and cycling to the schools.

Project Description:

To identify, propose and introduce design measures to improve the built environment around Badger Hill Primary focusing on:

- Identified concerns regarding traffic volumes and speeds in the Crossways area during school pick up and drop off times.
- Reducing the prevalence of cars parking on verges and blocking visibility in the area during these times
- Identified concerns regarding the ease of crossing the road in the area due to reduced visibility due to parked cars and lack of defined/clearly identified crossing locations.
- Enhancing the potential for parents and pupils to prioritise the use of active travel modes where possible (walk, cycle or scoot to school.)

- Consideration for the place making opportunities to create a connection between the school entrance and the green spaces located to the west end of Crossways and the public park located on Deramore Drive West

Aims and Objectives:

The Aim of the Project is to:

Improve the environment for pedestrians, cyclists and mini-scooter users approaching the school via Sussex Road and Crossways by reducing the impact of traffic in this area and improving the opportunity for defined crossing locations which are clearly visible to all users.

The Objectives are:

Implement Civil Engineering interventions to change the built environment to enhance the priority towards pedestrian and cyclists, away from motor vehicle traffic and to discourage parent parking on verge areas during school drop-off and pick-up times.

Scope:

In Scope:

Geographical location: Adopted highway areas focused on the junction of Sussex Road/Crossways extending Eastbound to the junction of Crossways and Deramore Drive West and southbound to the junction of Sussex Road and Field Lane.

Civil Engineering solutions to alter the existing layout of the carriageway and footways in the location.

Changes within the bounds of the adopted highway, including the carriageway, verges and footways.

Consideration of LTN 1/20 guidance. ‘Green’ scoring solutions are preferred, however lower scoring solutions that still represent an improvement will be explored.

Consideration of solutions that reduce carriageway capacity for motor vehicle traffic, where necessary to achieve the objectives.

Changes to street furniture required to implement a solution.

Consideration for formalisation of a Park and Stride function.

Consideration of link between the school entrance and existing off carriageway cycle lane provision on Field Lane.

Out of Scope:

Consideration of solutions in locations outside the Geographical Location specified above.

Introduction of signal controlled crossing provisions in the location.

Consideration of solutions that require the resolution of land ownership issues.

Vehicle Parking amendments which impact on the operation and enforcement of existing Respark zone R39A.

Resurfacing of any roads/footpaths outside the area specified above.

Air quality improvements.

Traffic modelling and air quality modelling

Consideration of improvements to public realm other than those required to achieve the stated objectives.

Outcomes and Benefits:
Increased levels of walking, cycling and scooting to and from school – Measured by a school travel survey before and after construction. Improved cyclist and pedestrian safety – Measured by a review of accident figures over a 5 year period post construction.

Dependencies and related works:
There are no direct dependencies on other projects included in the current Active Travel Programme. Consultation with staff representing Badger Hill Primary School may be restricted to term time only.

Design Resource Procurement:
All internal and contracted external design resources are at capacity. An evaluation will be made as to whether it will be more expeditious to await availability of current resource or to start a procurement to obtain additional external resource.

Status of Active Travel Programme Schemes

Fin year 21/22
Fin year 22/23
Fin year 23/24
LTP

Dates reflect when the activity is complete

Project	*Priority*	*Brief*	*Preliminary Design and Feasibility*	*Consultation*	*Decision*	*Detailed Design and Commissioning*	*Construction*	*Completion*	*
Navigation Road Cycle Route	Complete	Provision of One Way Plug on Navigation Rd to reduce traffic and improve cycle route. Link with Local Safety Scheme on Foss Islands Rd	Complete	Complete	Complete	Complete	Complete	Complete	
A1237 section over the river Ouse	Very High Priority	Provision of segregated Cycle Route on A1237 between Great North Way and A19.	Complete	NA	NA	NA	NA	NA	
Tadcaster Road (Transforming Cities Fund)	NA	Provision of on road and off road cycle routes from Sim Balk Lane to the Mount to link in with Highway Maintenance Scheme	Complete	Complete	Complete	Complete	TBC	Fin year 22/23	
A19									
A19 Rawcliffe to Rawcliffe lane	Very High Priority	Provision of improved cycle facilities/lanes. Complexity of delivery may mean a two phase approach (reflected in the construction milestones)	Sep-22	Nov-22	TBC*	TBC	TBC	Fin year 22/23	*Refer to Main body of Report for update
A19 Clifton Green to Rawcliffe lane		Provision of improved cycle facilities/lanes	Sep-22	Nov-22	TBC*	TBC	TBC	Fin year 22/23	*Refer to Main body of Report for update
A19 Bootham Bar-Clifton Green Cycle Route		Provision of improved cycle facilities/lanes on Bootham	Sep-22	Nov-22	TBC*	TBC	TBC	Fin year 22/23	*Refer to Main body of Report for update
Wheldrake Heslington path	Very High Priority	Provision of cycle route between Wheldrake and Heslington	Complete	NA	NA	NA	NA	NA	
City Centre North-South Cycle Route	High Priority	Improved signing High Petergate, Minster Yard, Deangate, Goodramgate, Aldwark, Hungate, Navigation Road and Walmgate	Nov-22	Dec-22	TBC	TBC	TBC	Fin year 22/23	
St Georges Field Crossing	Very High Priority	Signalised Toucan Crossing of Tower Street near St Georges Field Car Park entrance to link with Castle Gateway bridge	Complete	Aug-22	TBC*	TBC	TBC	Fin year 22/23	*Refer to Main body of Report for update
Acomb Road	Very High Priority	Provision of Cycle lanes on Acomb Rd/York Rd Acomb	Jan-23	TBC*	TBC	TBC	TBC	Fin year 22/23	*Refer to Main body of Report for update
People Streets	Very High Priority	Measures to improve environment for Cyclsists/pedestrians on Ostman Rd near Carr Junior/Infant schools	Complete	Complete	Jul-22	TBC*	TBC*	TBC	*Refer to Main body of Report for update
City centre bridges	Very High Priority	Review and campaigns for improving behaviours on bridges (inc. close passing)	Complete	Complete	Jul-22	Aug-22	Sep-22	Fin year 22/23	
City Centre Cycle Parking Improvements	NA	Upgrade of existing cycle parking facilities, introduce provision for adapted cycles and look at City centre lockers/secure storage	Sep-22	Sep-22	Oct-22	Dec-22	Feb-23	Fin year 22/23	
People Streets at Clifton Green Primary School	NA	Improve walking and cycling routes in the vicinity of Clifton Green Primary School	Feb-22	Mar-22	TBC*	TBC	TBC	TBC	*Refer to Main body of Report for update
People Streets at Badger Hill Primary School	NA	Improve walking and cycling routes in the vicinity of Badger Hill Primary School	Feb-22	Mar-22	TBC*	TBC	TBC	TBC	*Refer to Main body of Report for update

Continues on next page

LTP Schemes									
University Road Minor Pedestrian Works	NA	As part of the Capital Programme 'Pedestrian Minor Schemes' project, an issue with the footpath on University road, caused by tree roots, will be addressed.	Complete	Complete	Complete	Complete	Aug-22	Fin year 22/23	
Rougier St / Tanners Moat Cycle Gap	High Priority	Improvements for cycling/ped amenity and to prevent non-cycle vehicle use	Oct-22	Dec-22	TBC	TBC	TBC	Fin year 22/23	
Fishergate Gyratory Ped and Cycle Scheme	Very High Priority	Improvements to make the gyratory less intimidating for cyclists	Sep-22	Nov-22	TBC*	TBC	TBC	Fin year 22/23	*Refer to Main body of Report for update
Hospital Fields Road Cycle Improvements	Very High Priority	Segregated cycle facility between off-road path and Fulford Road junction	Aug-22	Oct-22	TBC*	TBC	TBC	Fin year 22/23	*Refer to Main body of Report for update
Skeldergate - Cycle Improvements at Build-outs	High Priority	Improvements for cyclists at build outs	Aug-22	Oct-22	TBC	TBC	TBC	Fin year 22/23	
Fulford Road - Frederick House Improvements	High Priority	General cycling improvements	Aug-22	Oct-22	TBC	TBC	TBC	Fin year 22/23	
Tang Hall Lane / Foss Islands Path Access	High Priority	Improve access onto Foss Islands Path near humpback bridge	Aug-22	Oct-22	Jan-22	TBC	TBC	Fin year 22/23	
Nunthorpe Grove / Southlands Rd Improvements	Medium Priority								
Nunnery Lane / Victor St - Puffin to Toucan	Medium Priority								
Manor Lane / Shipton Road Improvements	High Priority	Safety improvements for cyclists at the junction	Sep-22	Oct-22	Nov-22	Mar-23	Jun-23	Fin year 23/24	
Chocolate Works Riverside Path Improvements	Medium Priority								
University East-West Campus Link	High Priority	Improved cycle links between East and West University campuses	TBC	TBC	TBC	TBC	TBC	LTP	Feasibility Support Procurement Underway
City Centre North-South Cycle Route	High Priority	Improved route along High Petergate, Minster Yard, Deangate, Goodramgate, Aldwark, Hungate, Navigation Road and	TBC	TBC	TBC	TBC	TBC	LTP	Feasibility Support Procurement Underway
Orbital Cycle Route - Lawrence/ James/Regent St Crossing Improvements	High Priority	Cycling amenity improvements at James St / Lawrence St / Regent St	Sep-22	Nov-22	TBC	TBC	TBC	LTP	

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Scheme Ref	2022/23 Transport Capital Programme	Original Funding	Prev Years Costs	22/23 Budget	Total Spend to 31/05/22	Comments	Funding Source
		£1,000s	£1,000s	£1,000s	£1,000s		
	Active Travel Programme						
CY01/20	Cycle Schemes	600	46	554	10		CYC Resources/ LTP
	Rougier Street/ Tanners Moat Cycle Gap						
	Fishergate Gyratory Ped & Cycle Scheme						
	Hospital Fields Road Cycle Improvements				18		
	Skeldergate - Cycle Improvements at Build-outs				11		
	Fulford Road - Frederick House Improvements						
	Tang Hall Lane/ Foss Islands Path Access				13		
	Nunthorpe Grove/ Southlands Road Improvements						
	Nunnery Lane/ Victor Street - Puffin to Toucan						
	Manor Lane/ Shipton Road Improvements						
	Chocolate Works Riverside Path Improvements						
	University East-West Campus Link						
	City Centre North-South Cycle Route						
	Orbital Cycle Route - Lawrence Street/ James Street/ Regent Street Crossing Improvements						
CY02/19	Navigation Road One-Way	40	36	5	0	Scheme Complete	LTP
CY05/21	City Centre Bridges	15		15			LTP
PE05/22	University Road (Heslington Hall) Pedestrian Improvements	30	0	70	21	Budget allocation increased due to updated cost estimates. £70k LTP + £5k Ward Comm allocation	LTP
	Active Travel Fund						
-	Active Travel Fund Tranche 2	1,127	128	998	88		ATF Capital Grant/ CYC Resources
AT01/21	A1237 Ouse Bridge Cycle Route				6	To be removed from programme (tbc)	
AT02/21	A19 Shipton Road Cycle Route				79		
AT03/21	City Centre Accessibility: St George's Field Crossing						
AT04/21	Wheldrake to Heslington Pedestrian & Cycle Improvements					To be removed from programme (tbc)	
AT05/21	Acomb Road Cycle Lanes						
AT06/21	People Streets (Ostman Road)				2		

	Active Travel Fund - Additional Funding						
New	Cycle Parking Improvements	150		150			ATF Capital Grant
New	People Streets (Clifton Green Primary & Badger Hill Primary)	200		200			ATF Capital Grant

Total Active Travel Programme	**2,162**	**211**	**1,992**	**247**

	Active Travel Revenue Grant	131	66	65	0		ATF Revenue Grant

City of York Council

Navigation Road Trial

May-22

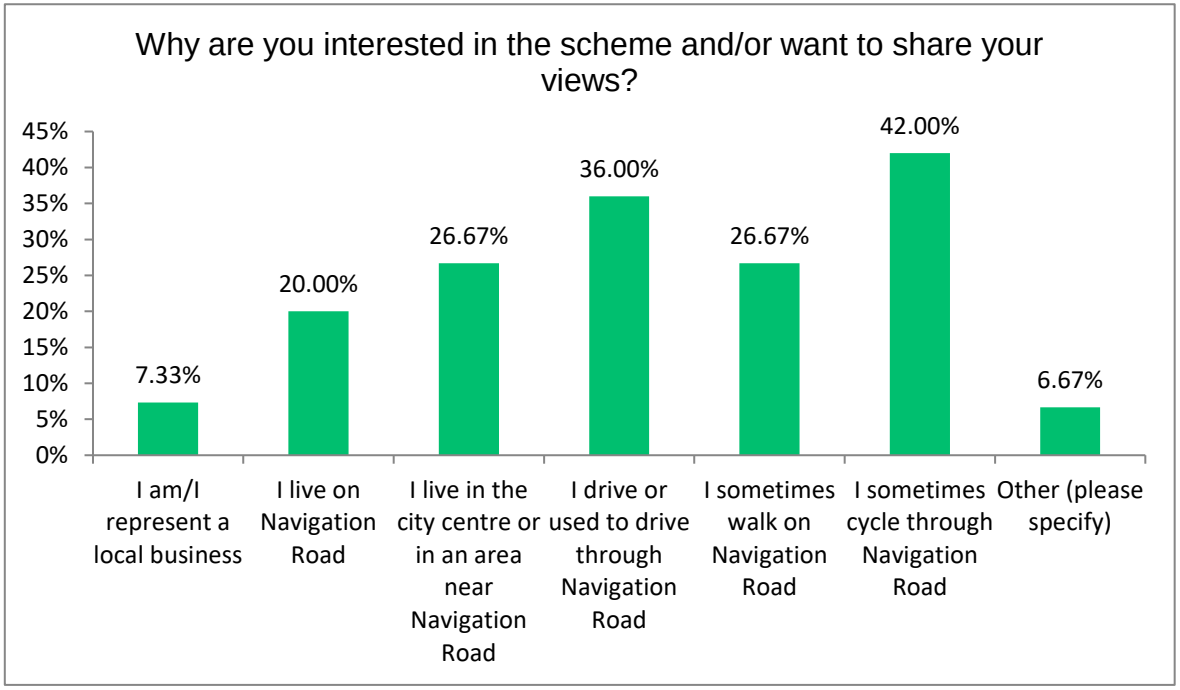
A survey about the Navigation Road Low Traffic Neighbourhood Trial scheme was made available on the council website seeking feedback from residents and businesses. The consultation period ran from 2nd May to 27th May.

A total of 150 residents and businesses participated in the consultation.

Navigation Road Trial

Why are you interested in the scheme and/or want to share your views?

Answer Choices	Responses	
I am/I represent a local business	7.33%	11
I live on Navigation Road	20.00%	30
I live in the city centre or in an area near Navigation Road	26.67%	40
I drive or used to drive through Navigation Road	36.00%	54
I sometimes walk on Navigation Road	26.67%	40
I sometimes cycle through Navigation Road	42.00%	63
Other (please specify)	6.67%	10
	Answered	**150**

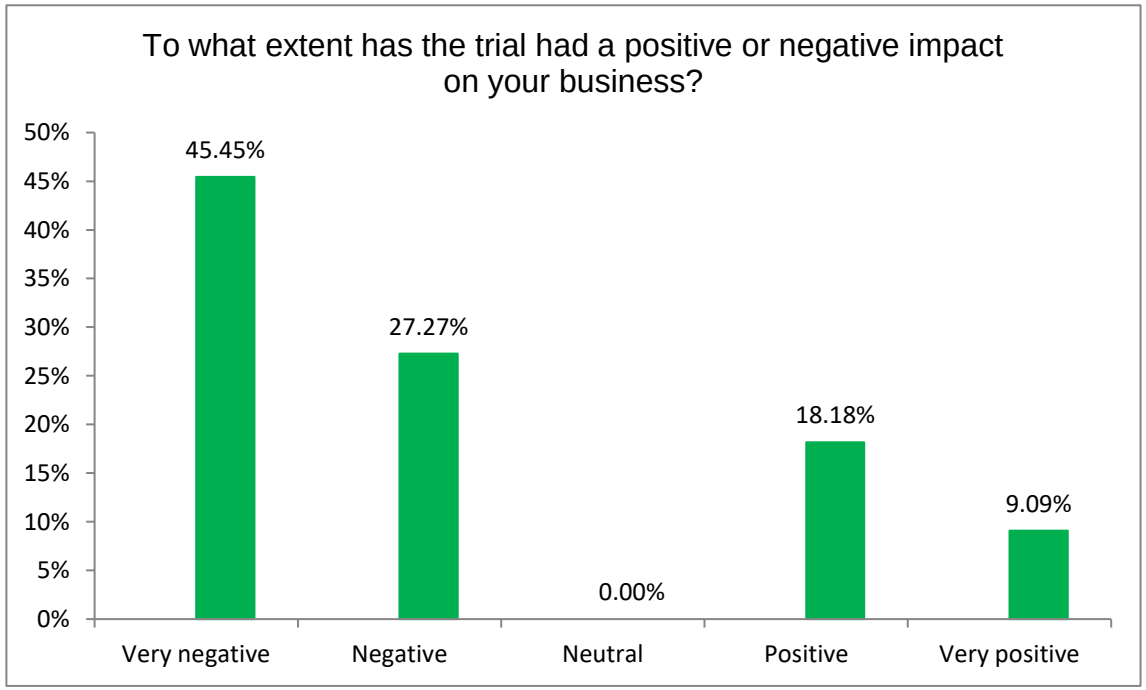


Other (please specify)
Var
I regularly cycle along Navigation Road
Disable Family member lives on navigation rd
Because I pay your wages
For me Navigation Road is a route I ride often and regularly as it is a critical link to supermarkets, volunteering, exercise, social life, the recycling centre etc ...
I cycle through Navigation Road
I live on Rosemary Court - just off Navigation Road
I visit family frequently
Work near Navigation Road (Walmgate)
Taxi driver

Navigation Road Trial

To what extent has the trial had a positive or negative impact on your business?

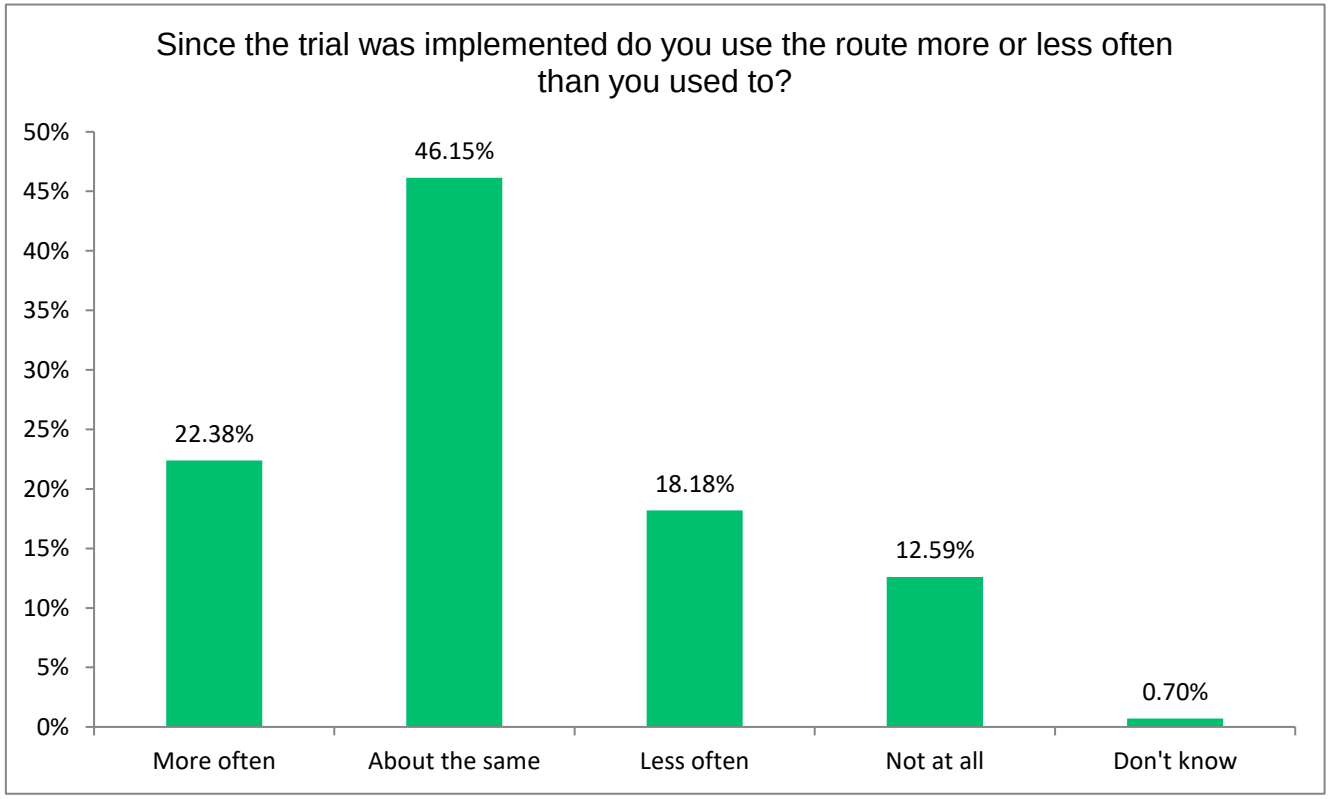
	Very negative		Negative		Neutral		Positive		Very positive		Not applicable		Total
Responses	45.45%	5	27.27%	3	0.00%	0	18.18%	2	9.09%	1	0.00%	0	11



Navigation Road Trial

Since the trial was implemented do you use the route more or less often than you used to?

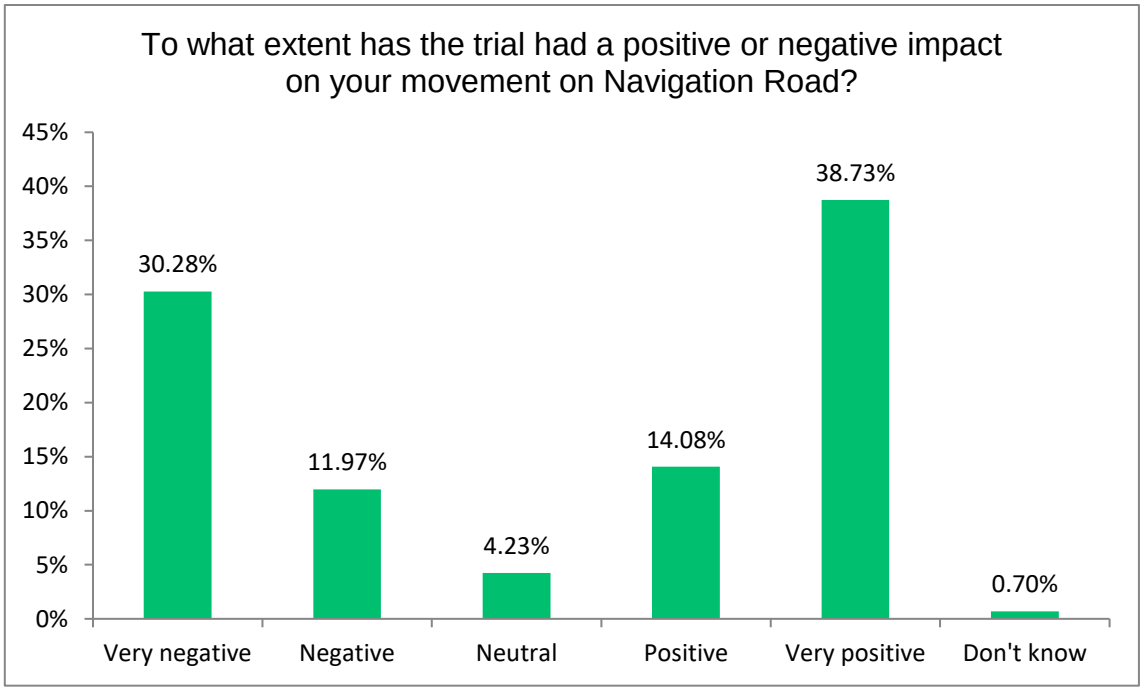
Answer Choices	Responses	
More often	22.38%	32
About the same	46.15%	66
Less often	18.18%	26
Not at all	12.59%	18
Don't know	0.70%	1
	Answered	**143**



Navigation Road Trial

To what extent has the trial had a positive or negative impact on your movement on Navigation Road?

	Very negative		Negative		Neutral		Positive		Very positive		Don't know		Total
Responses	30.28%	43	11.97%	17	4.23%	6	14.08%	20	38.73%	55	0.70%	1	142



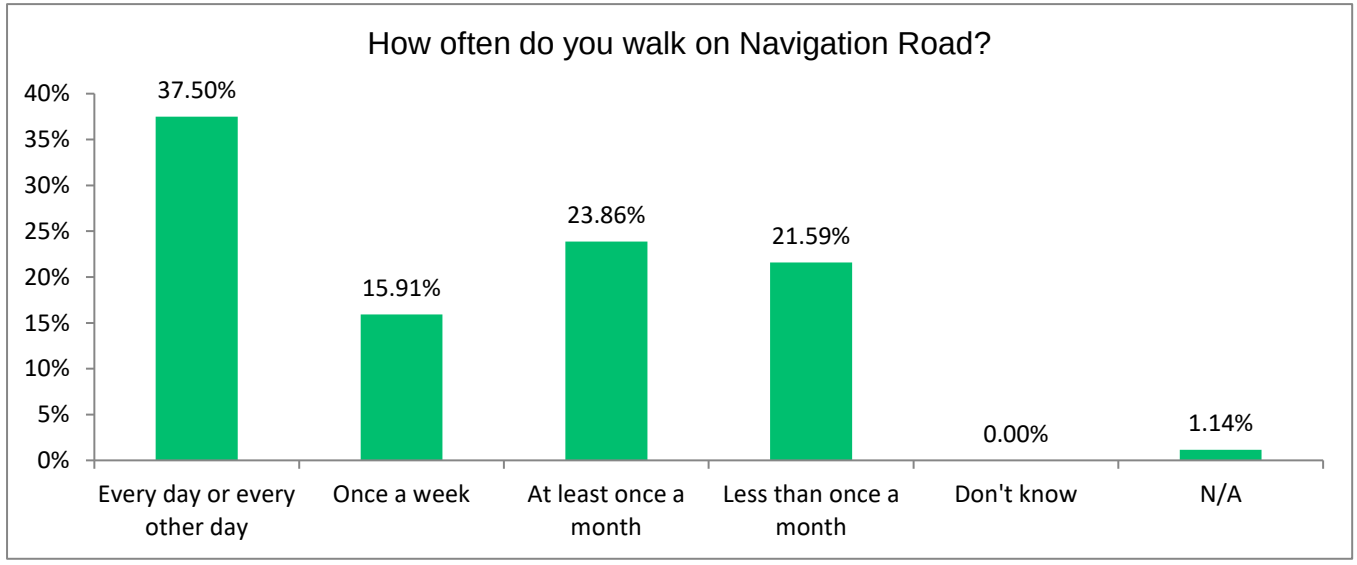
Navigation Road Trial

Do you walk on Navigation Road?

Answer Choices	Responses	
Yes	61.11%	88
No	38.89%	56
	Answered	**144**

How often do you walk on Navigation Road?

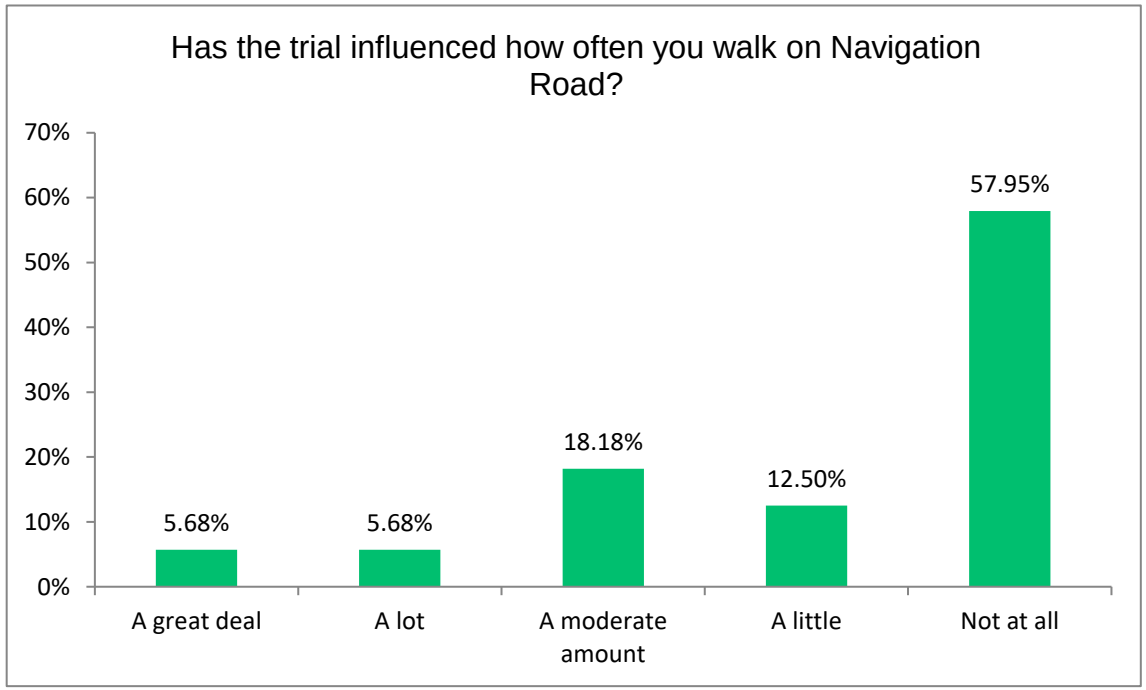
Answer Choices	Responses	
Every day or every other day	37.50%	33
Once a week	15.91%	14
At least once a month	23.86%	21
Less than once a month	21.59%	19
Don't know	0.00%	0
N/A	1.14%	1
	Answered	**88**



Navigation Road Trial

Has the trial influenced how often you walk on Navigation Road?

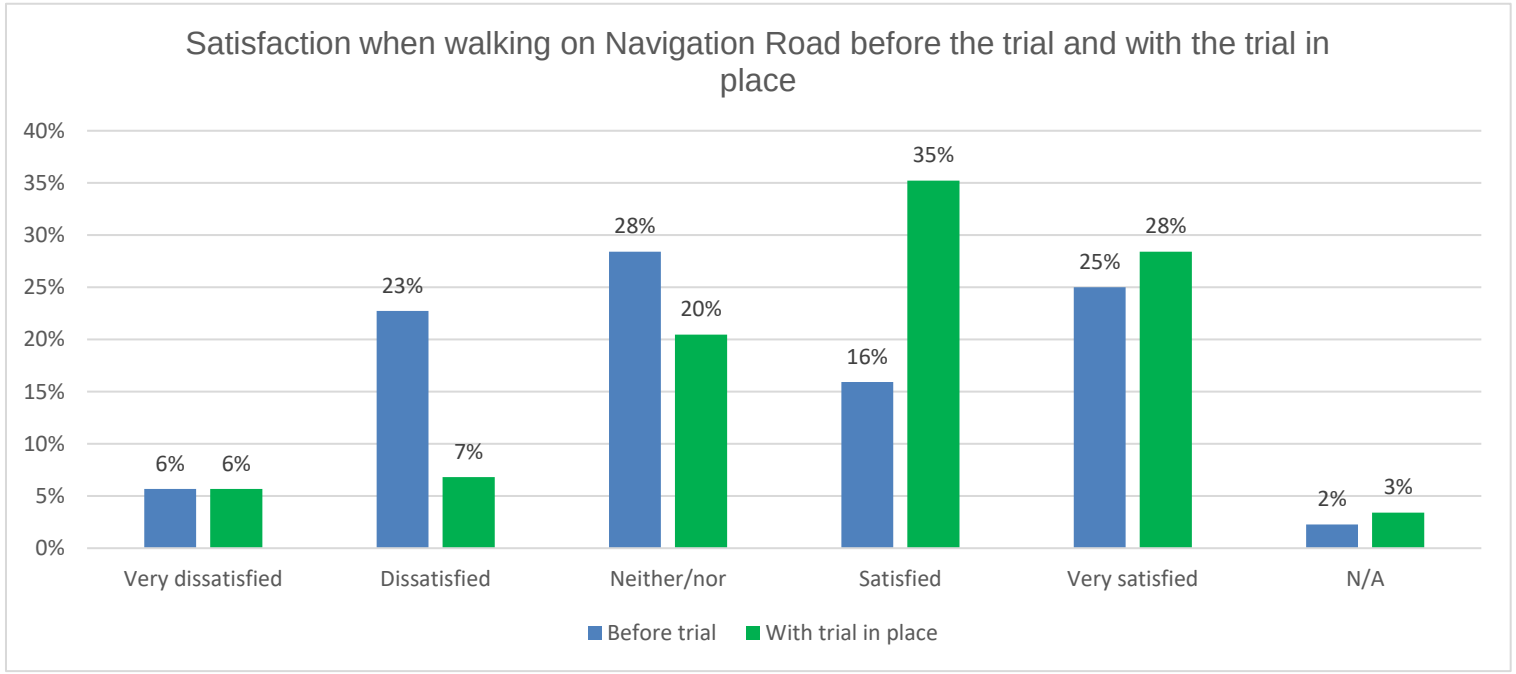
Answer Choices	Responses	
A great deal	5.68%	5
A lot	5.68%	5
A moderate amount	18.18%	16
A little	12.50%	11
Not at all	57.95%	51
	Answered	**88**



Navigation Road Trial

How satisfied or dissatisfied were you when walking on Navigation Road before the trial and with the trial in place?

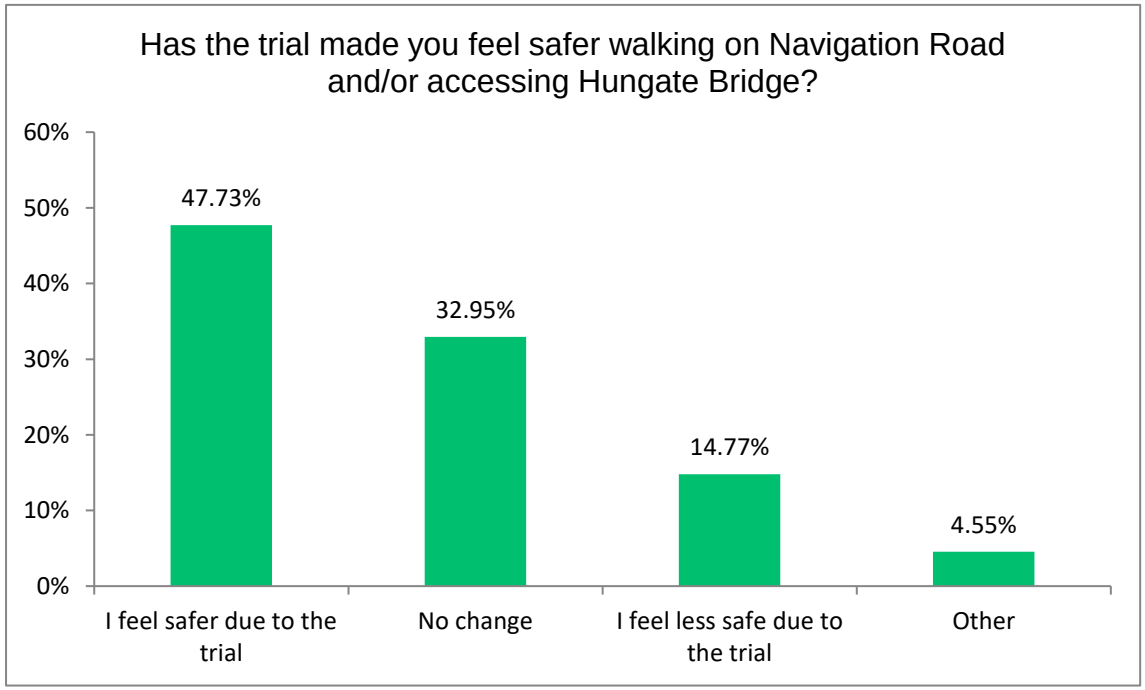
	Very dissatisfied		Dissatisfied		Neither/nor		Satisfied		Very satisfied		N/A		Total
Before the trial	5.68%	5	22.73%	20	28.41%	25	15.91%	14	25.00%	22	2.27%	2	88
With the trial in place	5.68%	5	6.82%	6	20.45%	18	35.23%	31	28.41%	25	3.41%	3	88



Navigation Road Trial

Has the trial made you feel safer walking on Navigation Road and/or accessing Hungate Bridge?

	Responses	
I feel safer due to the trial	47.73%	42
No change	32.95%	29
I feel less safe due to the trial	14.77%	13
Other	4.55%	4



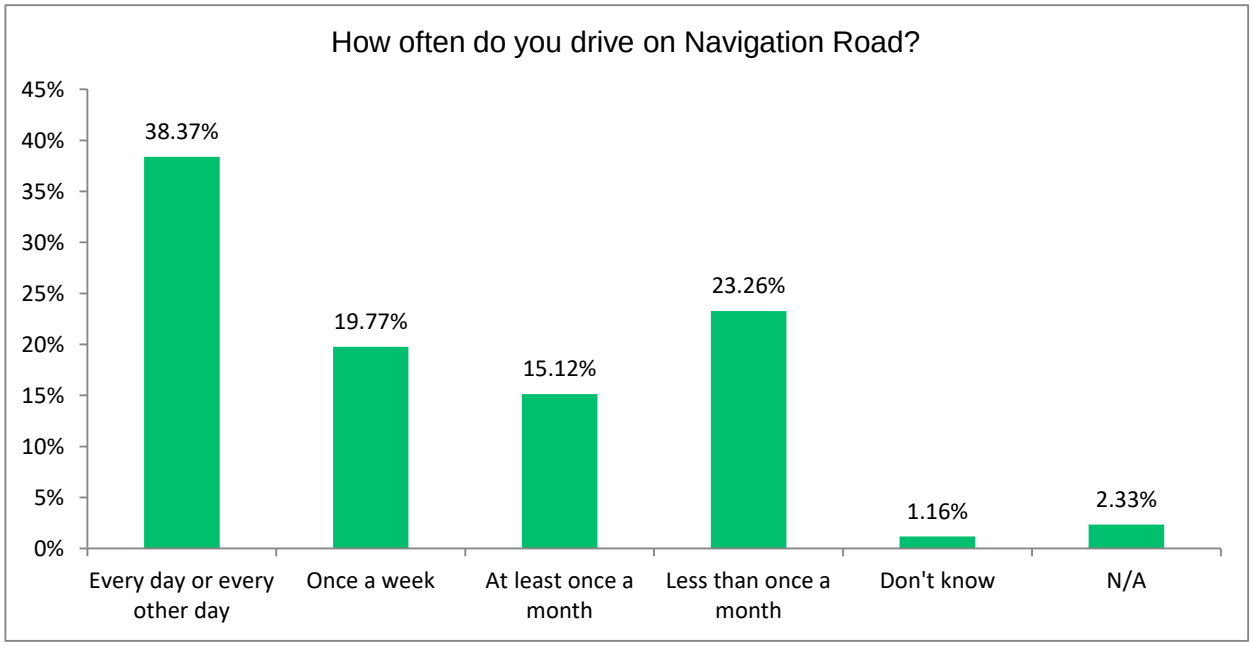
Navigation Road Trial

Do you drive on Navigation Road?

Answer Choices	Responses	
Yes	60.14%	86
No	39.86%	57

How often do you drive on Navigation Road?

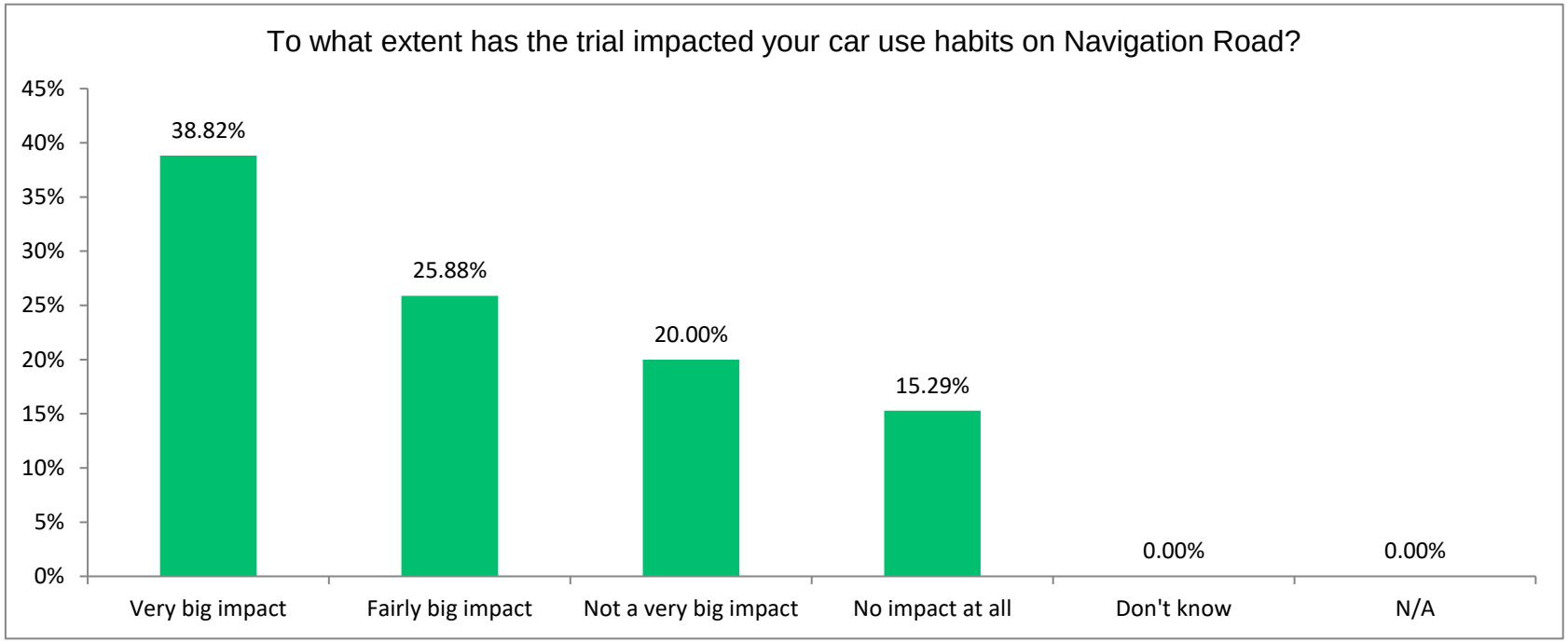
Answer Choices	Responses	
Every day or every other day	38.37%	33
Once a week	19.77%	17
At least once a month	15.12%	13
Less than once a month	23.26%	20
Don't know	1.16%	1
N/A	2.33%	2



Navigation Road Trial

To what extent has the trial impacted your car use habits on Navigation Road?

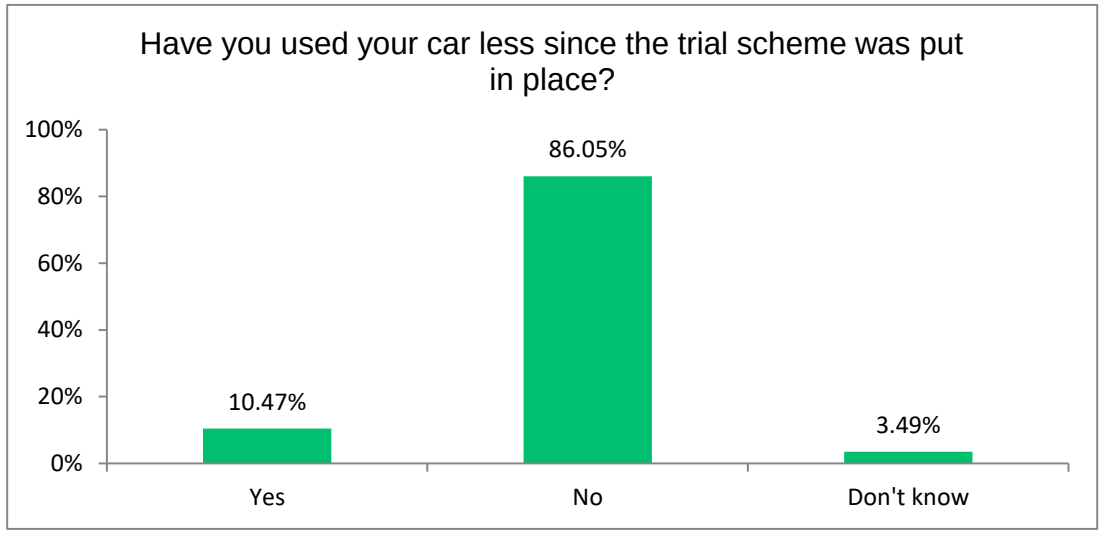
	Very big impact		Fairly big impact		Not a very big impact		No impact at all		Don't know		N/A		Total
Responses	38.82%	33	25.88%	22	20.00%	17	15.29%	13	0.00%	0	0.00%	0	85



Navigation Road Trial

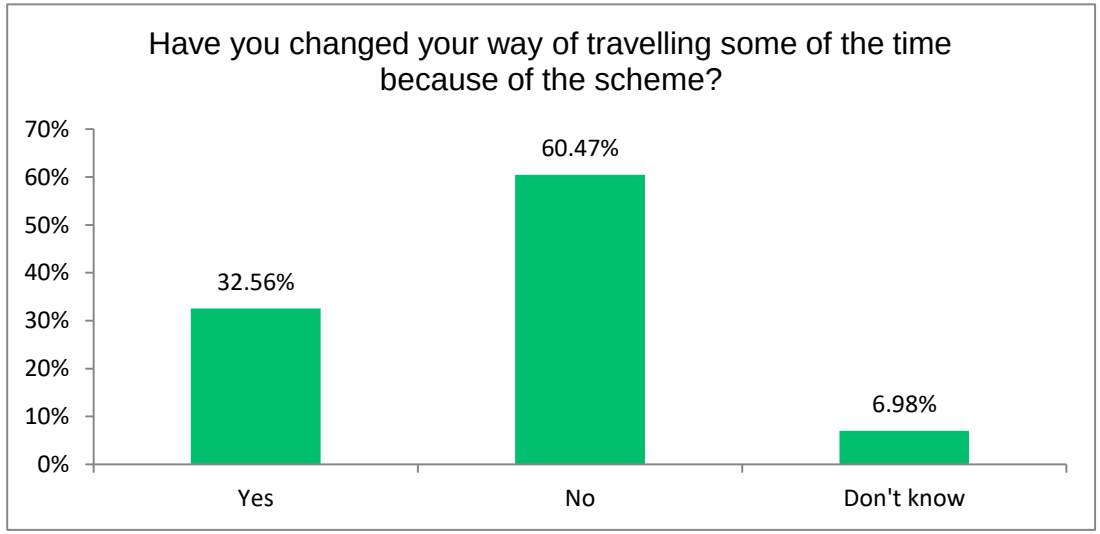
Have you used your car less since the trial scheme was put in place?

Answer Choices	Responses	
Yes	10.47%	9
No	86.05%	74
Don't know	3.49%	3
	Answered	**86**



Have you changed your way of travelling some of the time because of the scheme?

Answer Choices	Responses	
Yes	32.56%	28
No	60.47%	52
Don't know	6.98%	6
	Answered	**86**



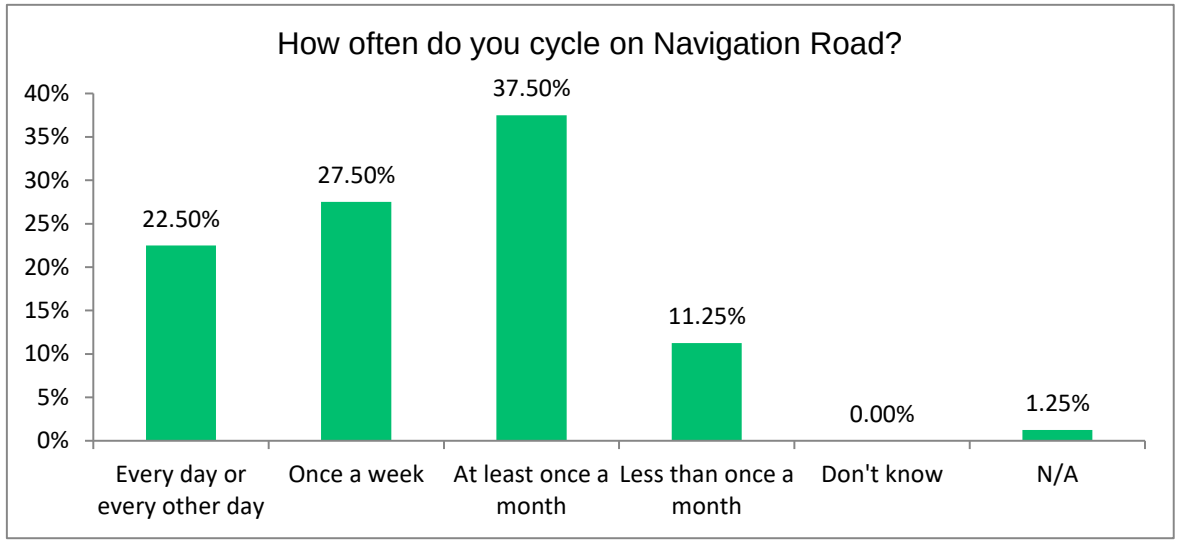
Navigation Road Trial

Do you cycle on Navigation Road?

Answer Choices	Responses	
Yes	56.34%	80
No	43.66%	62

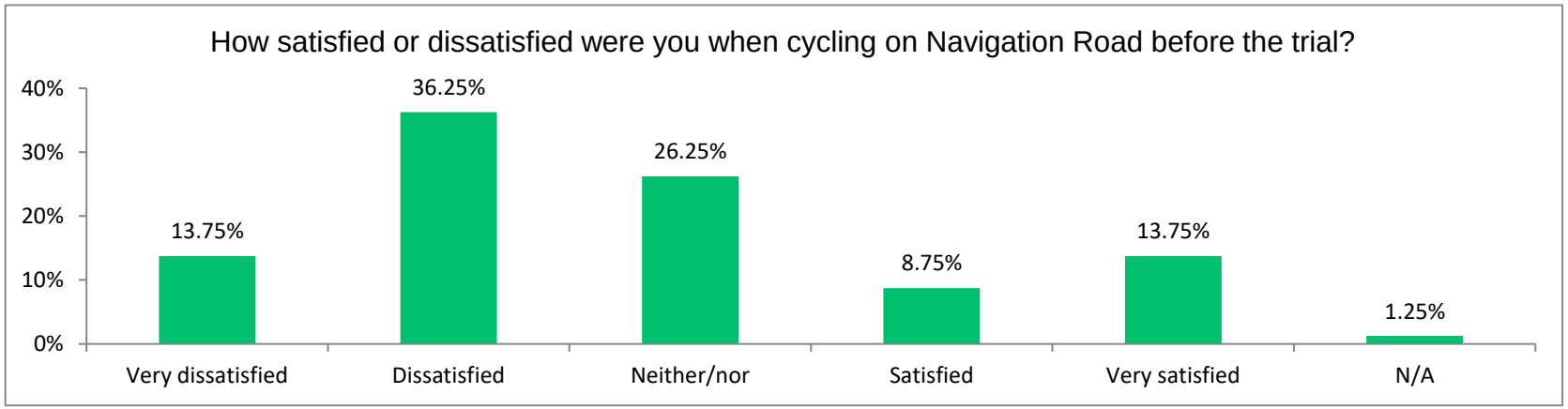
How often do you cycle on Navigation Road?

Answer Choices	Responses	
Every day or every other da	22.50%	18
Once a week	27.50%	22
At least once a month	37.50%	30
Less than once a month	11.25%	9
Don't know	0.00%	0
N/A	1.25%	1



How satisfied or dissatisfied were you when cycling on Navigation Road before the trial?

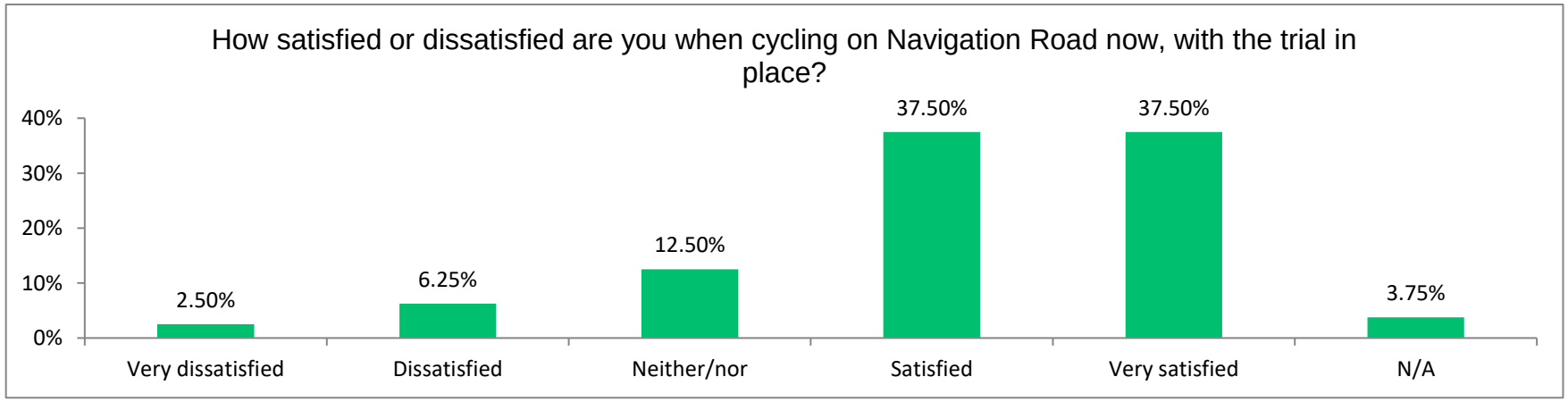
	Very dissatisfied		Dissatisfied		Neither/nor		Satisfied		Very satisfied		N/A		Total
Responses	13.75%	11	36.25%	29	26.25%	21	8.75%	7	13.75%	11	1.25%	1	80



Navigation Road Trial

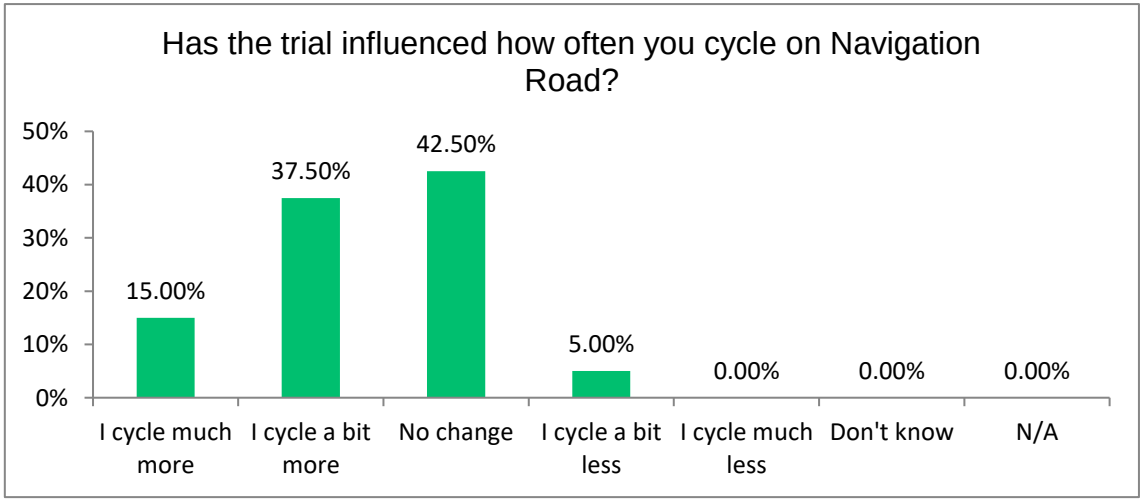
How satisfied or dissatisfied are you when cycling on Navigation Road now, with the trial in place?

	Very dissatisfied		Dissatisfied		Neither/nor		Satisfied		Very satisfied		N/A		Total
Responses	2.50%	2	6.25%	5	12.50%	10	37.50%	30	37.50%	30	3.75%	3	80



Has the trial influenced how often you cycle on Navigation Road?

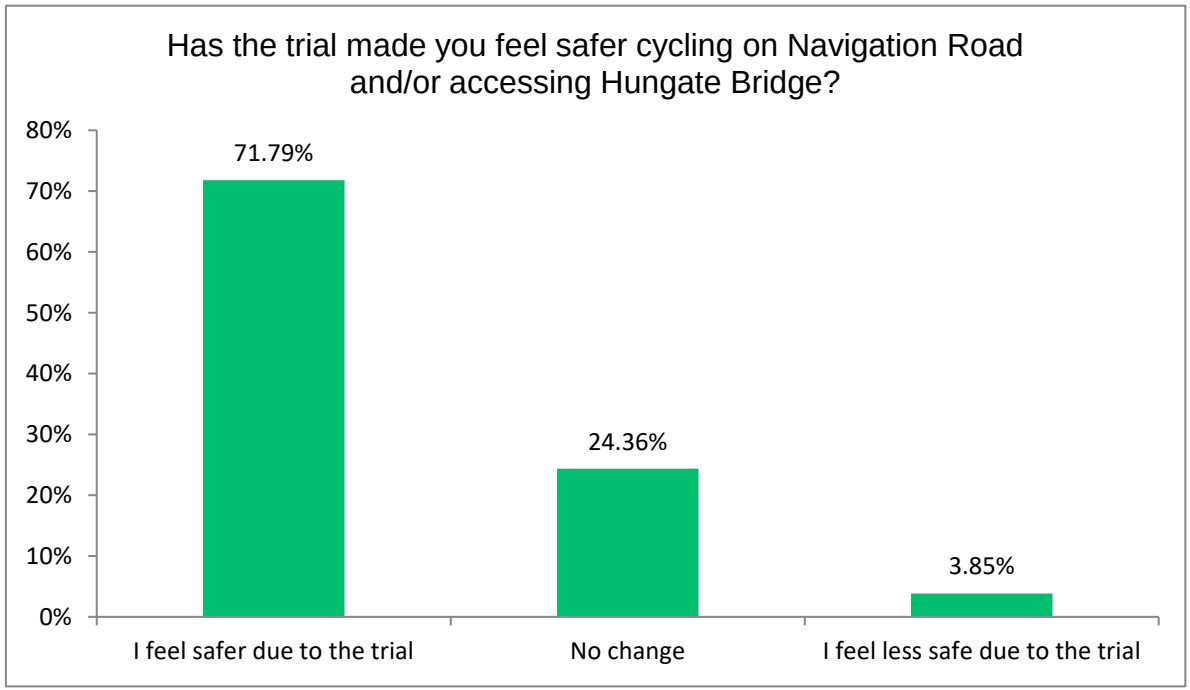
Answer Choices	Responses	
I cycle much more	15.00%	12
I cycle a bit more	37.50%	30
No change	42.50%	34
I cycle a bit less	5.00%	4
I cycle much less	0.00%	0
Don't know	0.00%	0
N/A	0.00%	0



Navigation Road Trial

Has the trial made you feel safer cycling on Navigation Road and/or accessing Hungate Bridge?

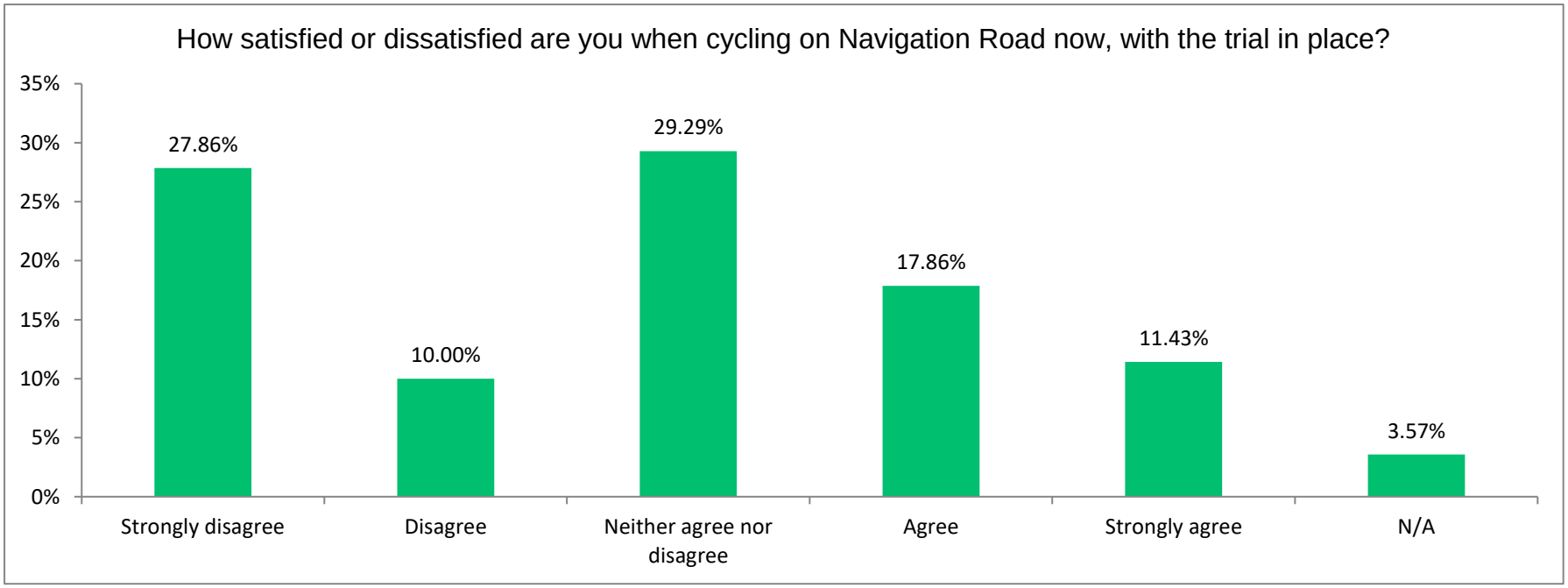
Answer Choices	Responses	
I feel safer due to the trial	71.79%	56
No change	24.36%	19
I feel less safe due to the trial	3.85%	3
Other (please specify) or if you selected 'I feel less safe...' please explain why below:		19
	Answered	**78**



Navigation Road Trial

How strongly do you agree or disagree that the trial is helping to reduce conflict between cyclists and pedestrians near Hungate Bridge?

	Strongly disagree		Disagree		Neither agree nor disagree		Agree		Strongly agree		N/A		Total
Responses	27.86%	39	10.00%	14	29.29%	41	17.86%	25	11.43%	16	3.57%	5	140



Navigation Road Trial
Respondent ward

Ward	Responses
Guildhall Ward	54
Fishergate Ward	13
Micklegate Ward	10
Dringhouses & Woodthorpe Ward	7
Holgate Ward	7
Huntington & New Earswick Ward	6
Unknown/outside York	6
Clifton Ward	5
Haxby & Wigginton Ward	4
Westfield Ward	4
Heworth Ward	3
Rawcliffe & Clifton Without Ward	3
Acomb Ward	2
Bishopthorpe Ward	2
Heworth Without Ward	2
Osbaldwick & Derwent Ward	2
Wheldrake Ward	2
Copmanthorpe Ward	1
Hull Road Ward	1
Strensall Ward	1
Fulford & Heslington Ward	0
Rural West York Ward	0

Navigation Road Trial

Your age: (please select the appropriate range)

Answer Choices	Responses	
Prefer not to say	2.25%	2
Under 16	0.00%	0
16-24	1.12%	1
25-39	24.72%	22
40-55	34.83%	31
56-59	13.48%	12
60-64	8.99%	8
65+	14.61%	13

Your Gender:

Answer Choices	Responses	
Prefer not to say	6.74%	6
Male	48.31%	43
Female	43.82%	39
Non-binary/Gender Variant	1.12%	1

Is the gender you identify with the same as your sex registered at birth?

Answer Choices	Responses	
Prefer not to say	9.30%	8
Yes	90.70%	78
No	0.00%	0

What is your ethnic group?

Answer Choices	Responses	
Prefer not to say	6.74%	6
White - English / Welsh / Scottish / Northern Irish / British	87.64%	78
White - Irish	0.00%	0
White - Gypsy or Irish Traveller	0.00%	0
White - Roma	0.00%	0
Any other White background	5.62%	5
Mixed - White and Black Caribbean	0.00%	0
Mixed - White and Black African	0.00%	0
Mixed - White and Asian	0.00%	0
Any other Mixed / multiple ethnic background	0.00%	0
Asian - Indian	0.00%	0
Asian - Pakistani	0.00%	0
Asian - Bangladeshi	0.00%	0
Asian - Chinese	0.00%	0
Any other Asian background	0.00%	0
Black - African	0.00%	0
Black - Caribbean	0.00%	0
Any other Black / Black British / African / Caribbeanbackgrou	0.00%	0
Other - Arab	0.00%	0
Any other ethnic background	0.00%	0

Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months ormore?

Answer Choices	Responses	
Prefer not to say	6.74%	6
Yes	28.09%	25
No	65.17%	58

If you answered “Yes” above, do any of your conditions or illnesses reduce your ability to carry out day-to-day activities?

Answer Choices	Responses	
A lot	16.67%	7
A little	33.33%	14
None at all	50.00%	21

What is your religion or belief?

Answer Choices	Responses	
Prefer not to say	14.61%	13
Buddhist	1.12%	1
Christian	24.72%	22
Hindu	0.00%	0
Jewish	0.00%	0
Muslim	0.00%	0
Sikh	0.00%	0
No religion	57.30%	51
Other	2.25%	2
If 'Other' please tell us	Athiest	1

Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems

Answer Choices	Responses	
Prefer not to say	6.82%	6
Yes	21.59%	19
No	71.59%	63

Which of the following best describes your sexual orientation?

Answer Choices	Responses	
Prefer not to say	21.59%	19
Bisexual	1.14%	1
Gay or Lesbian	1.14%	1
Heterosexual/straight	76.14%	67
Other	0.00%	0

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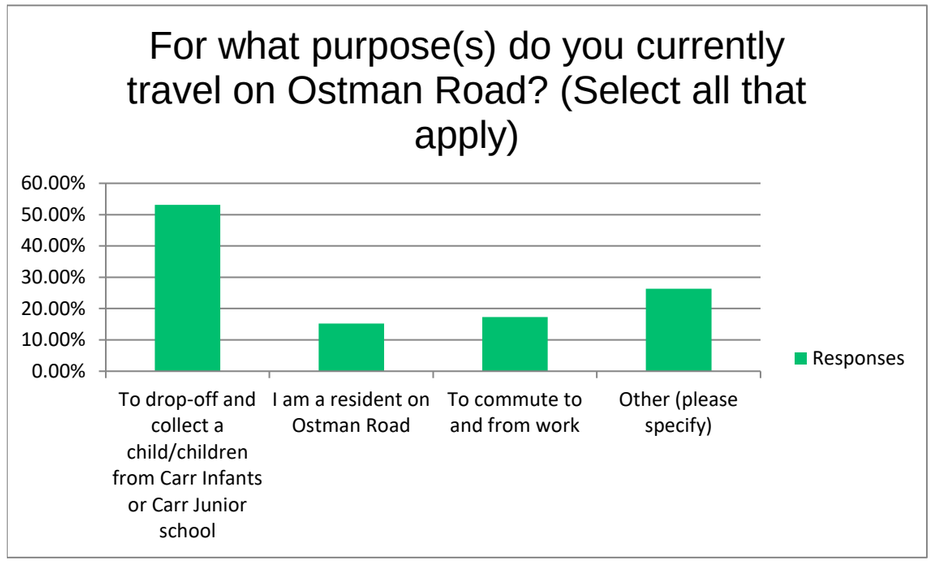
Ostman Road Survey

For what purpose(s) do you currently travel on Ostman Road? (Select all that apply)

Answer Choices	Responses	
To drop-off and collect a child/children from Carr Infants or Carr Junior school	53.09%	129
I am a resident on Ostman Road	15.23%	37
To commute to and from work	17.28%	42
Other (please specify)	26.34%	64
	Answered	**243**
	Skipped	**27**



Responses (Some responses have been removed so as not to reveal personal data)

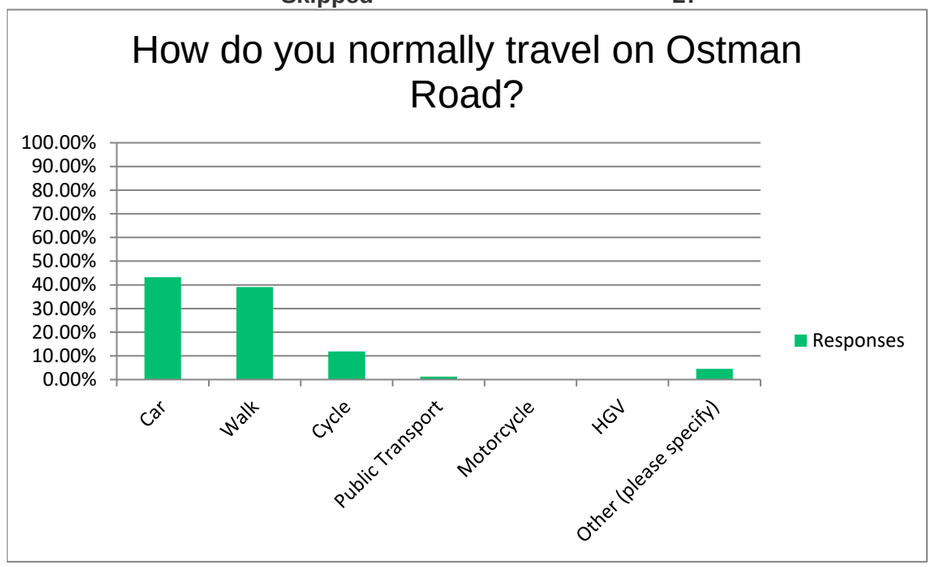
Go to shop
My children have swimming lessons at Carr school
General travel between places
to travel through this part of York
To go for exercise
I live on one of the side roads off Ostman Road
A route to get to family members houses
I live in Iver Close of Ostman Road
I sometimes just travel through
I live in the area and sometimes walk along Ostman Road
I have a general interest in the area
Travelling
Hi
I live in Tostig avenue
live off ostman road
A resident on a side street of Ostman Road (Jorvik Close)
I am a resident of a side road off Ostman Road
Excercise or walking back from the shops.
I live on Tostig Ave

Walking to and from an allotment, or walking to Acomb via Fishponds Wood
I am a resident of Iver Close
I'm a resident in iver close
I live in adjacent street and use Ostman Road to access my street
Running
E
Family live off Ostman Rd
Rarely use the road at the moment.
I walk my child to school and walk to collect my child too but I drive down here for getting too and from work.
Visit family
Use on way to friends and dentist
Pass there for deliveries
live near by
Walk, use bus
I live on celtic Close
I work at carr junior school
Resident on tostig avenue
I visit people in the Acomb area.
Family in area
I live at the crossroads of Östman and Danbury Drive
Live nearby
I walk to the school for work.
Local resident using local amenities
I live in Iver Close, just off Ostman road. The cars at pick up and drop off are awful. I drive and have to pick my times for coming home or I can’t get parked.
Visitor
I am a resident on Almsford Road
I live on Tostig Avenue which connects to Ostman Road
Gi
Swimming lessons after school hours at Carr Junior school
I drive myself to school as I don’t live near school and it’s is a nightmare to park to drop my children off
I am a resident of a nearby street
Leisure cycling
Travelling towards York from my street off Beckfield Road
Travel to my allotment.
Use to access local shops and services
I live off ostman road in tostig Avenue
To take my child to swimming lessons every Saturday morning
To access Carr allotmets
I live on Tostig ave near Ostman rd.
We live at the school end of Tostig Avenue
Visit elderly relative
Resident from nearby Road (Tostig Avenue)
To take my children to muddy boots nursery
On route to certain destinations.
work

Ostman Road Survey

How do you normally travel on Ostman Road?

Answer Choices	Responses	
Car	43.21%	105
Walk	39.09%	95
Cycle	11.93%	29
Public Transport	1.23%	3
Motorcycle	0.00%	0
HGV	0.00%	0
Other (please specify)	4.53%	11
	Answered	**243**
	Skipped	**27**



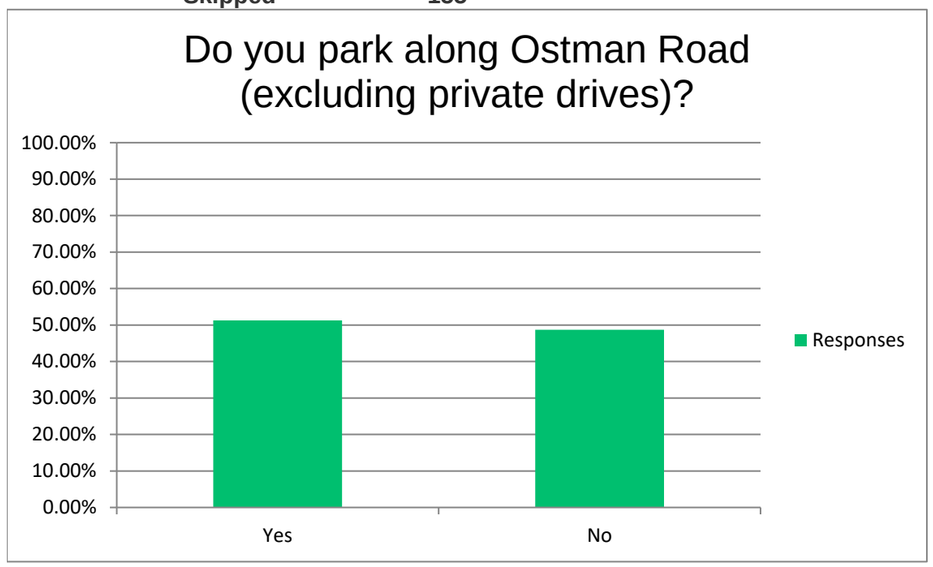
Responses (Some responses have been removed so as not to reveal personal data)

Public transport an car
Car, Walk, Cycle and motorcycle
and walk
Live there
I don't use Ostman Road but I walk if I do
car,walk, public transport,motercycle.
Both car and walk
Gd
Walk car live on the street
mixture of car and bike
As I live there I walk and drive

Ostman Road Survey

Do you park along Ostman Road (excluding private drives)?

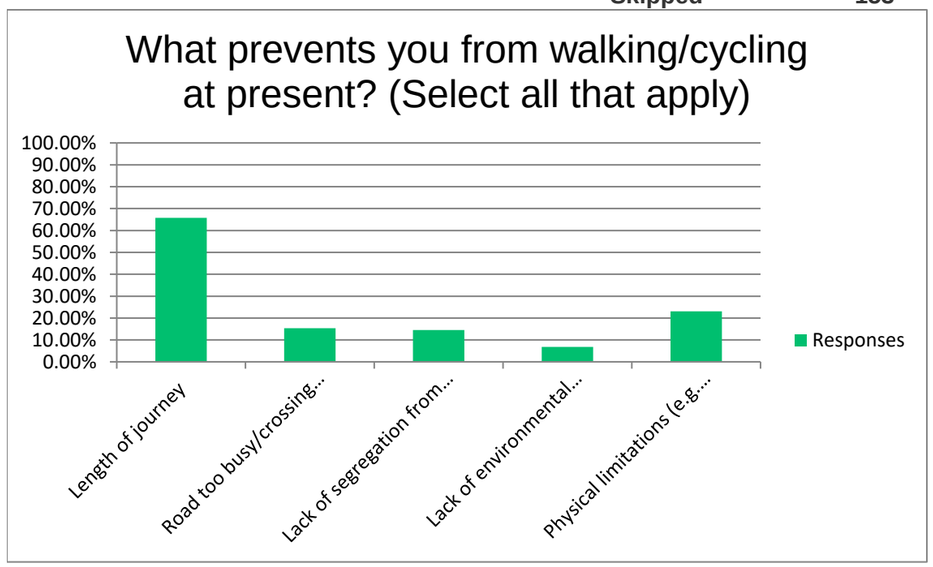
Answer Choices	Responses	
Yes	51.30%	59
No	48.70%	56
	Answered	**115**
	Skipped	**155**



Ostman Road Survey

What prevents you from walking/cycling at present? (Select all that apply)

Answer Choices	Responses	
Length of journey	65.81%	77
Road too busy/crossing busy roads	15.38%	18
Lack of segregation from road users/safety	14.53%	17
Lack of environmental appeal	6.84%	8
Physical limitations (e.g. disability, pregnancy)	23.08%	27
	Answered	**117**
	Skipped	**153**



Ostman Road Survey

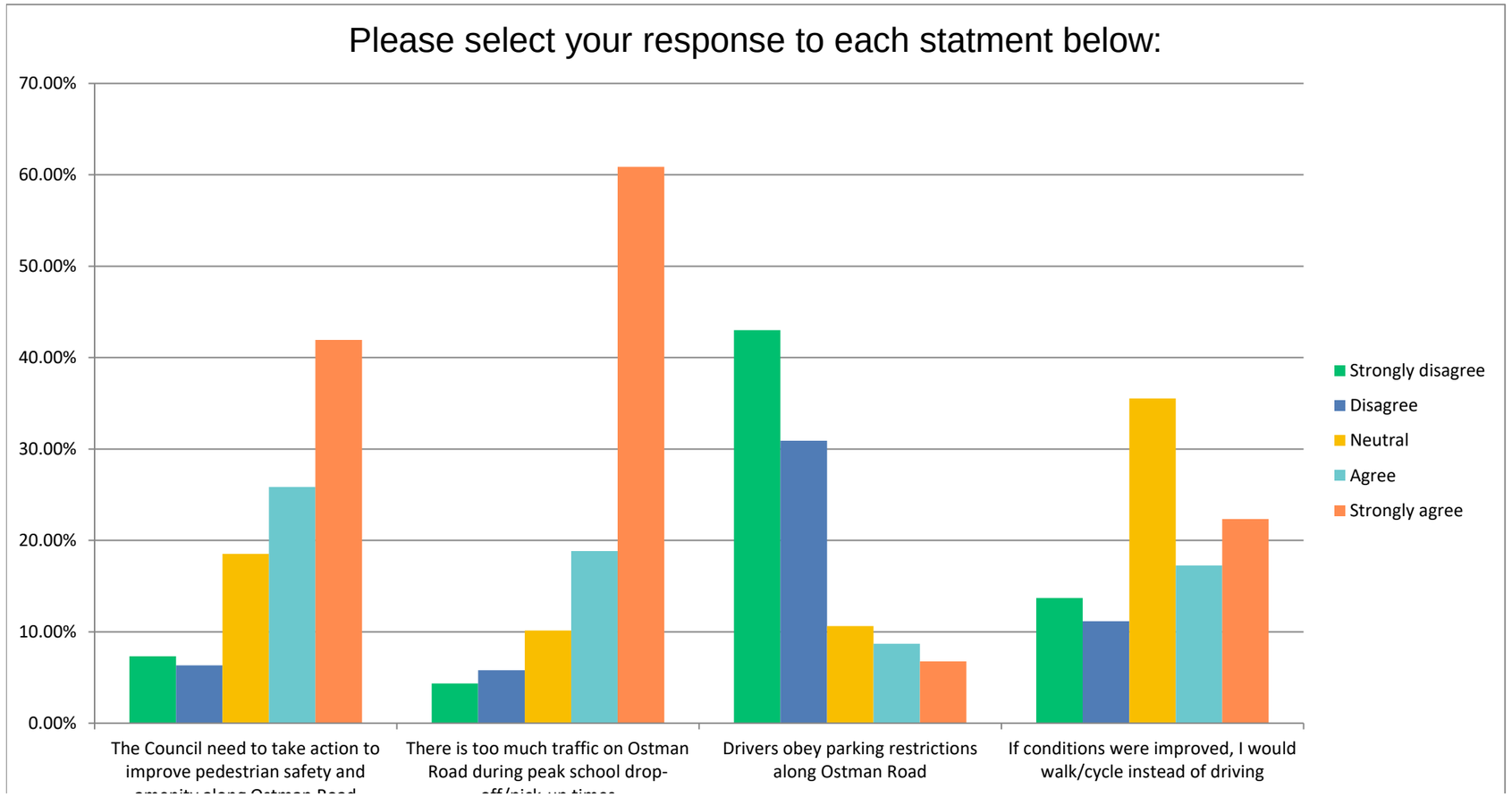
The aim of this scheme is to reduce traffic along Ostman Road and encourage active travel (walking and cycling). Please rate the existing conditions on Ostman Road for pedestrians and cyclists:

	Very poor		Poor		Average		Good		Excellent		Total	Weighted Average
Pedestrians	21.78%	44	20.30%	41	39.60%	80	13.86%	28	4.46%	9	202	2.59
Cyclists	39.51%	81	30.24%	62	21.46%	44	4.88%	10	3.90%	8	205	2.03
											Answered	**207**
											Skipped	**63**

Ostman Road Survey

Please select your response to each statment below:

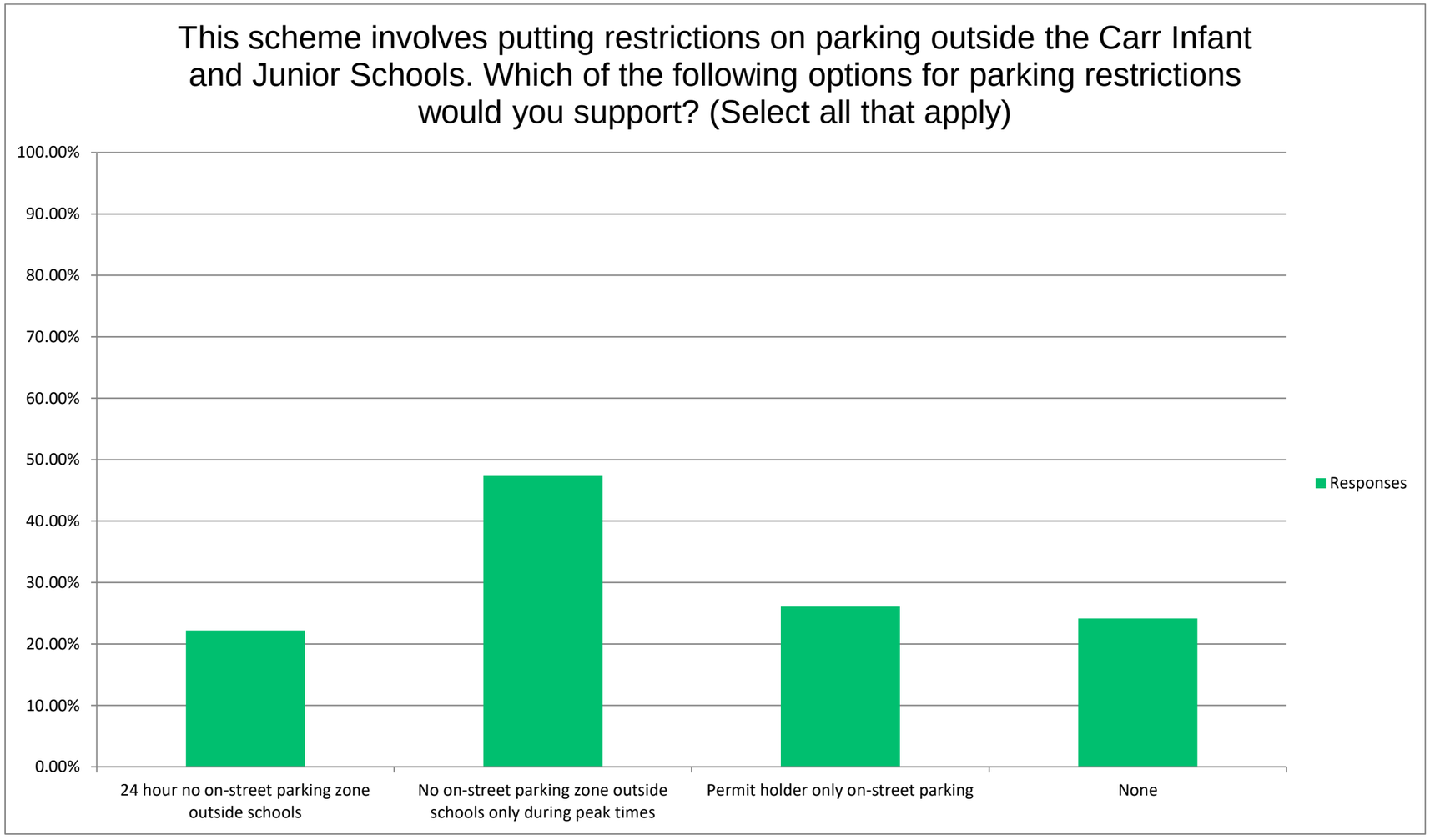
	Strongly disagree		Disagree		Neutral		Agree		Strongly agree		Total
The Council need to take action to improve pedestrian safety and amenity along Ostman Road	7.32%	15	6.34%	13	18.54%	38	25.85%	53	41.95%	86	205
There is too much traffic on Ostman Road during peak school drop-off/pick-up times	4.35%	9	5.80%	12	10.14%	21	18.84%	39	60.87%	126	207
Drivers obey parking restrictions along Ostman Road	43.00%	89	30.92%	64	10.63%	22	8.70%	18	6.76%	14	207
If conditions were improved, I would walk/cycle instead of driving	13.71%	27	11.17%	22	35.53%	70	17.26%	34	22.34%	44	197
									Answered		**207**
									Skipped		**63**



Ostman Road Survey

This scheme involves putting restrictions on parking outside the Carr Infant and Junior Schools. Which of the following options for parking restrictions would you support? (Select all that apply)

Answer Choices	Responses	
24 hour no on-street parking zone outside schools	22.22%	46
No on-street parking zone outside schools only during peak times	47.34%	98
Permit holder only on-street parking	26.09%	54
None	24.15%	50
Please state a reason why you have chosen the above answer:		136
	Answered	**207**
	Skipped	**63**



Responses (Some responses have been removed so as not to reveal personal data)

Sensible however cars will ignore it they do at other locations
!
The childrens swimming lessons are at 4.30. We live in Copmanthorpe so we have to drive as there is no alternative transport to get there. If there were parking restrictions we would have to think about changing swimming lessons as there
If there are permits for parking then parents and carers will have to walk, cycle or use public transport.
Many residents don't have drives for two cars so need Street parking. No park zones during peak hours to redirect parking
In peak times people are parking in the whole area of ostman Road including across the junction of Danebury drive and also on right on the street corners which makes it a nightmare for bus drivers and anyone that lives on ostman road
Residents who live opposite Carr junior school own large vehicles (vans, large cars) it makes it very difficult to see past these when crossing the road.
Resident cars park on Ostman Road parents when dropping off/or picking up children not only park on Ostman Road but on the grass verges, use the close were I live as a car park.
Parents will park on any signed and lined restrictions, regardless of the regulations put in place. They won't see it as parking as such, just dropping off. None of these options will work at all. You need to physically block some parking spaces.
Outside the schools isn't the issue its the top of ostamn Road near the shops with cars blocking cycle routes,bus stops and buss routes reducing parking outside the school will just push mor traffic up here.
As someone who has to travel to the school for pick up drop off and don't park outside the schools and walk the length of
Moving vehicles from ostman road is NOT the answer that would only encourage cars to park even more off side streets
The main problem is around the school gates themselves, and only for 10 mins at start and end of school day. I don't think you should affect parking on whole street, that would be very annoying for the residents. People need to stop parking across or near the gates and across residents driveways, that is the issue. Some safer crossing places would be good too.
My worry with any parking restrictions is that it moves the problem to the local side streets off Ostman Road. This needs to be taken into consideration. Currently some parents park near the junctions of Jorvik Close and Viking Road making
Causes chaos to get down Ostman Road to were we live sometimes virtually impossible to get past
Safety of all road users
Residents need free parking
Parking would be in tostig Ave and thats as bad during school drop off and pick up gours
i live on ostman road and i am sick of cars parking outside my house on the grass,cars and large vans.My wife knows some
I have walked down Ostman Road many times, during school leaving time, and there is no problem with cars parking there
I would also request permitholderonly in iver close as we also have problems with parking school time
To stop people parking across drive ways
I am a father with two children. One attends nursery school and the other the primary school. We cannot walk with both children to their schools. It is not practical. I agree that the road can be abit congested during kids drop off and collection times..but this is only for about 5-10 mins in the morning (8.45am) and 5-10 mins in the afternoon (3pm). If a 'no-parking'
I only park on Ostman to pick up my children from Carr Den after school club. I am on my way home from work so am unable to walk as I would be too late. Parking restrictions at this time (between 5-6pm) would be massively impractical for
Because sometimes I need to park on The street for swimming lessons at Carr Juniors
Not fair to not have parking when school isn't in.

It will save a lot of traffic and less people will be likely to drive
I live a 10 minute drive away from school so will NEED to travel be car, if this street no-longer allows parking it will force card into the smaller surrounding streets and Almsford Road, making them more congested and less safe.
Because there is no reason to close the road to parking outside of school pick up and drop off times- this is the main
Because they are times when parents need to be in school quickly or briefly for an emergency call or to attend to something
My elderly parents collect my son from school once per week and need to park nearby
If kids are ill you sometimes have no choice but to drive and park so peak times would be best
I have to drive because of my length of Journey and that I am continuing onto work. I park where best possible - even if this means a 5 min walk to school entrance. The problem is the people who park in drive ways, blocking access and causing visibility issues and those people who just stop in the middle of the road for people to jump out. Also the no parking zones at

During school drop off and pick up there is just far too much traffic coming both ways. Vehicles (including buses) trying to squeeze past the parked cars, making it dangerous for pedestrians as they always mount the pavement or fling themselves in front of you. Cars are always parked outside resident's driveways. Parents dropping their children off in the middle of the road when they can't find a space, we witness this dangerous manoeuvre every single day. The only answer is to
I for one gave 2 children at this school and come from out of area to bring my children. My car journey is 25mins and would be alot longer on bus due to times and having then to rely on public transport that is now too expensive. If permit parking wasn't to be put in place then this would Make it hard for me to get my children into school due to me having to park few
I only use to drop off and pick up for breakfast and afterschool club. Myself and my husband work shifts so don't have time
Only feel parking restrictions would be needed during drop off and pick up times
All daft maybe double yellow all down one side so the is a clear passage for the buses. Also have the bus come 5mins after
If people can’t park there they will just park elsewhere and cause issues on other street further away. If it’s a problem for
I just feel people who live on the street don't always get parked and also blocked in as so many people just dump and run .
Also people park on dipped curbs and crossing g areas .
To try and force drivers to choose an different option to driving and parking by school.
I currently take 2 children to the infant school and one to juniors. Having to see round parked cars is very difficult, especially with the volume of traffic. This isn’t just at school times as the children also do after school clubs as well which can be an
To make sure children and parents can see when trying to cross the road with out all cars parked all over during school
No one needs to be parking outside of the school at any time of day. If it was during peak times only, you will have users still doing it. Remove it altogether and it would hopefully get rid of the issue.
Putting in restrictions, is only going to backlog the cars into other smaller streets which is going to cause even more issues.
Most children come from streets away from ostman road anyway, so the volume of cars will be the same but on the other
I need to be able to park outside the school in order to drop-off or collect my child. Any further parking restrictions on that
We live in Huntington and attend Carr infants due to my daughters diabetes needs being met here. Therefore it is not
It is impossible to walk to school and then get to work on time and the same for collection as work round school times
There is no reason why people can’t park further up ostman road and walk a few minutes to school. I myself need my car as I go straight to work but I try to park at the top of the road. I see people parked even on double yellows not thinking about
I live in a neighbouring cul de sac and do not want the problem pushing into our street. It's hard enough battling the cars in
Safety of children
The roads surrounding will there fore be impacted and busier with people parking elsewhere so certain drivers will just
People do need to park in the area to drop off at school but it does need to be safer for children to cross so I would support restrictions at peak times. I don't think there is a need to park directly outside school for the majority of parents.
I walk my kids to school and back every day for normal school drop offs and pick ups but I drive and park down Ostmark Road at later times of day, for example if I am collecting them from after school sports clubs. I also drive when I am taking them to swimming lessons at the junior school or for one off events such as parents evenings.

I have a toddler as well and two school runs on foot is doable but if parking was permit holders only or a 24 hour ban it would make those additional trips much harder. For example, with after school clubs we’ve often only been home 20mins after the first pick up before setting off again. This would mean I would need to change our swimming lesson provider and stop the kids using the excellent after school sports club provision.

I have also been considering using the breakfast club provision that the Infants School has just launched but if I’m not able
I am disabled and need to park outside the school. I cannot walk. I dont know what to do if this happens. Disabled spaces
It is only a problem at school times especially trying to cross the road with all the parked cars.
People already disobey the yellow zigzag lines so will still disobey no parking during school hours or residents permit
Neighbouring streets will suffer if no parking is allowed on the street at all.
Usually travel in car to pick up later on from after school club when there are fewer pedestrians do tend to park down the road anyway so not sure how much road is intended on being restricted

Would be inconvenient for residents.
Could widening of the road (school side) to allow 'lay-by' style parking be an option?
Ostman Rd is on a bus route, at busy times buses/cars get stuck behind other vehicles parked on the street.
There are too many cars during school drop off/pick up. Drivers don't park safely and it's quite difficult to cross the road.
Live in ostman road I have no drop crossing which I carnt enter my drive. As of why my vehicle is parked on the corner of ostman road and Danebury drive as no we're to park my vehicle
The road is busy due to not only traffic for school but cut through traffic. When main roads are heavily congested due to accidents 90% vehicles use it as a cut through. So congestion due to school drop also adds to problem. However many staff at school are not permitted to use school car park so use Ostman Road, why should they be penalised unless issued
Residents should be allowed to park. School parents ditching their cars as close to the school gate as possible because
Parents at the moment park on double yellow lines so I doubt they would follow the guidelines at all. A few parent s truly
I have to drive my disabled son to school. He can't walk very far
All this would do is cause more traffic and parking issues on the other streets off Ostman road so would just move the issue
The amount of cars that pass the children coming out of school is awful. Would be safer to have no cars at all during drop
There are a lot of residents that also need access to their homes there are too many parents who drive from down the street or close by rather than walk there should be exceptions for people with disabled badges or people who live outside school.
Drivers dont currently pay attention to the parking zones so i dont feel this will be effective. I think residents need to be able
The parking problems mainly occur at drop off and pick up times, in between isn't too bad.
I believe this would reduce the number of cars and particularly would make pedestrian crossing places safer
Parents who commute to work after drop off have a very narrow window in which they can drop their children to school on time and then get to work on time. I feel this discriminates against those who work and do not have the option to walk to school. It is a very small period of time in which there are more cars on the road. I've been both a parent in the above situation and I now work from home and walk to school so I understand both views.
Removing all parking is unfair and would mean many working parents would be forced to either pay for childcare which with
Although I feel permits are harsh for residents I feel its the only way parents would actually stop parking dangerous on the roads and grass verges. They ignore every other parking warning. Maybe this will work.
Least disruptive to residents
People living on the street must be able to park outside their home. Visitors to the school could use a permit held by the
Buses should not run during school pick up and drop off and school should build car park for parents to drop off plenty of
People that drop off and then go on to work and have quick turnaround times will be penalised, it will only push traffic on to surrounding roads or onto Almsford road. It would make more sense to adapt the bus route to not travel down here during
I need to come/go to work and do not have time to walk further so I would be late every day to collect my children
I normally walk my children to school. On some days I have to drive in order to get to work in time, on these days it would be very inconvenient to not be able to park. And where would people park instead? They would just block up the smaller side
Its chaos at school start and leave times
People have to live there also - if they have cars and work vehicles where they supposed to park them if 24 hr no on street parking - and in current financial climate simply more hardship - you also need to establish what parts of York parents are
None required. Every school gets very busy and it will just mean cars park elsewhere
which ever you do will only result in more parking in nearby streets such as mine which is already difficult with people
Inconsiderate drivers park when and where they like.
It is so busy during drop off and pick up times. It's dangerous for the cyclists and for children crossing. The parking is terrible. People don't actually listen to the rules in place now, they park on yellow lines and block peoples drives. They also
People who live there should not be disadvantage
I see on a daily basis the complete lack of regard many car drivers have for both pupils/ pedestrians along this road. It's ridiculous what happens during school drop off and pick up time.
Drivers use any excuse to park where they shouldn't so if there's an option to park for even a short period they just say they
Way too busy as is. Road should be safe so parents don't drive to pick up all the kids.
Would cause difficulties visiting family

People are going to still park whether there are signs or not you will have to have enforcement daily during school hours to whenever parking is decided upon permit parking is not good
I previously lived in a resident permit parking area near a school and this did not discourage people parking to drop
Safer for school children but doesn't have a great impact on residents.
.
We regularly have our drive blocked, my husband has to battle to get on and off our drive. I have my own children who cross rhe road everyday to get to school and I wouldn't let them do it alone as they can never see past or over all the parked cars. People randomly stop to drop off or pick up kids in the street. The busses up and down are just as bad and are constantly getting stuck. People abandon there cars in unsafe areas like right next to the school gates or across dropped
The demographic of motorists requiring parking in this location will struggle to understand permits and peak times, so a because it then protects children at special events, and makes it very clear about parking.
Simplest to understand, unambiguous.
The issue is only around school drop off pick up times no parking issues on weekends etc
The street is full of cars during drop off and pick up times, parking over crossings and on corners, it’s only a matter of time before someone gets hurt. It’s especially bad when busses are trying to get down there during those times too
I agree with no parking during school hours as this would help massively with feeling at ease taking your children to and from school without struggling to see past cars to cross the road.
There is no reason for none-residents to park on the street
I work at one of the schools and can say it’s an accident waiting to happen. One of the main problems is that it is a bus route. On so many occasions I have witnessed buses coming from both directions at the same time. Then coming to a standstill as they are not able to reverse . I have photo evidence of this which has been emailed to the bus company.
Too much bias towards cyclists each
Residents still need to be able to park on the road and not get blocked by parents picking up and dropping off at school residents near school will be penalized for what is a school traffic problem, and i believe parents will still use cars and park
See below
Dangerous, my children can’t cross the road safely cars are parked constantly on yellow lines, no safe place for children to
That just going make traffic go round the corner to other street near the school anyway
A large majority of parents walk / cycle to school - those who drive do so in order to allow them to drop off their children and get to work on time. Restricting parking would just move the traffic to other streets, and would have a negative impact on parents already navigating very tight time balances to get to school. It would have more positive impact to change the
Because some people drop kids of then have to get to work it is not just parents that park teachers park as well
To make it safer for the children
Parking needs to limited to residents only
I require to drive to school so I can then get to work straight after drop of, and same for pick up I come straight from work to pick up. So if I can’t park outside/ near school would mean I am later for school or late for work. It’s not always an option to walk to school, if I had the luxury of having the time to walk my children to school I would. But unfortunately most people have work to get to. Also I have a child that is a blue badge user.

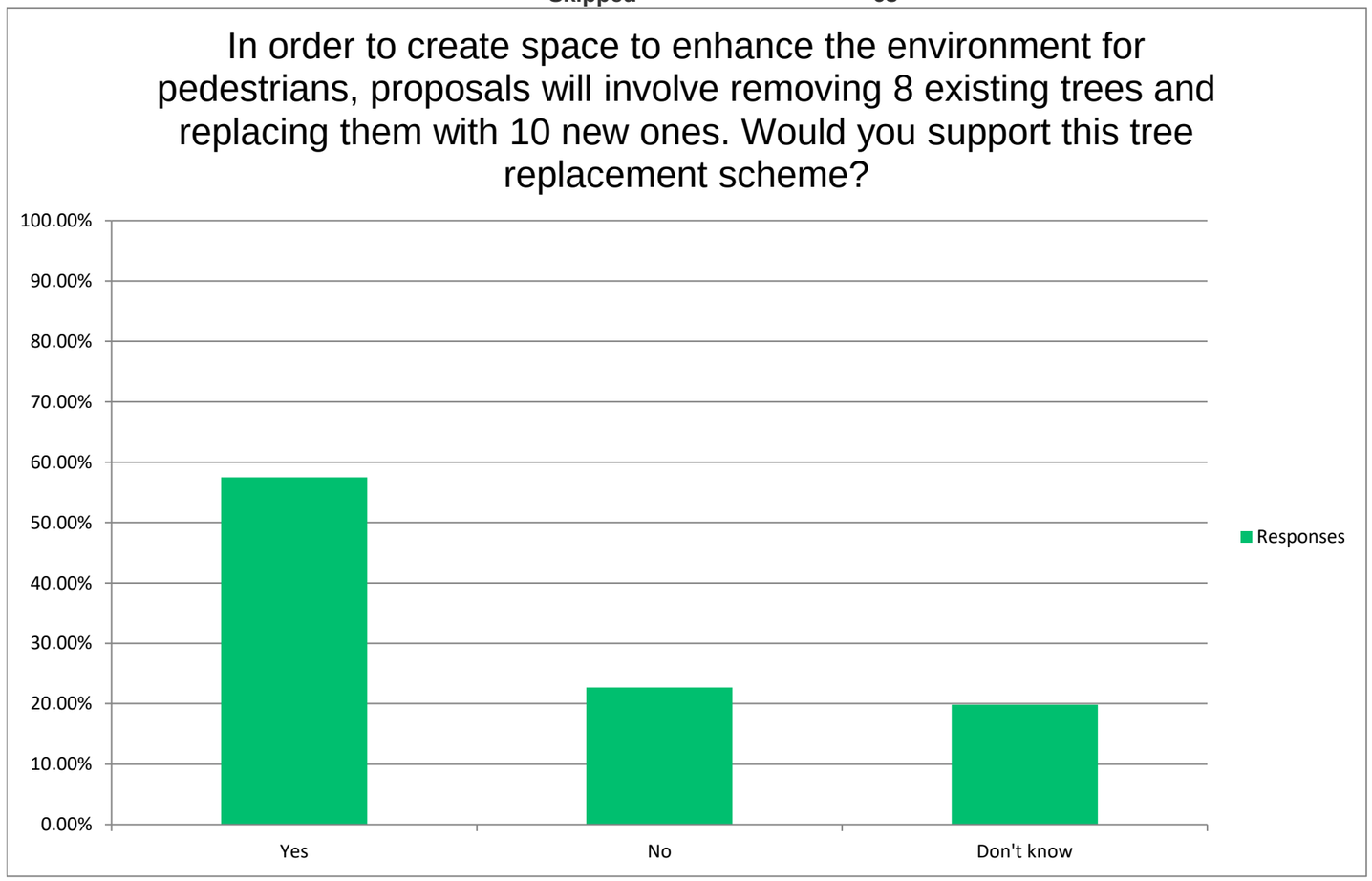
I believe that schools should be allowed to have drop off and pick up times, and during these times they are allowed to park, between then only residents of Ostman Road should be allowed to have access to their homes without fear of being
Schools should encourage parents to walk with Children, noticeable difference when it is school holidays.
A better cycle route would be to use the back entrance to the school and a path built round to the front within the grounds, and the road that runs parallel to Ostman road called Almsford Road as Ostman has to have the bus route on, thus
It will just push car users onto alternative streets in the surrounding area
I feel 24 hour no parking would be too restrictive on local residents. The problem is the school traffic and at other times of
The amount of drivers who do not obey the school signs or respect the residents of the area is quite frankly disrespectful.
Cyclists and Bus Routes experience problems several times daily. Pedestrians feel unsafe walking on the footpath as

Some people drive and drop children off and continue their journey to work. I agree that people need to be more considerate when parking not blocking drives etc but any restrictions only pushes the problem elsewhere. You need to accommodating. Maybe stopping the buses using the road during school drop off and collection hours would make it safer.
It’s only school time pick up and drop off that’s a problem
Cuts traffic for schoolchildren but still permits use of the pool on evenings and weekends
There is no problem with parking outside school hours or during school holidays
If people can’t park in ostman rd then they will park on Tostig ave . It’s already hard to park outside my house during school pick up times as it is . Cars park on the grass verges and damage the grass, and if you come back from shopping/ work
We live on Tostig Avenue. Getting from say Beckfield Lane to the street entrance at peak school times is a nightmare as the parents use the entire length of Ostman which then overflows on to our street. We have had several cars clip out cars, sometimes we can't even park near our house at peak times. A good answer is, give residents, including privately owned
Parking fine
I think with the house residents alone that the ni bee of vehicles that are parked permanently in ostman road is high enough without the added extra of vehicles belonging to parents dropping off/picking up their children. I
The road is usually hard to safely drive down as double parking, parking on yellow lines and parking on junction and yellow
BE SAFER FOR EVERYONE IF NO PARKING WAS INFORCED AS SOME PEOPLE THINK THEY HAVE THE RIGHT TO
To reduce cars and to prioritise pedestrians and cyclists
the road is always full of parked cars during school hours, as presumably there isn't enough parking for staff at the schools, but I'm not sure which scheme would work. People do need to drive to drop their kids off as they're often doing that en route/coming back from work, but if you put parking restrictions on Ostman Road, this will only move the problem to

Ostman Road Survey

In order to create space to enhance the environment for pedestrians, proposals will involve removing 8 existing trees and replacing them with 10 new ones. Would you support this tree replacement scheme?

Answer Choices	Responses	
Yes	57.49%	119
No	22.71%	47
Don't know	19.81%	41
	Answered	**207**
	Skipped	**63**



Ostman Road Survey

Is there anything else you would like to tell us?

Answered	**103**
Skipped	**167**

Responses (Some responses have been removed so as not to reveal personal data)

It is important to encourage families to walk, cycle or take a bus to travel to school and Ostman Road.

Unfortunately there are too many journeys taken by car or other vehicles.

By removing 8 trees, you should plant at least 32 trees. Plant three times felled trees to make a positive imact

If there is no room on the road they on grass verges

It is very difficult to cross the road at peak times. There is always alot of moving traffic coming from both directions. Cars always park across didicated crossing points and block access to tactile paving making it dangerous.

Not that many trees on Ostman Road and trees would only
block the view for children that have to cross the road. Neither school as a crossing lady.

Double yellow lines outside the shops would be a good solution.

Making the drop off area bigger IE the length of the school grounds for no parking or double yellow along the road outside the school grounds

REMOVING TREES TO PUT MORE TREES??? IF YOURE GOING TO TAKE THEM OUT TJEN MAKE PARKING BAYS INSTEAD FOR F CREATING MORE DOG FOWLING AREAS THAT ARNT MAINTAINED!!! THERE IS A HUGE FIELD AT THE INFANTS DOING NOTHING MAKE IT INTO A CAR PARK!!! WHEN THE SCHOOL WAS BUILT WHY WAS PARKING NOT TAKEN INTO CONSIDERATION?? WHY IS THE BULK OF THE TRAFFIC OVER ONE SIDE WHILSTE ALMSFORD GETS HARDLY ANYTHING??? WHY ATE THE DOUBLE YELLOW LINES IN TOSTIG UP TO THE WALKWAY ON ONE SIDE BUT OVER THEM ON THE OTHER MEANING WE CANT EVEN PARK OUTSIDE OUR OWN HOUSE??? This scheme is ridiculous and will not solve anything just encourage drivers to be even more than f a nuisance and park down Tostig and other side streets! People who live in close proximity should walk too also people gossiping outside the school gates is unnecessary they park then stand gossiping !

Anything to green up the area and make it more attractive would be lovely. I don’t suppose there is space to add a cycle lane? Maybe more signage at top and bottom of road and fining people who parking badly, that would stop them - it tends to be the same repeat offenders

There are wide grass verges the entire length of Ostman road on both sides. Taking 30 cm off either side and widening the road would increase visibility and easy congestion along here and make room for any cycle lanes required.

at school times vehicles park across driveways blocking access the best thing you could do is put double yellow lines down both sides of ostman road

Create more off road parking outside betting shop and get rid of road humps to stop ground tremors from buses going up ostman shaking houses

As living on tostig Ave..this is terrible during school drop off and pick up ..cars blocking drives... I asking on grass verges which is unsightly in winter ..the grass just turns to mud. ..

Ivor close gets a lot of cars parking down there and on the footpath,no one can walk around.

with living with inconsiderate/ abusive/ driver who park where they like even over driveways of disabled drivers on ostman rd this is a good step
The condition of the road and the speed bumps are terrible and this is very dangerous for children crossing the road to school and also dangerous for cyclist and road users. Without doing the road first no matter what you do in regards to the parking issues people will still not use cycles and walk as the road has damage and pot holes from top to bottom

No
Only to look at permit parking for residents in iver close
I drive to school because we live in poppleton and I have to travel to heworth to get to work

I don't feel this will help at all.
I only park on Ostman to pick up my children from Carr Den after school club. I am on my way home from work so am unable to walk as I would be too late. Parking restrictions at this time (between 5-6pm) would be massively impractical for me.
I do understand at drop off and pick up times conditions might be different. My husband does walk or cycle at these normal times.
There should be a zebra crossing by the school.
You need to change the bus route and prevent the buses from driving down this road

They are kids who stay far 20mins walk from school and may need to come by car sometimes to meet up time. Hope they will be considerations.
If you don't do sonething soon a child will be seriously injured or killed. Unfortunately too many parents just want to park right outside the school gates and have no regard for pedestrians or cyclists.
Drivers disrespect people's houses & driveways
What alternative will be offered for working parents?
The road service is dangerous for cyclists. I have raised this previously with the council, which saw some potholes filled in. However, this was done so poorly and patchily that it actually made the surface worse. Now there are holes and a long channel of damage exactly where a cyclist travels on the road, actual 'original' road surface, and raised 'new' surface where some holes were badly filled in. It's an accident waiting to happen.

The entrance and exits need to be blocked to everything during the drop off period.

I think bus times need to be reviewed to avoid busy times
Has consideration been made to a defined cycle lane?
The bus route is also hazardous during school hours as it often means there is a hold up of traffic and creates a problem with waiting for the queue of traffic to let you cross the road.

Further parking restrictions on Ostman Road will have a severe impact on parents who live further from the school and those that have physical impediments. At the moment we, as drivers, are already limited to parking on one side of the road and are always careful not to block private driveways. Furthermore, to the best of my knowledge, no child has come to harm as the result of parking on Ostman Road.

If you stop people parking on Ostman Road then they will just move to other streets like Almsford Road, Viking Road, Tostig Avenue, Celtic Crescent etc and the same thing will happen again in these streets. This won't solve the issue it will just move it somewhere else. Sadly, working parents don't have the time to casually walk to and from school in this day and age. Having two busses running up there at the school drop off time also does not help.
If you live Almsford Road side then you cannot access the school from this side during the day for the nursery which means that people will drive round to the Ostman Road side.

Grass verges are always muddy and dirty they could be adapted and paved and used for residents parking instead of being chewed up by cars on them
I already walk to and from school each day
The parking and traffic needs to be addressed on the almsford Road entrance too! People parking on zigzags, on the path, in the ENTRANCE to school! Inconsiderate and dangerous!

I would just put traffic enforcers there more regularly as that deters people parking dangerously.
Thank you for asking for our feedback. I know it's busy down the road during drop off and pick up times but as a Mum who does school drop offs and pick ups every day I don't feel my kids are in danger. To create a 24hr ban on parking or residents only parking seems a bit extreme in comparison to the level of the problem currently. I imagine it will also only move the problem elsewhere as the same people who drive now will just start parking on other streets. So if a ban of some sort is the solution decided upon I would recommend a ban during peak school times would be better so the different streets share out the frustration, rather than just moving it elsewhere.

Disabled spaces needed please. I need to drive to school. I cannot walk
The road is absolutely terrible for cyclists - coming down the hill on your bike is dangerous due to hidden potholes.
Yes it so ridiculous the way the cars park even on the grass outside school or over the crossing it is shocking the way the cars park outside school
The majority of parents driving their children to school like within 1km of the school. Myself and other parents living 2 miles away only drive to the school because we absolutely have too.
Haven't noticed any trees being an issue
Why not add benches on green verges at Carr infant as many parents park up on green verges in-between current trees.
The parking down Ostman is ridiculous. People park across driveways and then abuse residents who ask them to move! I'm a pedestrian and frequently cannot find a safe place to cross to get my child to school, because inconsiderate people are parked across the dropped curbs. I dread to think how bad it must be for people with visual impairments!

Outside the co op is very dangerous as well people pull onto areas not suitable for parking. Costcutter is terrible as just pull across an areas that the children are crossing!!

I live on danebury drive and it's a bus route which cars park all along the street even over the driveways sometimes and grass verges there is a lot of congestion on a very busy road

There is a bus route on Ostman Road, I feel it would be beneficial to halt the service during drop off and pick up as many drive too fast.

Buses cause the most chaos so I would consider changing their routes for morning drop off and afternoon pick up times.
Maybe ask the school to enforce parents to not pull into the small drive entrance to drop and pick up which is where most children try to cross and come out of school.
The bus stop needs moving that's the main problem why the road gets so congested two buses come at the same time when cars are parked along and the top and everyone's stuck.

Restrictions on non resident parking need to be strongly enforced and other places to park in the area need to be restricted too otherwise the problem will shift. Buses still need to use the road and these are as (if not more) dangerous than parking problems the way most bus drivers drive in York in my opinion
Road surface needs replacing properly while kids off school places are been repaired that ain't used as much
I only park on Ostman Road on days when I cannot walk / cycle instead, so not being able to park on ostman road wont' stop me driving, I will just park on a different street, which pushes the problem somehwere else
What is wrong with the existing trees in Q7? Will they be repotted to another area?
Where are the plans or impressions of the scheme and what are you doing to protect cyclists ?
Much rather see you resurfacing this road - it's an ice rink for cyclists in winter because it's concrete
Established trees will be far better for the environment - not just pollution but also local ecosystems
You are not considering the affect its going to have on other streets near by. The amount of people that park down our small cul-de-sac - constantly parking over our drive, on the grass verge at end and blocking pavement, nothing is never done down ours or double yellows??

The fact its parents parking dangerously is concerning, you sent one parking attendant down giving out fines, next day they are parking in the same places again across footpaths / double yellows!! The house on corner of tosqig avenue is constantly parking on double yellows with his truck and trailer - and nothing has been done here!

the road itself is in terrible condition near Carr juniors - I don't use my car for work, I use my bike instead and nearly come up of it a few times with the amount of potholes! Even when I do use my car its so uneven!

You have bollards on the grass verge near tosqig, yet parents can drive on to this, even all the way down ostman, why aren't they more space together? to stop people parking on the grass verges, someone nearly knocked over my child when this happen and i contacted school regarding this and again nothing was changed.

The bus also courses way more problems - why should a bus be coming down ostman as such a busy time when there is only one way for traffic to travel with the amount of cars parked.

This road is an accident waiting to happen, I am really surprised there hasn't been an accident yet.

Parking enforcement needed.

Stop buses during school drop off/pick up times and cut drop off points into the verge

I walk everyday so it doesn't necessarily affect me hugely now but I know when my eldest child goes into year 6 I will not allow him to cycle (as he should be able to) simply because it's too dangerous
The scheme should also include Celtic Close and Jorvick Close as at present people park there at school pick up and drop off times and it is very difficult for residents. Stopping parking on osman Road will only make matters worse there if you don't include them

Something needs to be done. Parents may complain about having to walk further if they cannot drop off right outside both infant and junior school but the same parents would then want something to be done if it was one of their own children who was injured by the complete stupidity of these drivers. It has got so much worse over the years. I personally have seen many near misses on this road and this is from parents dropping off and picking their children up.
Why remove trees and replace with others
Why do the trees have to go, can they be moved?
Bus route past the school causes many problems too at peak times
There are no crosswalks for the kids people race up and down the streets there's not a lot of room for cars to pass. Butters sometimes have to wait a few minutes before one line of traffic passes and children have to weave in and out of cars and cyclists and Buses to cross the road not safe at all
The council need to also consider the situation on Almsford Road which is similar to Ostman Rd. Will these changes push more drivers on to Almsford Road?
Bus route should be kept as this is important to many residents.
I've had some near misses cycling past the school on my commute, please design safe ways for cyclists and pedestrians to interact.
Strongly against removing existing trees
Buses are a massive issue !!! Too many most of them empty the times hit the above school times which then adds to the safety issues of children I've seen buses mount kerbs reverse right back up Ostman road buses should also be stopped during drop off pick up or sent another route. Buses also drive over speed limit my house shakes every time one passes it's not just cars the double decker and ordinary buses needs sorting as well

No
Divert the bus route, from what I have witnessed over the last 4 years the buses have very few passengers , if any at all
Maybe introduce zebra crossings on Ostman Road at the entrance to both schools therefore creating safe areas for children crossing the road
propose council would provide drop kerb driveways for tenents
I live in this street it is a nightmare traffic wise. It's become so busy with traffic up and down. School times are horrendous people park wherever they like and block your driveway. It is very dangerous for pedestrians especially children as cars are everywhere and people also driving up and down. With hardly any room for anyone to cross safely. I'm surprised there hasn't been an accident before now. Also the buses are arriving at the same time as school starts and leaves which they also struggle at times to get down the street or into the bus stops as people park in the stops. I also think something could perhaps be done to restrict the traffic flow in general as it's become a rat run. So what was a fairly quiet street. a few years back has become a very busy road.

A traffic attendant needs to be in the area to stop cars parking on yellow lines.
It seems an odd decision to remove existing trees to replace them with new ones.
Rather than adding new parking restrictions I would suggest enforcing the ones which are already there - problems are caused by people parking on double yellows, in the private road, and across drives with no consequences, so I'd suggest enforcing these restrictions would make more difference than adding restrictions that penalise people who are trying to park reasonably and sensibly.
I think some sort of crossing to the school would make is more safe taking the children in to school a lot of parents have said the same
I would just love to be able to arrive home from work at least once in my life, be able to enter my property smoothly or be able to park outside it, please are always blocking thee driveways of residents
I think something definitely needs to be done. We walk to school everyday but the people who use cars, don't do so safely and pull in while children are trying to cross the road, reverse into people while they try and cross.
Living close to one of the schools we have spoken to the school many times with worry with people parking, dropping off
Residents of Ostman Road should be allowed the option of having a driveway installed so they aren't restricted to park if the changes are implemented
All of ostman road should be restricted parking. All the residents have the option for parking on drives. On street parking is hazardous because the road isn't wide enough.

Develop the much quieter Almsford road for bikes etc. Perhaps a crossing for pedestrians on Ostman. Otherwise leave it alone.
Lack of crossings on beckfield lane / wetherby road makes travel very difficult for those who live further away from the school, the street is only busy for around 20 minutes twice a day very rarely are issues but the road is dangerous with no safe crossing space should have a zebra crossing - the pot holes near junior school are absolutely terrible for cyclists

Please make the journey to school as safe as possible. Please think about emergency services, caregivers and bus companies to make their journey safer and less disruptive. The schools do all they can but parents who drive vehicles to take their children to school disobey letters and signs. Have the areas patrolled more. Thanks

No
Surely it is possible to introduce parking restrictions without removing established trees

The roads are terrible for cycling down ostman rd potholes and cracks all over . This puts me off cycling as I have fallen off my bike before down here.
Yes please fix the pot holes have reported them numerous times there horrendous when my daughter has to travel in the back of our adapted vehicle
No
I personally don't think that the issue is the environment, I honestly as a parent who walks to/from the school feel safe walking down the street. I can understand that for those parents who do the same but have to cross the road with their children that their walk will feel much less safe due to the lack of safe places to cross but once the high number of cars parked back to back on the road is tackled, those pedestrians who need to cross the road should feel the benefit and feel safer immediately.

No

Ostman Road Survey

If you feel you may be disadvantaged by any of the design options presented, please detail why below:

Answered	**58**
Skipped	**212**

Responses (Some responses have been removed so as not to reveal personal data)

No. I just hope it makes a difference as it’s not just cyclist it’s pedestrians and also residents

We live down one of the side streets (Jorvik Close) and are concerned that changes might push car parking and drops off to our cul-de-sac, causing danger and more problems for us.

N/a

Tress would block the view would not see on coming traffic or the bus that uses this road

Where are the trees

It doesn't matter what happens there will always be an issue with parking around that area , as someone who does not park directly outside the school and try to walk at least some of the way to the school

If you restrict parking outside the school, you're just causing more congestion for either end of Ostman Road.

As stated above this will not solve the traffic just move it into other streets! A car park of getting rid of the verges and making spaces is the best way and making people who live in the area walk, I know people who live round the corner and drive to the school!

As above

I would be concerned the volume of traffic will not reduce, they will find other streets nearby to park. My street is already busy with residents parking outside their homes. People are already using the surrounding streets to drop / pick children up, restrictions to Ostman Road will only add more congestion to surrounding streets.

See comment above.
Unable to pick the children up from Carr Den on time with work commitments.

I sometimes need to park on the street for swimming
As previously stated, if parents physically need to drive to school these actions will disadvantage us and be an issue. The impact with be merely moving the “problem” (which I don’t think there is) to neighbouring smaller, narrower streets and in some cases forces parents with small children to cross several busy roads. I can’t see how that’s an improvement on safety.

As in number 8

Some of us have to drive we dont have any option to make it so no parking was available will just gridlock surrounding residential streets
See above
Although I cycle/walk to school I work shifts so sometimes I need a car otherwise I would be late to work or picking up the children. From school and the wrap around care (breakfast club/after school club)

I have a child that point blank refuses to walk to school, she has a additional needs and is very challenging at times. Preventing me parking outside school will cause a lot of problems for myself trying to get her into school. I also then go straight to work. Are you gonna pay me the half hour extra that I miss from going straight to work from school? Or childcare so that I can get to work later and work later to make up my time? It isn't practical to ban cars from a street just because it's a school street. I've never seen one child get hurt in the 5 years my children have been going to that school. The only thing that's rubbish about the street is the buses it's far too narrow to be a main bus route but I see the advantages for those parents that travel on the bus to work. Maybe if you made the road wider instead it would stop the traffic problems more appropriately or got rid of the grass verges so people can park like they've done down many streets. That would make it easier for pedestrians to see the whole road too.

Parents who need to get to work and live at a distance to the school.

N/A

If you are going to restrict, then you need to make parking suitable elsewhere. It doesn't always work for people to walk or cycle, it needs to be fair for everyone.

I feel that the council has already decided to impose further parking restrictions on Ostman Road and that this survey is being presented as a query to drivers: "Why aren't you willing to walk/cycle/scoot to the school so that we can go ahead and appease the residents of Ostman Road?".

Again the problem needs sorting on the existing road, not pushing into neighbouring streets! Needs widening without removing trees. Parents that drive cause traffic, they abandon their cars anywhere they like including on footpaths, across our cul de sac, on dropped kerbs, in bus stops. Bays need to be made to accommodate the people who have no choice to drive, cyclists need to be better accommodated too. Rules need to be enforced and tickets issued to badly and dangerously parked cars!

I park further away from ostman road, I need to drive my children to school as we live far away and then I need to travel to work but if the impact of no parking is implemented more people will park further back on different streets making it more difficult for those like my self who actually need to drive and park to take my children to school.

I think my kids will be disadvantaged. I currently let them do after school clubs which they enjoy and which benefit their physical fitness. The school clubs are much cheaper than if they were to do dance/choir/sport elsewhere. If I'm not able to park to collect them when they finish at 4.15 I will have to reduce the number they attend as it's too much for my youngest child to do 3 school runs a day by foot. To just do drop off and pick up then drive for the 4.15 collection makes it work well. So my kids would be disadvantaged as I'd need to stop them attending those clubs because having them do sport elsewhere is much more expensive. Thanks again for listening to our views.

Disabled spaces needed. I would not be able to walk to and from school 3 times a day, there and back to drop off and collect my children. Please consider this and make a few disabled spaces or permits please.

Everyone should have a driveway and be made to use it

School staff that are not able to use school car parks.

People who have mobility issues with disabled badges should have better access to the schools

Not myself personally at the moment unless my job role changes but plenty of other working parents who depend on being able to drive to then go straight to work afterwards will be penalised by no parking and left in a tough situation.

I can’t park outside my own house because of people parking at the shops

No
If I have to walk to school it will mean I need to extend childcare hours or working hours.

I have always parked sensibly and feels unfair that I will be penalised moving forward for the actions of others. Get some traffic wardens to patrol instead I’m sure if the rules are inforced for a short time people will catch on.

Not sure what this means
See above
I don’t see how anyone can. It’s quicker to park around the corner and walk.
People who drive down Ostman always get stuck, delayed etc so those who think it’ll delay them to work are probably mistaken
Needs extending into Tostig avenue
It all depends on where the parents decide to park when dropping off their children - i.e. will they just cause a blockage in a different part of, or another, road on my route.
NA
I haven’t been privy to the detail of any design options presented, you have merely outlined a design philosophy to restrict parking.
I live at the top of ostman road I hope the design applies to the full road otherwise it will just move the school cars further up the street.
No

I live on Almsford Road where there is also a very busy school entrance. A lot of cars also park up and down Almsford Road and also on the side streets and I am worried that the Ostman Road restrictions will have an adverse affect on Almsford Road and I hope that this will be taken into consideration and not take the problem away from one area and put it into another. I hope this will be considered and monitored if restrictions are approved on Ostman Road.

parking restrictions near my house
I live on Tostig Avenue which joins Ostman Road opposite the school. Parents already park their cars on the road to do the school run, often blocking our drives. I agree something has to be done but this will also affect other roads.

I have to travel by car to school as it is a long journey for me, I know some parents only live round the corner and come in the car, but I do understand how busy it is near school which is dangerous for are children.

As someone who walks wherever possible, but does sometimes need to drive to meet work commitments, it would make it really difficult to get to work on time if I couldn't park near school, which adds another barrier to parents being able to competitively access the job market. Due to low birth rates, also, numbers of children across the city are falling, and it could potentially disadvantage Carr if people perceive it as being a difficult school to drop off at - this could have a longer term negative impact on the local community if numbers were low.

Doesn't help with the traffic and congestion down ostman road when you have 2 busses travelling down there at peak times

Driveway should be installed to residents who are forced to park on the grass due to no where to park on the roads

I don't understand your obsession with cutting trees down or reducing residents parking.
I feel you look at making tostig Avenue no parking at school time as parents just going to park down our street and block drives
I feel that if parking is restricted down ostman rd then this will disadvantage residents on Tostig ave. Unfortunately the high cost of a drop kerb and driveways prevents me from having my own parking. The traffic is dangerous down our street already with kids running about and cars lined up everywhere . This will only get worse if parking restricted down ostman rd .

Please do this fast it’s been along time coming and there is going to be an accident soon

If you make the Ostman Road a no parking zone all this will do is filter out on to our street even more than it does now.

PEOPLE STREETS | OSTMAN ROAD

WORKSTAGES 1 – 3 | CLOSURE REPORT

City of York Council (CYC)

June-22

Delivering a better world

Quality information

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Executive Summary

Located approximately two miles west of York city centre, Ostman Road in Acomb has been identified as a potential location for '*People Street'* enhancement measures. Broadly speaking, this involves reducing the impact of motor vehicles to create a more pleasant and appealing environment for people to walk, cycle and negotiate. Reflecting the adjacent location of Carr Junior School and Carr Infant School on the north side of Ostman Road, a key existing issue is the prevalence of parked vehicles during school drop-off and collection periods. Parked vehicles can also impede the passage of the No.5 bus service, the passage of cyclists, and affect access to private driveways on Ostman Road.

A trial layout was implemented by Sustrans in March 2021 whereby two large and four small buildouts were temporarily placed in Ostman Road to significantly reduce the space for parent parking during school drop-off and collection periods and to create areas for people to congregate. Of recipients surveyed during and after the trial (parents, carers and residents), 95.5% stated they would support the implementation of similar interventions.

To inform scheme design and optioneering, site visits and a range of survey data has been collected, collated and analysed. This has included 24-hour speed and traffic flow surveys; a pedestrian movement survey and a parking beat survey, both undertaken in 5-minute intervals before, during and after school drop-off and collection periods; manual classified turning count data; and recorded personally injury accident data. The above evidence base has specifically confirmed that there are the following specific existing issues on Ostman Road:

- 85th percentile traffic speeds exceed the posted 20 mph speed limit by typically +3/4mph.
- Occurrence of kerbside parking during school drop-off and collection periods is highest along the southern kerbline, in particular east of the junction with Tostig Avenue. Existing traffic restrictions in the form of 'School Keep Clear' and double yellow road markings along the northern kerbline are generally adhered to.
- As expected, the highest proportion of pedestrians cross Ostman Road in the vicinity of the school entrances, without any existing formal pedestrian/cycle crossing facilities.

To ensure proposed schemes were not just focussed on engineering measures but also about creating a sense of place, AECOM Traffic Engineers and Landscape specialists worked collaboratively to develop three potential scheme options. These options were discussed with CYC Officers during interim progress meetings and are summarised in the table below with increasing levels of intervention and associated costs reflecting the inclusion of variable design features.

Option	Summary Description	'Low' Cost Estimate	'Medium' Cost Estimate
1	**Retention of existing kerblines** with landscaping enhancements on both sides of Ostman Road	£670K *(£445K for localised interventions only)*	£740K *(£515K for localised interventions only)*
2	**Modular buildouts** along northern kerbline with landscaping enhancements on both sides of Ostman Road	£740K	£765K
3	**Full construction parklet with new kerblines on both sides** (wider footway/verge) with landscaping enhancements on both sides of Ostman Road	£950K	£1.09M

Common features across all three design options include:

- Proposed parallel (Zebra) pedestrian/cycle crossing facilities in close proximity to the school entrances
- Gateway features to improve conspicuity of the 'School Street'
- 'Continuous footways' across side roads / school entrances

- Replacement of the existing concrete block footway with chipped asphalt footway surfacing
- Traffic calming enhancements
- Varying levels of optional parking restrictions.

The three options are to be presented to Elected Members for a decision on how to proceed.

1. Introduction

1.1 Study Area

The study area, shown in Figure 1, is the section of Ostman Road between Viking Road and Danbury Drive, approximately 2 miles west of York city centre, in Acomb. Ostman Road provides access to two school main entrances, Carr Junior School and Carr Infant School are accessed along the northern footway and located to the north-east and north-west of the study area respectively. Ostman Road also serves the No.5 bus both eastbound and westbound.

Figure 1. Ostman Road – Site Boundary

A significant number of parents currently park directly outside the schools during school drop-off / pick-up times causing problems in terms of safety for children crossing the road; safety for cyclists using Ostman Road; blocking of residential driveways; and delays to No. 5 bus due to congestion. Improvements to the environment for cyclists, pedestrians and residents on Ostman Road outside/near Carr Junior and Infant schools are therefore required, through reducing the impact of parked vehicles.

1.2 Site Trial (in 2021)

Sustrans carried out a trial on 10/3/21 in which 2 large and 4 small build-outs were placed in the road ahead of the school drop-off period and were left in place until an hour after the end of the school day. Of recipients surveyed during and after the trial (parents, carers and residents), 95.5% stated they would support the implementation of the street design trialled.

Images from the Sustrans street trial are shown as Figure 2, with an indicative street layout included within the accompanying Sustrans Report provided as Figure 3.

Figure 2. Sustrans Feasibility Study Trial

Figure 3. Sustrans Feasibility Report Indicative Layout

Following this initial trial, CYC commissioned AECOM to deliver up to three Preliminary Design solutions to enable a proposed scheme to be taken to consultation. The project aims and objectives are set out below.

1.3 Project Aims

The aims of the scheme are to address the following:

- A solution that resolves safety and amenity issues caused by parked vehicles during school peak drop-off and pick-up times.
- To improve the safety and amenity of cyclist journeys along Ostman Road.
- To determine a design solution that both supports model shift and enhances the public realm / streetscape.

1.4 Project Objectives

- *Implement a solution to resolve the safety and amenity issue* - Feasibility work will determine options for rectifying the existing issues, with the ultimate objective of gaining approval from CYC Transport Board and implementation of the most appropriate solution.
- *Enhance and encourage active travel* - Evaluate measures to enhance active travel and look to implement design solutions that encourage and facilitate modal shift and to discourage parent parking during school drop-off and pick-up times.

1.5 Report Structure

In order to achieve the project deliverables and objectives, AECOM proposed a staged approach with Key Workstages shown below, with further detail provided within the associated Commissioning Brief, approved by CYC on 3rd February 2022.

This document is the first of two reports to be provided and covers Key Workstages 1-3. Report 2 will be issued after completion of Workstages 4-6, assuming the scheme receives approval to progress beyond preliminary design.

Following on from an initial workshop meeting with CYC at Concept Design Stage on 19th April 2022. This report provides information relating to AECOM's proposed Preliminary Designs and associated supporting information to inform the Executive Members / Transport Board decision process. The remaining sections of this report are structured as follows:

- **Chapter 2** summarises details of the Site Visit & Concept Optioneering
- **Chapter 3** provides results of Survey Data
- **Chapter 4** provides a summary of the Preliminary Design proposals
- **Chapter 5** provides details of High-level Cost Estimates
- **Chapter 6** summarises potential Design Feature Variables as required by CYC
- **Chapter 7** provides a summary of potential Traffic Regulation Orders (TRO);
- **Chapter 8** details both the Existing & Proposed Audits Scores
- **Chapter 9** concludes detailing a Summary and Next Steps.

Supporting technical appendices are referenced as appropriate.

2. Site Visit

2.1 General site observations

Before considering design proposals, AECOM undertook a site visit on 17th February 2022 between 2pm – 4pm to gather information during a typical school PM peak.

Ostman Road is considered to be a low trafficked street, with a moderate proportion of residential parking on-street near to the schools. However, during school pick-up / drop-off times, for a period of around half an hour, significant increases in parking are experienced, between its junctions with Danebury Drive and Tostig Avenue. Existing parking observed during the site visit between the hours of 3–3.30pm is shown in Figure 5, in images A, B and C. Other general site observations included:

- Parking during school drop-off / pick-up times takes place mainly along the southern footway, with parents ignoring double yellow parking restrictions and occasionally parking over driveways.
- Footways are constructed of concrete block paving and are in generally poor condition. This creates level differences and an uneven surface where areas of subsidence and cracking have occurred.
- Existing bollards to prevent parking on the grass verges are in poor condition, with inconsistent styles used, which detracts from the aesthetic of Ostman Road.
- Crossing of Ostman Road is sporadic during school drop-off / pick-up times, with parents and children crossing between parked cars, with formal crossing points unclear and unused. The majority of parents / children crossing directly outside of the school gates in order to access the southern footway where their cars were parked.
- The carriageway is constructed of jointed concrete pavement approx. 5 x 6m slabs, with areas of patching, cracking and inconsistent surface dressing creating a poor quality and uneven surface that also detracts from the aesthetic of the street.

Figure 4 below identifies the location and Figure 5 shows the pictures taken during the site visit.

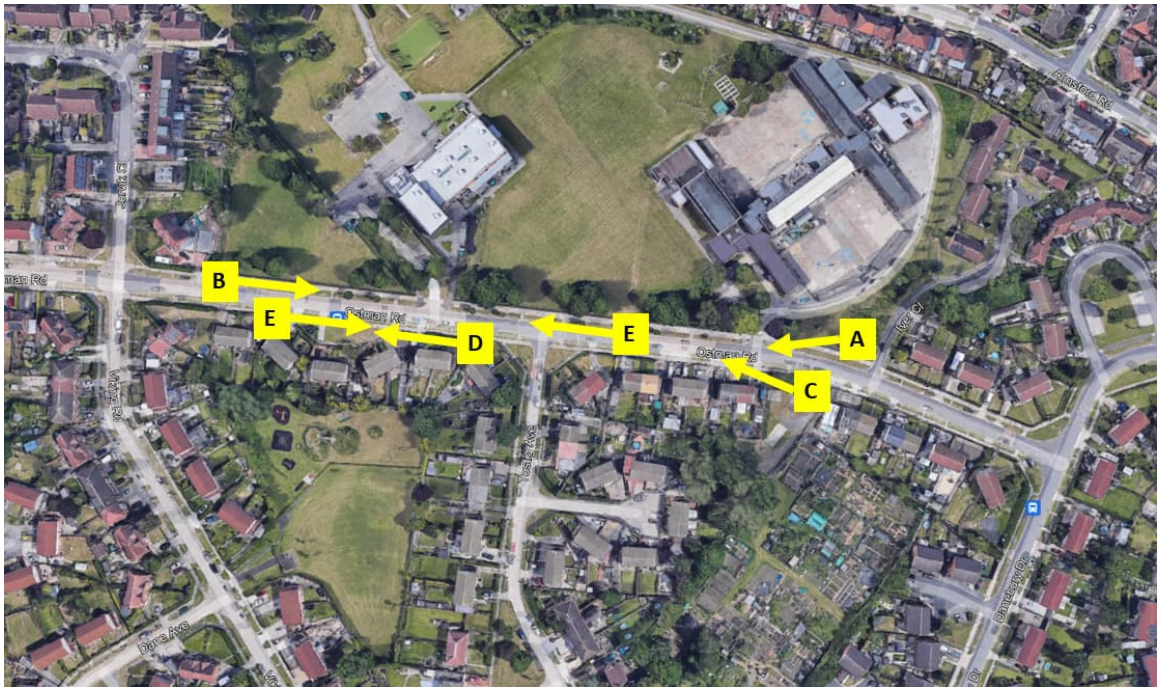


Figure 4. Site Photograph Locations

Location A

Location B

Location C

Location D

Location E

Location F

Figure 5. Site Photographs

2.2 Additional parcels of land

AECOM noted two triangular parcels of land located to the south the carriageway that may be appropriate to include within the study area to provide additional public realm / parking opportunities.

Through further discussions with CYC it was clarified that the parcel of land next to the allotment is leased to a third party and the other parcel is owned by CYC Housing. As such, CYC were not looking to make changes to either of these due to the complications and delays they may incur. On this basis, any public realm and placemaking benefits within the proposals are limited to the original study area.

2.3 Potential expansion of the study area

During the site visit several parents highlighted that, in addition to school related parking issues on Ostman Road, similar school related parking issues are experienced along Almsford Road to the north of the respective school sites. In addition, it was noted from the site visit that a large proportion of parents appeared to walk along the northern footway of Ostman Road from Carr Infact School into Carr Junior School during the PM Peak in order to access the northern entrance leading to Almsford Road.

Following this observation, AECOM discussed with CYC extending the study area to cover Almsford Road and the surrounding network to make a more informed assessment of the wider potential impacts relating to school drop off / pick up. CYC noted and agreed that they are aware that there may be wider issues and areas impacted that are not covered within the Ostman Road study area, but that the immediate priority and associated budget needs to be focussed on and limited to Ostman Road.

2.4 Concrete slab surfacing

The site visit confirmed that the carriageway is constructed of jointed concrete pavement approx. 5 x 6m slabs, as per Figure 6 (although the Ostman Road pavement does not have a longitudinal joint). Unfortunately, this is likely to be problematic when wanting to undertake either resurfacing or constructing buildouts.

In addition, concrete surfacing is present across driveways along Ostman Road, which will require breaking out if the footway is to be replaced or re-surfaced.

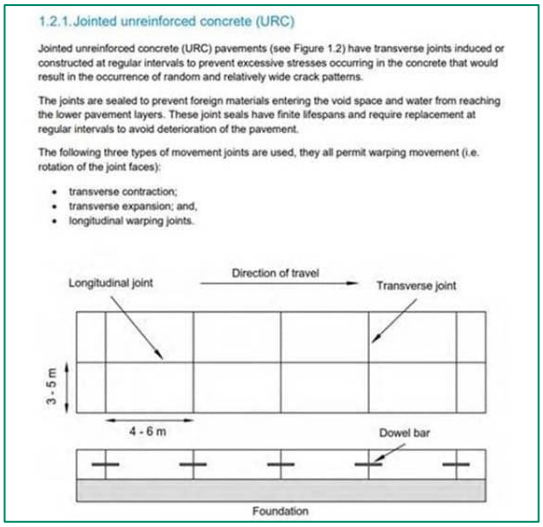


Figure 6. Concrete Slab Surfacing

Following discussion with the client and a review from AECOM Pavement specialists, four potential solutions were presented as below, along with their respective advantages and disadvantages:

1. Break out concrete over full length and reconstruct with flexible (asphalt) pavement
2. Break out concrete over targeted sections only (where constructing buildouts)
3. Leave carriageway surface and use bolt-down products to create buildouts
4. No buildouts and limit scheme to changing surface appearance (for example through micro-surfacing) plus new road markings.

CYC reviewed the information and instructed AECOM to omit Option 1 due to cost implications and to continue with Options 2-4 above as the three Concept / Preliminary Design options to be taken forward.

3. Survey Data

3.1 Key Findings

1. Illegal parking occurrences are highest along Ostman Road between the Carr Junior and Infant School (see Zones D & E in Figure .7)
2. Traffic flows are considered low. Therefore, an on-street quiet route for cyclists meets LTN 1/20 requirements.
3. 85th percentile traffic speeds are slightly higher than the legal speed limit. Therefore, further traffic calming measures and signage would be beneficial.
4. The highest proportion of pedestrians cross near to the school entrances, in Zones C, D & E.
5. Recorded personal injury accident data does not suggest any pattern or trend in accidents, with only one incident 'slight' in severity recorded within the most recent 60-month period.

3.2 Data Collection

Traffic survey data was collected in order to inform design proposals, with the following surveys undertaken between Monday 25th April – Sun 1st May 2022:

- **Manual classified turning count data** at the Ostman Road/Viking Road & Ostman Road/Danebury Drive junctions between the hours of 7.00am–7.00pm.
- **A parking beat survey** across the study area observed in 5-minute time periods during both the AM and PM peak periods, between the hours of 08:00am-10:00am and 2.45pm–4.00pm (which covers half an hour before and after school opening / closing times).
- **A pedestrian crossing survey** observed in 5-minute time periods during both the AM and PM peak periods, between the hours of 08:00am-10:00am and 2.45pm–4.00pm (which covers half an hour before and after school opening / closing times).

In addition, **24-hour speed surveys and traffic flows** were also undertaken between Friday 13th May – Mon 23rd May 2022 at two locations along Ostman Road near to the school entrances and **personal injury accident data** was obtained along Ostman Road for the most recent 60-month period between 01/01/2017 and 31/12/2021.

n order to assess both the parking beat and pedestrian crossing surveys, the study area was split into separate Zones A – F as shown in

Figure 7.

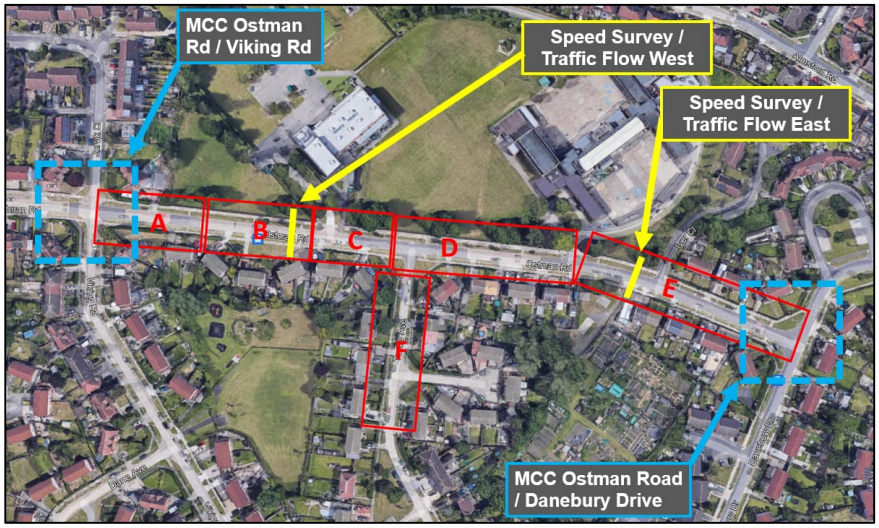
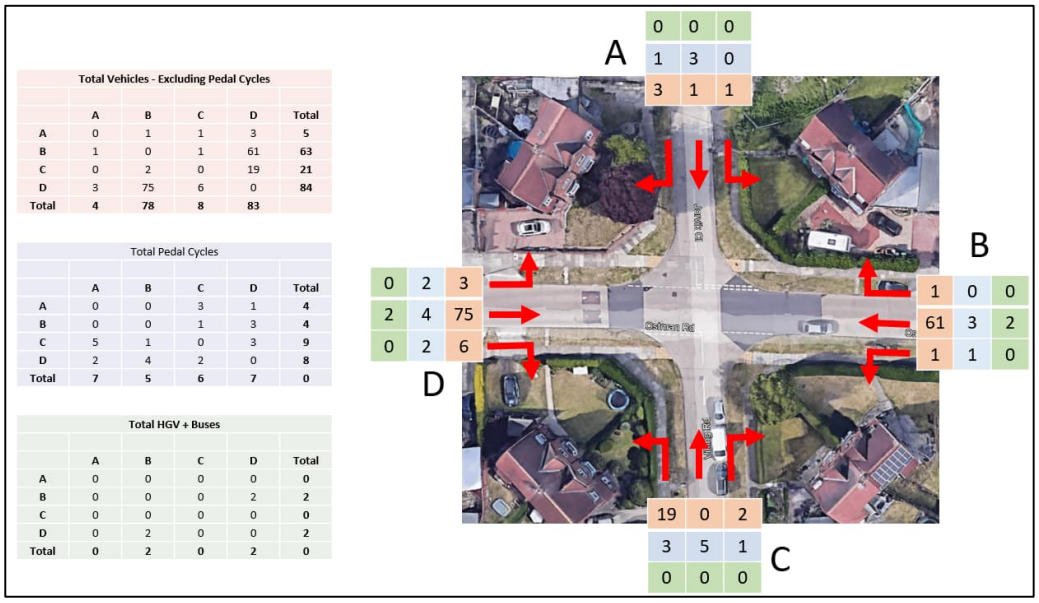


Figure 7. Zones A – F (Pedestrian & Parking Beat Survey locations)

3.3 Manual Classified Counts

Manual classified counts were assessed in order to determine the typical traffic flows along Ostman Road during a neutral month. The resulting traffic flows were then used to determine the existing traffic flows and HGV percentages outside of the school and, in conjunction with speed survey information, to determine whether classifying Ostman Road as an 'on-street quiet route' was suitable in relation to LTN 1/20 audit criteria.

The highest traffic counts within the survey period were determined to be between 08:00–09:00 and 15:15-16:15, during AM and PM peaks respectively on Wednesday 27th April. The traffic flows at the Ostman Road/Viking Road and Ostman Road/Danebury Drive junctions are shown in Figure 8-Figure 11 for the AM and PM peak periods respectively.



Total Vehicles - Excluding Pedal Cycles

	A	B	C	D	Total
A	0	1	1	3	5
B	1	0	1	61	63
C	0	2	0	19	21
D	3	75	6	0	84
Total	4	78	8	83	

Total Pedal Cycles

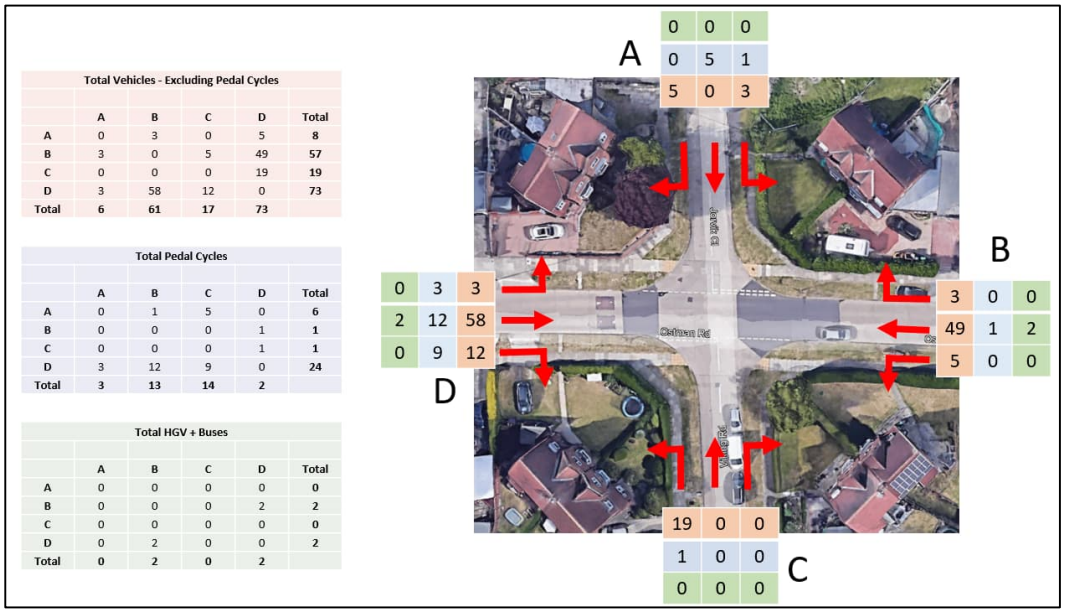
	A	B	C	D	Total
A	0	0	3	1	4
B	0	0	1	3	4
C	5	1	0	3	9
D	2	4	2	0	8
Total	7	5	6	7	0

Total HGV + Buses

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	2	2
C	0	0	0	0	0
D	0	2	0	0	2
Total	0	2	0	2	0

Figure 8. AM Peak (08:00-09:00) Traffic Flows – Ostman Road / Viking Road junction

As shown in **Figure 7** above, during the AM peak a total of 78 vehicles and 5 cyclists travelled eastbound along Ostman Road into the study area from the Viking Road junction, with 64 vehicles and 4 cyclists travelling westbound along Ostman Road out of the study area. All HGV movements were associated with the No.5 bus.



Total Vehicles - Excluding Pedal Cycles

	A	B	C	D	Total
A	0	3	0	5	8
B	3	0	5	49	57
C	0	0	0	19	19
D	3	58	12	0	73
Total	6	61	17	73	

Total Pedal Cycles

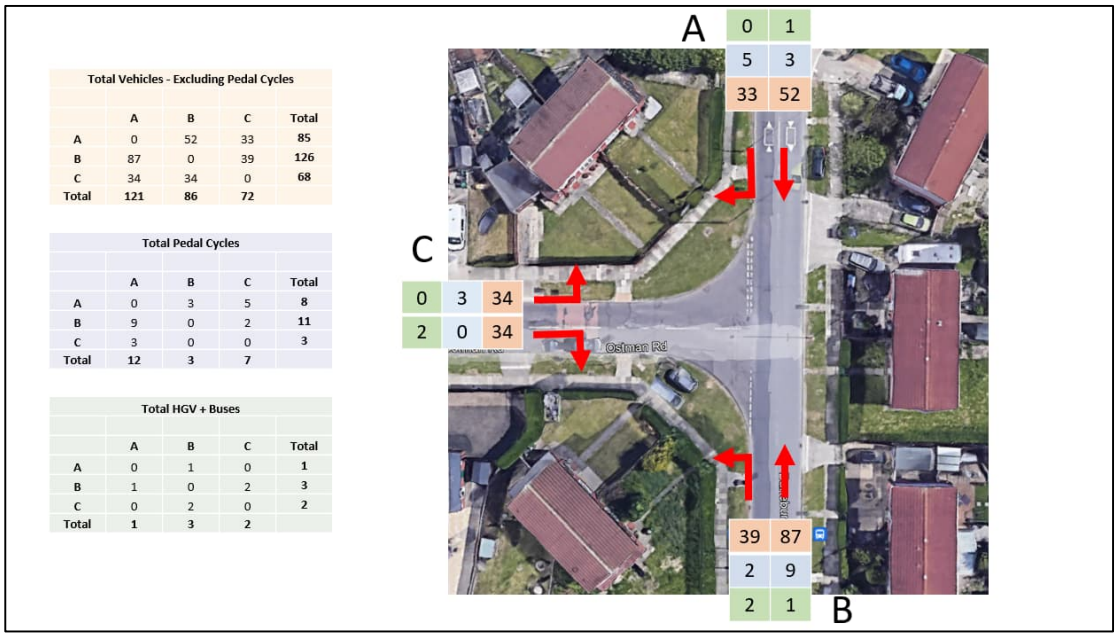
	A	B	C	D	Total
A	0	1	5	0	6
B	0	0	0	1	1
C	0	0	0	1	1
D	3	12	9	0	24
Total	3	13	14	2	

Total HGV + Buses

	A	B	C	D	Total
A	0	0	0	0	0
B	0	0	0	2	2
C	0	0	0	0	0
D	0	2	0	0	2
Total	0	2	0	2	

Figure 9. PM Peak (15:15 - 16:15) Traffic Flows – Ostman Road / Viking Road junction

As shown in **Figure 8** above, during the PM peak a total of 61 vehicles and 13 cyclists travelled eastbound into the study area, with 47 vehicles and 1 cyclist travelling westbound along Ostman Road out of the study area. All HGV movements were associated with the No.5 bus.



Total Vehicles - Excluding Pedal Cycles

	A	B	C	Total
A	0	52	33	85
B	87	0	39	126
C	34	34	0	68
Total	121	86	72	

Total Pedal Cycles

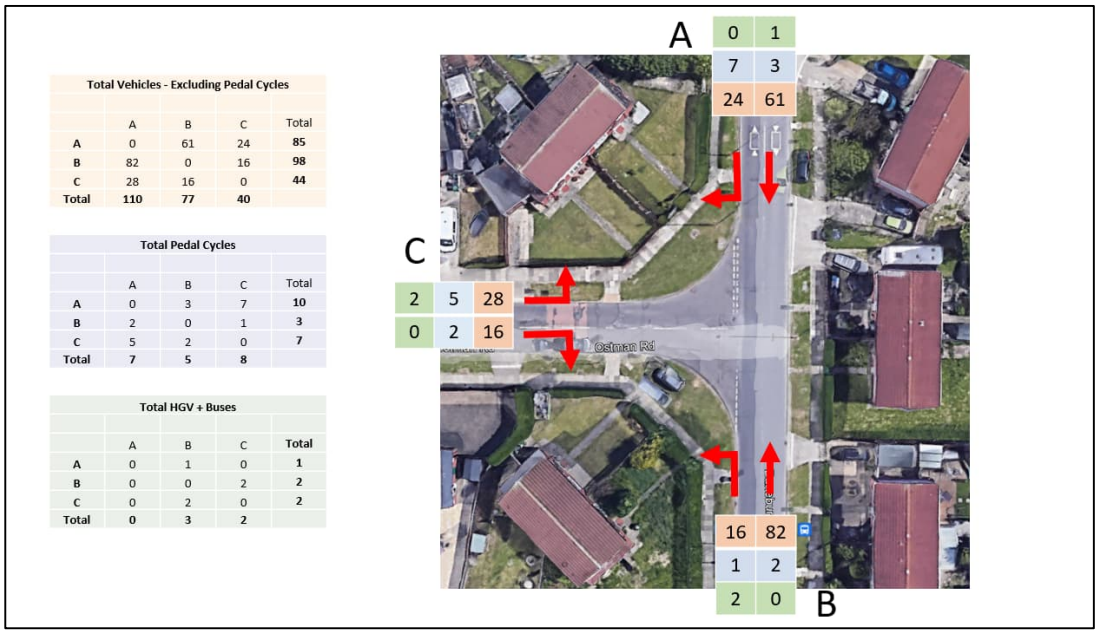
	A	B	C	Total
A	0	3	5	8
B	9	0	2	11
C	3	0	0	3
Total	12	3	7	

Total HGV + Buses

	A	B	C	Total
A	0	1	0	1
B	1	0	2	3
C	0	2	0	2
Total	1	3	2	

Figure 10. AM Peak (08:00-09:00) Traffic Flows – Ostman Road / Danebury Drive

As shown in **Figure 9** above, during the AM peak a total of 64 vehicles and 3 cyclists travelled eastbound along Ostman Road towards Danebury Drive, with 72 vehicles and 7 cyclists travelling westbound along Ostman Road from Danebury Drive. All HGV movements were associated with the No.5 bus.



Total Vehicles - Excluding Pedal Cycles

	A	B	C	Total
A	0	61	24	85
B	82	0	16	98
C	28	16	0	44
Total	110	77	40	

Total Pedal Cycles

	A	B	C	Total
A	0	3	7	10
B	2	0	1	3
C	5	2	0	7
Total	7	5	8	

Total HGV + Buses

	A	B	C	Total
A	0	1	0	1
B	0	0	2	2
C	0	2	0	2
Total	0	3	2	

Figure 11. PM Peak (15:15 - 16:15) Traffic Flows – Ostman Road / Danebury Drive

As shown in **Figure10**, during the PM peak a total of 44 vehicles and 7 cyclists travelled eastbound along Ostman Road towards Danebury Drive, with 40 vehicles and 8 cyclists travelling westbound along Ostman Road from Danebury Drive. All HGV movements were associated with the No.5 bus.

In summary, the recorded turning count data at the two junctions which 'bookend' the Ostman Road study area indicates that peak periods traffic flows are considered to be low, with only small proportions of heavy vehicle movements that are accounted for by the No.5 Bus service. Data also indicates there

are small proportions of cyclists using the street during peak hours, with between 1-8 cyclists per hour routing along Ostman Road during the peak periods.

3.4 Pedestrian Survey

Pedestrian crossing counts were assessed in order to determine the volume and location of pedestrians crossing across both Ostman Road and Tostig Avenue. The results can then be used to determine the most beneficial location for proposed pedestrian crossing facilities.

The highest crossing volumes within the survey period were determined to be on Thursday 28th April between 08:00–10:00 and 14:45-16:00 for the AM and PM peaks respectively. The location and volume of crossing pedestrians during these time periods is shown in Figure 12 and Figure 13, with the study area split into Zone's A to F.

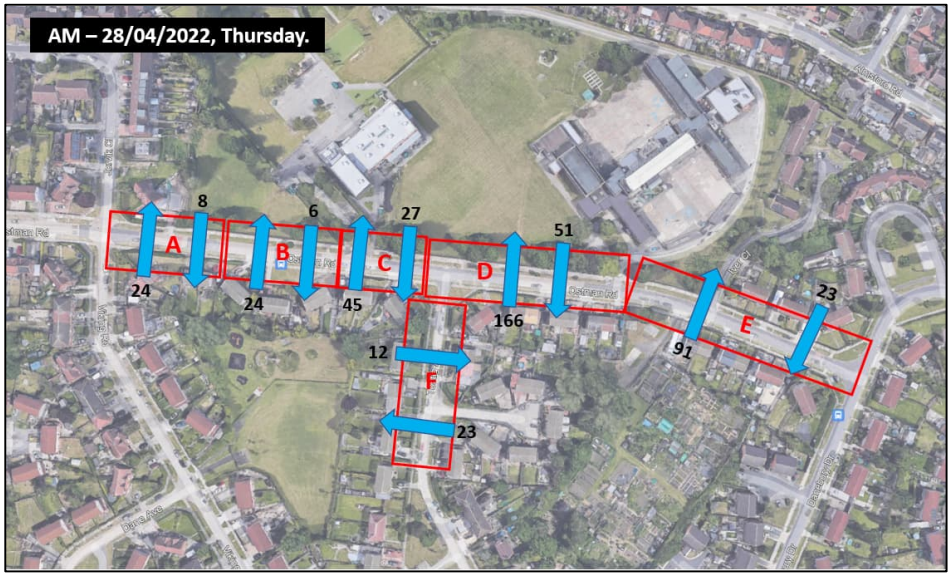


Figure 12. PM Peak (15:15-16:15) Traffic Flows – Ostman Road / Danebury Drive

In total, Zones C, D and E had the highest number of pedestrian crossing movements during the AM peak, with 72, 217 and 114 crossing movements respectively.

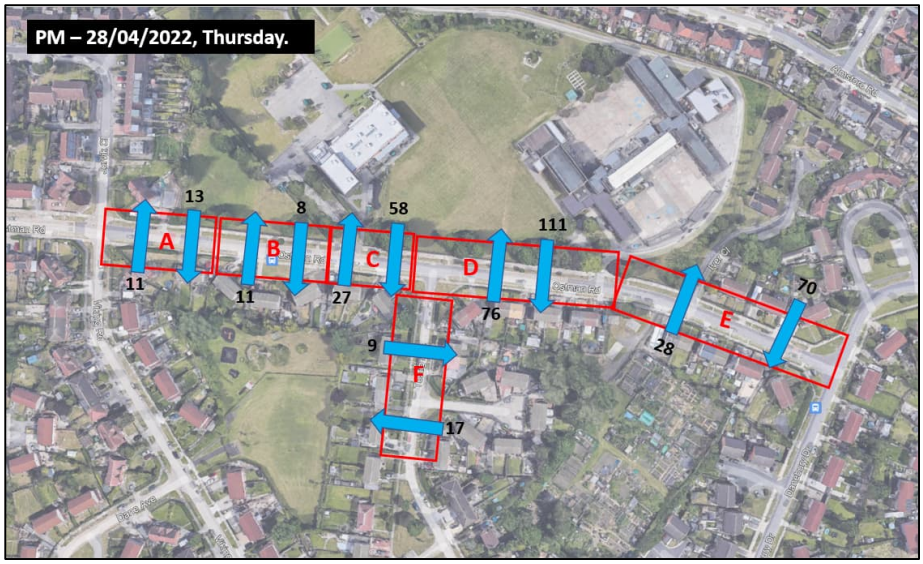


Figure 13. PM Peak (15:15 - 16:15) Traffic Flows – Ostman Road / Danebury Drive

In total, Zones C , D and E again had the highest number of crossing movements during the PM peak, with 85, 187 and 98 movements respectively.

In summary, data indicates that crossing demand is highest within the zones nearest the school entrances. This corresponds with on-site observations, with the majority of crossing undertaken in Zones C, D & E. As such, proposed crossing points should be focused near to these locations.

3.5 Parking Beat Survey

A parking beat survey was undertaken to determine the location of on-street parking and illegal parking occurrences along Ostman Road and Tostig Avenue. The results can then be used to determine the most beneficial location for Traffic Regulation Orders (TRO's).

The highest classified traffic counts within the survey period were determined to be on Wednesday 27th April, between 08:00–09:00 and 15:15-16:15, during AM and PM peaks respectively. As such, the following table shows the corresponding level of parking and illegal parking occurrences within the busiest 5-minute period within each zone during these time periods. However, due to the PM parking beat survey not extending beyond 16:00, the time assessed for the PM peak is between 15:00-16:00.

Ostman Rd	Zone A	Zone B	Zone C	Zone D	Zone E	Total		Tostig Avenue - Zone F	
No. of Parked Vehicles									
Southern Footway	7	8	7	8	12	**42**		**Eastern Footway**	2
Northern Footway	0	0	0	0	0	**0**		**Western Footway**	7
No. of illegal Parking Occurrences									
Southern Footway	2	0	0	4	2	**8**		**Eastern Footway**	0
Northern Footway	0	0	0	0	0	**0**		**Western Footway**	0

Table 1. Parking Beat Survey – Wednesday 27th April 2022 - 08:00-09:00

Ostman Rd	Zone A	Zone B	Zone C	Zone D	Zone E	Total		Tostig Avenue - Zone F	
No. of Parked Vehicles									
Southern Footway	3	8	7	10	9	37		**Eastern Footway**	2
Northern Footway	1	0	0	0	2	2		**Western Footway**	5
No. of illegal Parking Occurrences									
Southern Footway	0	1	1	4	3	9		**Eastern Footway**	0
Northern Footway	0	0	0	0	0	0		**Western Footway**	0

Table 2. Parking Beat Survey – Wednesday 27th April 2022 - 15:00-16:00

In addition, the highest level of overall parking during the weekday period were experienced on Friday 29th April 2022, between the hours of 08:25 – 09:25 and 14:45 – 15:45 during the AM and PM peaks respectively. As such, the following tables provide a summary of corresponding highest level of parking and illegal parking occurrences within each zone for these time periods.

Ostman Rd	Zone A	Zone B	Zone C	Zone D	Zone E	Total		Tostig Avenue - Zone F	
No. of Parked Vehicles									
Southern Footway	8	8	7	7	11	41		**Eastern Footway**	2
Northern Footway	0	0	0	1	1	2		**Western Footway**	5
No. of illegal Parking Occurrences									
Southern Footway	2	1	0	2	2	7		**Eastern Footway**	0
Northern Footway	0	0	0	0	0	0		**Western Footway**	0

Table 3. Parking Beat Survey – Friday 29th April 2022 - 08:25 - 09:25

Ostman Rd	Zone A	Zone B	Zone C	Zone D	Zone E	Total		Tostig Avenue - Zone F	
No. of Parked Vehicles									
Southern Footway	4	6	6	6	11	33		**Eastern Footway**	2
Northern Footway	0	0	0	0	4	4		**Western Footway**	5
No. of illegal Parking Occurrences									
Southern Footway	2	1	1	2	2	8		**Eastern Footway**	0
Northern Footway	0	0	0	0	0	0		**Western Footway**	0

Table 4. Parking Beat Survey – Wednesday 27th April 2022 – 14:45 – 15:45

When comparing the above parking levels to those experienced between 08:00–09:00 and 15:00-16:00, during AM and PM peaks respectively on Wednesday 27th April, parking levels during the hour calculated to have experienced the overall highest levels of parking are broadly comparable. This indicates that levels of parking and illegal parking occurrences throughout a weekday period are consistent.

The data indicates that traffic restrictions along the northern footway of Ostman Road that include double yellow lines and 'School Keep Clear' markings are adhered to during school drop off and pick-up time. However, parking restrictions along the southern footway are ignored, with between 7 – 10 drivers ignoring existing TRO's during peak periods. During these periods the number of parked vehicles is also high. Therefore, illegal parking occurrences are likely due the demand for parental parking outside of the schools. This corresponds with on-site observations, with the majority of illegal parking occurrences taking place within Zone D & E.

3.6 Speed Survey

In addition to the traffic count data, traffic speed data was recorded at two locations along Ostman Road, shown within

Figure 7. The tables below provide the mean and 85th percentile speeds at the survey locations for differing time periods over the weekday and weekend in either direction between Friday 13th May – Monday 23rd May. Table 5 and Table 6 provide details from the survey undertaken on Ostman Road (East) east of Carr Junior School. **Table 7** and **Table 8** provide details from the survey undertaken on Ostman Road (West) west of Carr Infant School.

	Weekday				Weekend			
	Mean Speed (mph)		85TH Percentile Speed (mph)		Mean Speed (mph)		85TH Percentile Speed (mph)	
Mean Speed (mph)	**East**	**West**	**East**	**West**	**East**	**West**	**East**	**West**
Midnight - 7am	18	17	23	21	18	17	23	21
7am-9am	17	15	21	19	19	16	24	20
10am-3pm	16	15	20	20	17	16	21	21
4pm-6pm	16	15	21	19	17	16	22	21
8pm-Midnight	17	18	22	22	17	18	22	22
8am – 3.30pm (School Period)	16	15	20	19	N/A	N/A	N/A	N/A

Table 5. Speed Survey Data (East) Time Period – Friday 13th May – Mon 23rd May 2022

	Weekday				Weekend			
	All-day		School Period 8am – 3.30pm		All-day		School Period 8am – 3.30pm	
	East	**West**	**East**	**West**	**East**	**West**	**East**	**West**
Mean Speed (mph)	17	15	16	15	17	17	N/A	N/A
85th Percentile Speed (mph)	21	20	20	19	22	21	N/A	N/A
95th Percentile Speed (mph)	24	23	23	22	25	24	N/A	N/A
Top Speed (mph)	36	33	32	32	38	30	N/A	N/A
% Above ACPO enforcement speed	5%	2%	3%	1%	6%	4%	N/A	N/A
Percentage above speed limit	21%	15%	16%	10%	25%	21%	N/A	N/A

Table 6. Speed Survey Data (East) Summary – Friday 13th May – Mon 23rd May 2022

In summary, recorded data indicates that the 'All-day' and 'School Period' 85th percentile speeds along Ostman Road (East) east of Carr Junior School were within 1mph of the 20mph speed limit during the weekday and 2mph above the speed limit during the weekend. The highest 85th percentile speeds were seen between Midnight - 7am during the weekday, with speeds of 3mph above the limit and between 7am - 9am during the weekend, with speeds of up to 4mph over the limit.

	Weekday				Weekend			
	Mean Speed (mph)		85TH Percentile Speed (mph)		Mean Speed (mph)		85TH Percentile Speed (mph)	
	East	West	East	West	East	West	East	West
Midnight - 7am	17	17	24	21	17	18	23	22
7am-9am	19	16	23	20	20	19	25	22
10am-3pm	19	17	24	21	20	18	24	22
4pm-6pm	20	18	24	22	20	19	24	22
8pm-Midnight	18	18	22	23	20	19	25	23
8am – 3.30pm	18	16	23	21	N/A	N/A	N/A	N/A

Table 7. Speed Survey Data (West) Time Period – Friday 13th May – Mon 23rd May 2022

	Weekday				Weekend			
	All-day		School Period 8am – 3.30pm		All-day		School Period 8am – 3.30pm	
	East	West	East	West	East	West	East	West
Mean Speed (mph)	19	17	20	18	18	16	N/A	N/A
85th Percentile Speed (mph)	23	21	24	22	23	21	N/A	N/A
95th Percentile Speed (mph)	26	24	27	25	26	23	N/A	N/A
Top Speed (mph)	41	47	46	34	39	41	N/A	N/A
% Above ACPO enforcement speed	10%	4%	13%	7%	9%	2%	N/A	N/A
8am – 3.30pm (School Period)	31%	20%	39%	25%	29%	16%	N/A	N/A

Table 8. Speed Survey Data (West) Summary – Friday 13th May – Mon 23rd May 2022

Table 7 and Table 8 indicate that the 85th percentile speeds along Ostman Road (West) west of Carr Infant School were 3mph and 4mph over the 20mph speed limit during the weekday 'All-day' and 'School Period' respectively and 3mph above the speed limit during the weekend.

The highest 85th percentile speeds of 4mph over the speed limit were consistent throughout several time periods during the weekday, whereas during the weekend 85th percentile speeds of 5mph over the speed limit were the highest between 7am - 9am.

In summary, speed data suggests that 85th percentile speeds are slightly above the 20mph speed limit. Ostman Road is a relatively straight road with a decline in gradient eastbound and as such this may encourage higher vehicle speeds. Therefore, additional traffic calming measures and / or signage along Ostman Road would be beneficial to further reduce vehicle speeds, particularly given its direct access to Carr Infant and Junior Schools.

3.7 Average Daily Traffic Flows

Traffic flow data along Ostman Road was collected at both survey positions identified on

Figure 7, with the following average daily flows both east and west at both survey locations as summarised in **Table 9** below.

	Ostman Road (East) East of Carr Junior School			Ostman Road (West) West of Carr Infant School		
Direction of Travel	**East**	**West**	**Total**	**East**	**West**	**Total**
Average	314	298	**612**	436	344	**780**
Average Weekday	365	344	**709**	506	386	**892**
Average Weekend	245	234	**479**	333	283	**616**

Table 9. Ostman Road - Traffic Flow Summary

In summary, recorded traffic flow data suggests that average weekday and weekend traffic flows are between 709-892 vehicles on a weekday and 479–616 vehicles on a weekend over a 24-hour period. As such, traffic flows along Ostman Road are considered low.

These levels of traffic flow are well below the 2,000 PCU threshold at a speed limit of 20mph identified in Table 10 below, taken from LTN 1/20 guidance. Therefore, data indicates that Ostman Road is suitable to provide a mixed traffic environment 'suitable for most people'.

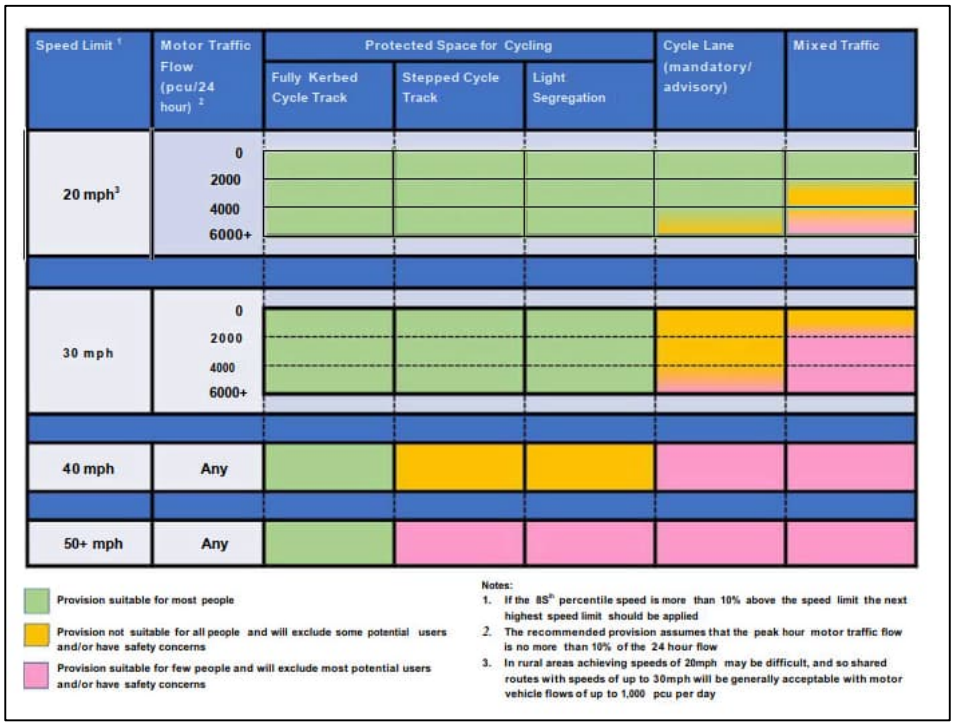


Table 10. LTN 1/20 - Appropriate Protection from Motor Traffic on Highways

Given the above and with additional traffic calming measures and/or additional signage along Ostman Road to help further reduce average speeds, together with widened 3m shared footways for pedestrians/school children on scooters or bikes, Ostman Road would not only cater for more experienced cyclists in a mixed on-street environment, but also less confident children making their way to/from Carr Infant and Junior Schools along a shared use facility.

3.8 Recorded Personal Injury Accident Data

Recorded Personal Injury Accident data was also obtained for the study area for the most recently available 60-month period, between the 01/01/2017 and 31/12/2021.

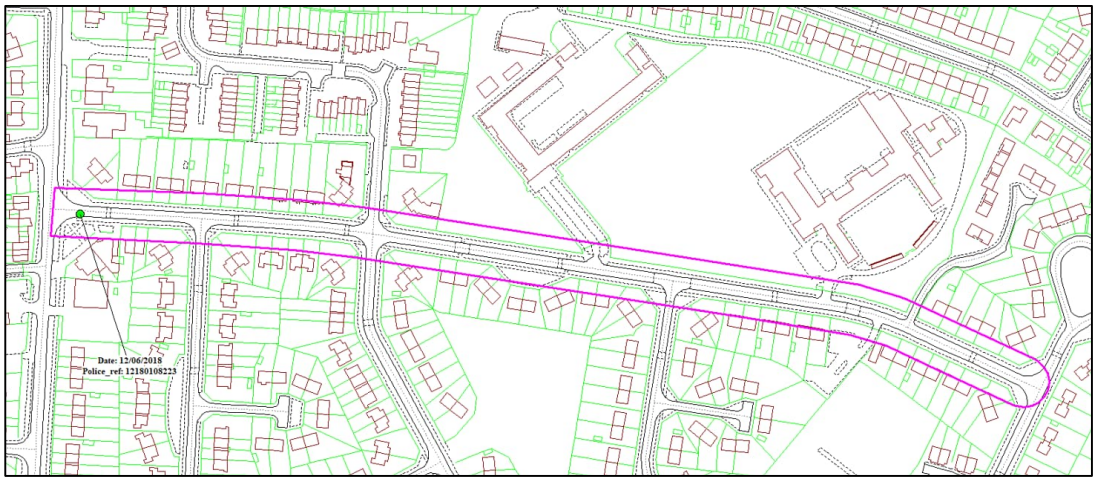


Figure 14. Ostman Road – Accident Data 01/01/2017 and 31/12/2021

In total, there has been one recorded personal injury accident along Ostman Road within the most recent 60-month period; this accident took place on 12/06/2018 and was considered slight in severity. The accident was between a moving vehicle and a parked car due likely to a failure to look and / or careless driving.

In summary, recorded personal injury accident data does not suggest any pattern or theme which is likely to be exacerbated by scheme proposals. In fact, a reduction in parking spaces is likely to reduce the risk further of vehicles striking parked cars.

4. Preliminary Design

Based on the findings of the site visit and following subsequent agreement with CYC at the design workshop of 20th April 2022, three Concept Design proposals were progressed providing a range of options with varying levels of infrastructure intervention and resulting costs.

The options considered were as follows:

- **Option 1** – Retention of existing kerblines with landscaping enhancements on both sides of Ostman Road
- **Option 2** – Modular buildouts along northern kerbline with landscaping enhancements on both sides of Ostman Road
- **Option 3** – Full construction parklet with new kerblines on both sides (wider footway/verge) with landscaping enhancements on both sides of Ostman Road

In addition, other similarities within the three concept design options were:

- Proposed parallel crossing facilities in close proximity to the school entrances
- Gateway features to enhance conspicuity of the 'School Street'
- Continuous footways across side roads / school entrances
- Replacement of the existing concrete paved within the study area with chipped asphalt, including removal and breakout of concrete across driveways.
- Traffic calming enhancements
- Varying levels of optional parking restrictions.

Concept design proposals were presented to CYC for comment prior to progression to Preliminary Design. The aim was to provide CYC with three design solutions with varying magnitudes of engineering requirement and cost / benefit, whilst also providing a low, medium and high-cost variants of each option considered.

Following a client meeting / review of concept design proposals, high-level cost estimates and initial audit results on 20/04/2022, CYC advised that the three concept design proposals should be progressed to preliminary stage with no significant changes to proposed designs.

In addition to preliminary design drawings, CYC requested further detail as to why certain elements have been included, and what the implications may be if removed or altered (cost, LTN 1/20, aesthetic appeal etc). This report can then assist in CYC's decision making process and recommendations Transport Board submission.

Following this instruction and supplemented by survey data, three preliminary design proposals were progressed, informed by survey data. The proposed preliminary design scheme option drawings are provided in **Appendix A**.

As instructed by CYC, for the purposes of comparison, the lower and medium cost variants of each option have been provided within this report. CYC did not consider the higher cost variant to be appropriate to progress at this stage. As such, high-level cost estimates are presented within **Section 5.**

It was also noted that each option had a number of design feature variables that would either negatively or positively impact the overall cost. Therefore, further information in regard to design feature variables are presented in **Section 6**.

5. High-Level Cost Estimates

The following section details the high-level Preliminary Design cost estimates for both the medium and low-cost variables as requested by CYC within Table 11 - Table 14. Cost estimate outputs are also provided at **Appendix B**.

An additional cost (highlighted in blue) has also been included for Option 1 which represents the predicted cost if the footway replacement within the study area was reduced to one third of the area between Danebury Drive and Viking Road. This is approximately 125m, which would cover each side of the road between the two schools and has been included as an example of how altering one of the variants can impact the total cost estimate. Any reduction in provision should be considered with care and impacts assessed against the audit criteria.

It should be noted that each option has a number of variants that will either negatively or positively impact the overall cost, which are outlined in Chapter 6.

	Low Cost	Medium Cost
Option 1	**£670,000** **(£445K for localised interventions only)**	**£740,000** **(£515K for localised interventions only)**
Option 2	**£740,000**	**£780,000**
Option 3	**£950,000**	**£1,090,000**

Table 11. Summary of Option 1 – 3 Low and Medium Cost Comparison

	Option 1 – Low Cost	Option 1 – Medium Cost
Construction Costs (including typical uplifts)	**£670,000** **(£515K for localised interventions only)**	**£740,000** **(£515K for localised interventions only)**
	Construction Costs + Prelims (20%) + Design Development (14%) + Risk Allowance (40%)	
Option Description	**Landscaping Elements** ✓ Northern footway school to school supply and planting: 121m length x 1.3m width. ✓ 8 no. Trees ✓ Modular concrete benches 33% of distance between schools. **Carriageway works** ✓ Replacement of cracked kerbs (50m) ✓ Replacement of gully grates (18no.) ✓ Renew existing road surfacing at cushions / speed tables – Approx. 315sqm ✓ 2 x parallel crossings ✓ Gateway features ✓ Continuous footways, through breakout of concrete driveways / school entrances. ✓ Replacement of existing concrete block footway within the study area, replaced with chipped asphalt surfacing.	**Landscaping Elements** ✓ Gateway to Gateway Planting along northern and southern footways: 250m Supply and plant ✓ 10 no. Trees ✓ Modular concrete benches 50% of distance between schools **Carriageway works** ✓ As per Low-Cost Option

Table 12. Option 1 Low and Medium Cost Options

	Option 2 – Low Cost	Option 2 – Medium Cost
Construction Costs (including typical uplifts)	**£740,000**	**£765,000**
	Construction Costs + Prelims (20%) + Design Development (14%) + Risk Allowance (40%)	
Option Description	**Landscaping Elements** As per Option 1, plus: ✓ 2 x General Modular Street Buildouts (14k) ✓ 1 x Basic Modular Compound Parklet (15k) **Carriageway works** As per Option 1 – Low-Cost Option	**Landscaping Elements** As per Option 1, plus: ✓ 2 x General Modular Street Buildouts (14k) ✓ 1 x Mid-range Modular Compound Parklet (25k) **Carriageway works** As per Option 1 – Medium Cost Option

Table 13. Option 2 Low and Medium Cost Options

	Option 3 – Low Cost	Option 3 – Medium Cost
Construction Costs (including typical uplifts)	**£950,000**	**£1,090,000**
	Construction Costs + Prelims (35% - TM Increase to 20% considering scale of carriageway works) + Design Development (14%) + Risk Allowance (40%)	
Option Description	**Landscaping Elements** As per Option 1, plus: ✓ 1 x Parklet Landscaping Elements (15k) **Carriageway works** As per Option 2 'Low Cost' Option plus additional elements below: ✓ Breakout of concrete slab for distance of approx. 75m to form buildout with typical carriageway build-up. ✓ Replacement of kerbs (780m) ✓ Replacement of gully grates (35no.) ✓ Carriageway surfacing between gateway features. ✓ 2 x parallel crossings ✓ Gateway features ✓ Continuous footways, through breakout of concrete driveways / school entrances. ✓ Replacement of existing concrete block footway within the study area, replaced with chipped asphalt.	**Landscaping Elements** As per Option 1, plus: ✓ Gateway to Gateway Planting along northern and southern footways: 309m Supply and plant ✓ 1 x Parklet Landscaping Elements (25k) **Carriageway works** As per Option 2 'Medium Cost' Option plus additional elements included within Option 3 – Low Cost'.

Table 14. Option 3 Low and Medium Cost Options

6. Design Feature Variables

This section provides further information in relation to design feature variables, highlighting the advantages / disadvantages and resulting impacts on cost implications and audit appraisals.

Given the budget parameters, a key criteria for selecting which option to progress to detailed design is cost. By investigating the variables that impact cost, this informs the decision-making process. It is recognised that the selection of lower cost options is most likely to impact quality and potentially limit the benefits achieved when reviewed against audit criteria.

Due to the nature public realm features, a number of the design feature variables can be bespoke single item features or more function based higher production products, with a number of lower or higher cost alternatives with varying aesthetic and functional attributes. On this basis, a range of variables have been provided that are intended inform and enable discussions around the type of infrastructure and to better understand the potential impact on aesthetic and audit indicators respectively.

It should be noted that design feature variables are not limited to the examples shown within this document and a further detailed study of variable design features should be undertaken once a single option is selected for progression to detailed design.

The main design feature variables consist of the following:

- Planting
- Modular Concrete Benches
- Chipped Asphalt Footway
- Micro Re-surfacing and Concrete Block Breakout
- Parklets and Modular Buildouts
- Additional Optional Elements – Play features.

A detailed review of these variables is provided at **Appendix C**, with a summary of this information included on the following page.

The summary table highlights the main variables against the following indicators:

- Proposal & why included
- Implications if removed / altered
- Estimated cost (raw cost without uplifts).

Ostman Road - Design Feature Variables

	Planting	Modular Concrete Benches	Chipped Asphalt Footway	Micro Re-surfacing / Concrete Breakout	Parklets and Modular Buildouts
	 	  			  
General Information					
Proposal & why included	Planting is to run along the edge of the northern and southern footways between the proposed gateway features in all three of the design proposals. It will draw the eye away from the carriageway, increase green space and provide a buffer for pedestrians, which will be positively reflected within the 'Ostman Road School Street Audit' criteria relating to aesthetics and safety. New planting would also remove the need for existing bollards, most of which need replacing. Providing a green buffer will not only add aesthetic value but also give environmental benefits. We have proposed to remove 8 trees and plant 10 as replacements along the street between the schools. These trees would be 5m+ high and have an instant aesthetic impact to the street.	Modular concrete benches are priced in all options and are to run along the Northern footway between the planting and shared space. They will act as a vertical buffer for pedestrians, lead pedestrians to official crossing points and provide a physical barrier to deter drop off and pick up parking. Modular benches will also provide much needed places for rest and relation something that isn't currently featured along Ostman Road. Similarly, to the proposed planting they will be positively reflected within the 'Ostman Road School Street Audit' criteria.	The installation of chipped asphalt surface is proposed along both the northern and southern footways in each proposal between Danebury Avenue and Viking Road, with an increase in footway width from 2m to 3m. This element of the proposal is to provide a widened and improved shared surface for children / parents / pedestrians, ensuring the space is sufficient for children (cycling and scootering) to ride alongside their parents. The new chipped asphalt will also provide a smoother surface in comparison with the existing concrete block paving and allow proposed continuous footways to be delineated more clearly, emphasising pedestrian priority. This will be positively reflected within the 'Ostman Road School Street Audit' criteria relating to comfort and safety.	Both carriageway micro-resurfacing and concrete block paving features within Option 3. This will increase the aesthetic appeal and provide a smoother surface for on-carriageway cyclists, which will be positively reflected within the 'LTN 1/20 CLoS Audit Assessment' criteria relating surface type. Removal of the concrete block also allows for a full depth construction parklet within Option 3. In terms of reducing the overall costs, Options 1 & 2 offer solutions that do not breakout the concrete slab and only provide small sections of reinstating of existing surfacing at speed tables. However, Option 3 proposes a localised 70m breakout of the concrete only.	Parklets are proposed to be installed on the northern side of the carriageway in Options 2 and 3. Parklets provide a place for rest and recovery and increased aesthetical appeal / green space within the streetscape, all of which are key indicators included within the 'Ostman Road School Street Audit'. In addition to proposed parklets in Options 2 and 3, two. modular buildouts are proposed. The two buildouts currently proposed are the Corona modular circular planter from BROXAP street furniture. This is a segmented composite which can be done in any RAL colour and has associated cost of approximately 7k. The planters serve to slow vehicular traffic on either approach, defining the 'School Street' area between the gateway features. Planters also offer additional aesthetic and environmental benefits, which are positively reflected within the 'Ostman Road School Street Audit'.
Implications if removed / altered	If not undertaken, replacement bollards will be required. An indicative cost of a bollard is £180 excluding VAT (Reference: Woodscape-Square Fixed Bollard). Mimicking of planting on either side of the carriageway will create a uniformed cohesion on the street. The specification of this planting could be reduced. Allowing for a low evergreen hedge outlining the pavement edge, and wildflower planting proposed between the road kerb and hedge. Seeding is considerably more affordable than shrub planting at approximately £5-10 per sq.m. However, will not offer the continuous vertical barrier year-round. Gateway to gateway seed planting Approx. 629sqm x £10 = £6,290 A cost saving for trees would be to reduce the height to 3-4m.	An option to reduce cost associated with concrete modular benches would be a reduction in the area covered. Currently concrete modular benches are proposed 50% and 33% of the distance between schools along the northern footway within the medium and lower cost options respectively. An alternative to these modular concrete benches, would be to install birdsmouth fencing with standalone benches. This would reduce the cost significantly and continue to act as a barrier to pedestrians, whilst also offering places to rest / relax. However, this option may not be considered as aesthetically pleasing. Birdsmouth fencing cost: Approximately £30 per linear metre x 120m = £3,600 Standalone modular bench cost: In the range of £750 - £3000 per unit dependant on supplier / design / construction materials and fixings. 10 x Approx. £2500 unit = £25,000	The proposed cost of resurfacing / widening can be significantly reduced if the southern footway remains at 2m. However, this would eliminate the benefits mentioned above for those using the southern footway and may put increased demand on the northern footway. In addition, it would significantly reduce continuity of the footway provision, particularly as pedestrians cross from north to south across the proposed parallel crossing facilities. Alternatively, other footway materials could be used: • Asphalt surfacing - Approx. £42/m2 x 2410sqm = £101,220 • Cast in-situ concrete surfacing – Approx. £76/m2 x 2410sqm = £183,160 • Precast sett pavers Approx. - £105/m2 x 2410sqm = £253,050	In order to reduce costs, it is likely that only a reduction of the micro-resurfaced areas within Option 3 may achieve this, otherwise the full construction parklet is unlikely to be feasible with a reduction in concrete block breakout. It should be noted that a reduction of micro-resurfaced areas will reduce the area over which the benefits are seen and localise any advantage for cyclists, which are then likely to be negligible. A reduction is proposed micro-surfacing in Option 3 will impact the benefit reflected within the LTN 1/20 CLoS Audit Assessment relating to surface quality.	There are a number of variables that will impact overall cost, that can be increased or decreased based on quality of materials, supplier, permanency and durability of the product. Parklets typically range between 25-45k; however, costs can increase significantly if budgets permit. There are numerous variations of low-profile planters with differing material finishes and cost implications. These planters could provide a typically maintained public realm feature or a dynamic area of community planting with engagement from school children. Each option would offer a varying level of public engagement and aesthetic value. An alternative high-end planter to the Corona modular units specified would be the STREETLIFE planter. This is an oval shaped setup in powder coated steel, consisting of 4 modules and has an associated cost of approx. 18k per unit.
Estimated Cost (Raw cost without uplifts)	£20 - £35 per linear meter dependant on proposed density and plant specification. • Gateway to gateway planting Approx. 629sqm x £27.20 = £17,100 Cost of supply and installation per tree varies from around £350-900 depending on size and species. • 10 x £425 (5m+ high trees) = £4,250	The cost of the current modular concrete benches is approximately £1000 per linear meter. • 50% Distance between schools = Approx. 60m = £60,000 • 33% Distance between schools = Approx. 60m = £40,000	• The cost of the chipped asphalt footway is around £54 per metre squared and covers an area of approximately 2410sqm = £130,140	• The cost of carriageway micro-resurfacing is £35 per square metre x 1401sqm = Approx. £49,035* • Concrete block paving breakout costs approximately £2400 per 5 x 6 metre slab x 15 no. slabs = £36,000*	• Option 1 does not consider parklets / buildouts. • Option 2 considers 2 x £7,500 build out planters and 1 x £30,000 parklet = £45,000 • Option 3 considers £18,000 public realm features that can either be increased or decreased dependent on proposed design features – This is in addition to carriageway realignment costs.

*Indicative costs are based on covering large quantities; therefore, it may be that costs are significantly more expensive.

7. Parking & TRO Options

7.1 Overview

Local authorities in the UK have power under the Road Traffic Regulation Act 1984 (S1 and S6-9) to regulate traffic and restrict access to avoid danger to persons or other traffic using the road; to facilitate the passage on the road of any class of traffic including pedestrians; to prevent the use of a road by vehicular traffic where such use is inappropriate given the street context.

Typically, 'school streets' implemented across the UK aim to restrict access to the street outside the main entrance of the school for between 30-45 minutes at the beginning and end of the school day. This is typically enforced with the use of retractable or collapsible bollards, which are manned and operated by a member of school staff or ANPR cameras. ANPR cameras will enforce restrictions through issuing fixed penalty notices to any vehicle entering the zone who are not exempt.

However, as outlined in the Project Initiation Document and through discussion with CYC, restrictions to access are excluded from the project scope, meaning all users currently able to access the street will continue to be able to access the street. As such, options to restrict parking rather than access have been explored in order to meet the objectives relating to the reduction of parking impact at school drop off / pick-up times.

Increasing the use of TROs along Ostman Road will allow for a reduction in issues relating to on-street parking between the gateway features during the no parking time-zones as well as making fewer spaces available, encouraging parents / children to use active modes as their form of transport.

The following section provides potential options in order to reduce / restrict parking within the study area.

7.2 Double and single yellow markings

Currently parking restrictions along Ostman Road consist of unrestricted parking and double-yellow line restrictions. Implementation of both single and double yellow line markings will create restrictions within those areas currently unrestricted for specific time periods. These time periods are able to coincide with school drop-off and pick-up, with restrictions displayed on signage along the footway, or at entry signs to the controlled parking zone (between gateway features).

As double yellow lines are already in place along Ostman Road that are not adhered to during school drop-off / pick-up, it is likely further TROs will also be ignored. This option will therefore require a form of enforcement to ensure visitors, residents and parents are complying with the new measures. Enforcement could include the employment of a Civil Enforcement Officer to monitor illegal parking occurrences.

This option will still allow for some parking during un-restricted periods, which will narrow the carriageway; two implications of this are its impact on the No. 5 bus route and the continuing hazard that it created for children between the gateway features.

In addition, due to the residential nature of Ostman Road, it is likely that any restriction of parking between particular time periods will have opposition from some residents.

Figure 15. Example of single yellow line restriction

7.3 Permit holder parking

Another possibility to restrict parking along Ostman Road would be to have permit holders only parking, providing single yellow markings where possible to indicate where permit holder parking is appropriate, with restrictions displayed at entry signs to the controlled parking zone (between gateway features); or along the full length of Ostman Road.

This would result in a potential reduction in parking outside of the schools when compared to existing, with permit holders rather than parent's drop-off / pick-up.

Some parking will still narrow the carriageway impacting the No.5 bus route and continue to cause safety issues for children between gateway features if residents' cars are parked on-street during school drop-off / pick-up times.

This type of restriction will be difficult to enforce without Civil Enforcement; however, residents are more likely to be in favour. Some residents are still likely to oppose in regard to the reduced level of parking, particularly for those who may lose parking spaces outside of their property.

Figure 16. Example of parking zone signage

7.4 Positive Parking

Another alternative would be to provide areas of 'positive parking', which would be inset bays within the verge, which would help maintain wider carriageway width, improving passage of No.5 bus route.

In addition, double yellow parking restrictions would be in place within areas not allocated at positive parking bays; as such, it would likely have increased safety benefits due to lack of cars parked alongside the footway between gateway features.

A negative aspect of positive parking bays would be that they reduce the public realm benefits alongside southern footway in comparison to other options. In addition, only a limited number of bays could be provided, which would be significantly lower than the existing un-restricted parking areas. Therefore, it is likely that positive parking would also have some potential opposition from residents.

Figure 17. Example of Positive Parking Bays (Design Quality Framework)

The impact of each parking reduction measure within the three design proposals (between proposed the gateway features) are shown in **Table 15** to Table 17 below. It should be noted that the gateway-to-gateway feature within Option 3 extends further than in Options 1 & 2. Options 1 & 2 comparisons are provided in **Table 15** and Table 16, whereas Option 3 comparison is provided in Table 17.

In total, Option 1 has total loss of approximately 7 parking spaces, providing 9 spaces in comparison with the 16 existing.

With Option 2 there is a complete loss of parking between the gateway features. However, the introduction of positive parking could result in a loss of 7 spaces in total, providing 9 spaces in comparison to the 16 existing.

With Option 3 there is a total loss of 10 spaces, with 16 spaces provided in comparison to 26 existing spaces. Positive parking is not applicable due to changes in the highway alignment.

	No. parking spaces		
Between proposed gateway features	**Existing**	**Option 1**	**Positive Parking Alternative**
Eastern Gateway to Tostig Avenue	**11**	3	6
Western Gateway to Tostig Avenue	**5**	6	3
TOTAL	**16**	**9**	**9**

Table 15. Impact of Parking Interventions Options 1

	No. parking spaces		
Between proposed gateway features	**Existing**	**Option 3**	**Positive Parking Alternative**
Eastern Gateway to Tostig Avenue	11	0	6
Western Gateway to Tostig Avenue	5	0	3
TOTAL	**16**	**0**	**9**

Table 16. Impact of Parking Interventions Options 2

	No. parking spaces		
Between proposed gateway features	**Existing**	**Option 3**	**Positive Parking Alternative**
Eastern Gateway to Tostig Avenue	16	9	N/A
Western Gateway to Tostig Avenue	10	7	N/A
TOTAL	**26**	**16**	**N/A**

Table 17. Impact of Parking Interventions Option 3

8. Existing & Proposed Audits

8.1 Overview

Three types of audits on both the existing and proposed layouts have been undertaken as part of the design process, namely:

- **An LTN 1/20 Cycle Level of Service** - Existing and proposed Option 1 – 3 layouts
- **An LTN 1/20 Junction Assessment Tool**, Ostman Road / Tostig Avenue Junction - Existing and proposed Option 1 – 3 layouts
- **Ostman Road School Street Audit** - Existing and proposed Option 1 – 3 layouts.

Full audit outputs are provided at **Appendix D**.

8.2 LTN 1/20 Cycle Level of Service

The LTN 1/20 Cycle Level of Service framework comprises of five key requirements (cohesion, directness, safety, comfort and attractiveness) and a total of 25 sub-criteria. Each of the sub-criteria is scored 0 (red), 1 (amber) or 2 (green) reflecting the level of provision, resulting in a maximum potential score of 50. Five of the 25 sub-criteria are classed as 'critical fails', with all five falling in the safety theme. Critical fails relate to inadequate width for cycling in mixed traffic lanes, or adjacent to parking/loading; excessive motor traffic volumes for cyclists to be mixed in with general traffic; and speeds of motor traffic >37mph.

The results of the LTN 1/20 Cycle Level of Service are as follows:

- The existing fell just below the 70% pass threshold at 66% with no critical fails
- Options 1, 2 & 3 passed the threshold, scoring 76%, 76% and 82% respectively, with the proposed designs enhancing safety, comfort and attractiveness in comparison with the existing and no critical fails.

8.3 LTN 1/20 Junction Assessment Tool

The LTN 1/20 Junction Assessment Tool considers all cycle movements through a junction, represented graphically by colour-coding each movement red (0), amber (1) or green (2) reflecting the risk of collision for cyclists. Green is taken to mean suitable for all potential cyclists; Amber suitable for most cyclists and red means suitable for a minority of cyclists (and, even for them, it may be uncomfortable to make).

AECOM assessed the Tostig Avenue / Ostman Road junction, this audit produced the same overall amber score within both the proposed and existing layouts.

This is due to the only significant change being the implementation of a continuous footway across the arm of Tostig Avenue.

It is considered that segregated facilities or signalisation of this junction would be over engineering due to the quiet street nature of Ostman Road. This is further confirmed by the low traffic volumes experienced along Ostman Road that fall within the threshold for an on-street quiet route. As such, the current and proposed facilities are considered appropriate.

8.4 School Street Audit

Recognising that the Ostman Road project is not a typical 'School Streets' proposal that aims to limit access during peak periods. The 'Ostman Road School Street Audit' is the project specific appraisal matrix, produced by AECOM and approved for use by CYC.

As instructed, it takes a mainly infrastructure-based approach but draws guidance from LTN 1/20, Healthy Streets, School Streets and Streets 4 all appraisal methodologies.

It has 23 criteria, with 7 key indicators, which comprise:

- Children cycling / scootering on footways
- Pedestrians / children
- General traffic
- Environmental.
- Cost
- Buildability
- Public realm

The purposes of this additional audit tool is to consider a more rounded / overarching approach, that reflects the wider project aims and objectives. Scores of between 0-59% are considered red, 60-70% amber and 70-100% green.

The results of the Ostman Road School Street Audit are as follows:

- The existing provision scored red - 43%
- Option 1 scored amber - 65%
- Option 2 scored green – 75%
- Option 3 scored green - 76%.

The existing layout and Option 1 score particularly low in public realm and general traffic indicators, with a red and an amber score respectively. Options 1, 2 and 3 score particularly well in children cycling / scootering on footways and pedestrian / children indicators.

8.5 Audit Summary

In summary, the three types of audits used to assess the proposals cover a wide-ranging set of indicators that are not only bespoke to the project but also cover the required LTN 1/20 audit criteria for cycle provision. The results show that within both the 'School Street' and 'LTN 1/20 CLoS' audits the Options 1,2 & 3 provide a hierarchy of benefit against the key indicators.

This hierarchy of benefit is reflected within the associated cost of proposals, with Option 1 offering a low, Option 2 medium and Option 3 a higher cost solution.

Options 2 & 3 score a green within the 'School Street' audits, whereas Option 1 is considered amber. Although Option 1 does not provide as greater overall benefit in relation to the key indicators and scheme objectives relating to public realm and streetscape, it is considered a cheaper alternative to other higher cost options considering site constraints.

9. Summary and Next Steps

9.1 Summary

In summary, AECOM have provided hierarchy of interventions, each with an associated magnitude of cost and a number of variables that may be included or omitted from each design to enable CYC to make an informed decision which option they may wish to progress to Detailed Design.

The three options are considered to offer realistic civil infrastructure measures that meet the initial project objectives, taking into account site constraints / limitations associated with concrete slab paving, residential parking / access requirements and the No. 5 bus route.

The three options are:

- **Option 1** – Retention of existing kerblines with landscaping enhancements on both sides of Ostman Road
- **Option 2** – Modular buildouts along northern kerbline with landscaping enhancements on both sides of Ostman Road
- **Option 3** – Full construction parklet with new kerblines on both sides (wider footway/verge) with landscaping enhancements on both sides of Ostman Road

Each option has been developed based on a magnitude of cost, with Option 1 offering a lower, Option 2 a medium and Option 3 a higher cost solution. Each option also has a greater or lesser impact in relation to construction requirements and representative benefits when assessed against audit criteria.

In addition, on-site observations and survey data informed the inclusion of the following measures within each option by theme:

- **Deterring illegal parking** - Illegal parking occurrences are highest Ostman Road between the Carr Junior and Infant School. Therefore, further restrictions to parking have been focused within these locations to deter illegal parking and limit existing parking provision. A number of potential parking and TRO options are presented.
- **Encouraging active travel** - Traffic flows are considered low. Therefore, the proposed on-street quiet route for cyclists meets LTN 1/20 requirements. Notwithstanding, proposals to widen footways will also provide pedestrians and school children a shared surface, further encouraging active travel to / from Carr Infant and Junior Schools.
- **Traffic calming** - 85th percentile traffic speeds are slightly higher than the legal speed limit. Therefore, further traffic calming measures and signage has been included in all designs to encourage lower vehicle speeds – particular outside Carr Infant and Junior Schools.
- **New pedestrian/cycle crossings** - The highest proportion of pedestrians cross near to the school entrances in Zones C, D & E. Therefore, parallel crossings have been proposed in these locations, catering for pedestrian crossing desire lines and encouraging active travel. The proposed crossing location to the east is positioned to cover Zones D & E, this enables the proposed parklet features to be located between Carr Infant and Junior Schools.

9.2 Next Steps

- Present the three proposed to Elected Members for a decision on how to proceed.
- Assuming agreement of a preferred option, AECOM to prepare a priced Commissioning Brief to produce a package of detailed design deliverables (Workstage 4 from Section 1.5).

Appendix A - 3no. Preliminary Designs

ISO A1 594mm x 841mm
Drawn: MF
Approved: LO
Checked: EM
Designer: MF
Project Management Initials:
Revision:

N

TIE INTO EXISTING LAYOUT

EXISTING RAISED PLATEAU MAINTAINED

BUS STOP & SIGNAGE RELOCATED 3M NORTHWEST

Bus Stop

CONTROLLED PARKING ZONE AND SLOW CHILDREN CROSSING SIGNAGE

SLOW CHILDREN CROSSING

20 ZONE SLOW DOWN

Resident permit holders only

BUS STOP & SIGNAGE RELOCATED 26M NORTHWEST

Bus Stop

GATEWAY FEATURE

REMOVE AND REPLACE EXISTING SPEED CUSHIONS WITH RUBBER ALTERNATIVE

PARALLEL CROSSING TO FACILITATE SAFE CROSSING OF STUDENTS AND STAFF

EXISTING RAISED TABLE MAINTAINED

REMOVE AND REPLACE EXISTING SPEED CUSHIONS WITH RUBBER ALTERNATIVE

PARALLEL CROSSING

EXTEND RAISED PLATEAU

Resident permit holders only

CONTROLLED PARKING ZONE SIGNAGE

GATEWAY FEATURE

SLOW CHILDREN CROSSING SIGNAGE

SLOW CHILDREN CROSSING

20 ZONE SLOW DOWN

REMOVE AND REPLACE EXISTING SPEED CUSHIONS WITH RUBBER ALTERNATIVE

TIE INTO EXISTING LAYOUT

Existing Kerb Line

0 12.5 25 m
1:500 @A1

Option 1 Plan

Option 1 Elevation

AECOM

PROJECT

CYC CB104
Ostman Road
People Streets

CLIENT

CITY OF YORK COUNCIL

AECOM Limited
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NOTES

KEY

- Existing Road Surface
- Enhanced Pedestrian Footway
- Planting
- Seating Wall
- School Gateway Feature
- School Entrance Feature
- Feature Tree
- Street Tree
- School Zone Signage
- Resident Only Parking Signage
- Bus Stop
- Existing Tree Removed
- Speed Cushions

Notes:
Design assumes seating to be provided 50% of the length between school entrances, along the northern footway.

Design assumes concrete driveways require breaking out and replacing with full construction chipped asphalt surfacing.

Design assumes approx. 315sqm of renewed road surface course at locations where existing surface course is deteriorated.

Please refer to Workstages 1-3 Closure Report accompanying this report.

ISSUE/REVISION

I/R	DATE	DESCRIPTION
01	15/06/2022	PRELIMINARY DESIGN

ISSUE PURPOSE / SUITABILITY

PRELIMINARY DESIGN

PROJECT NUMBER

60677657

SHEET TITLE

OSTMAN ROAD
OPTION 1

SHEET NUMBER

60677657-ACM-000-ZZ-DR-TR-0002

Last saved by: EIMEAR.MCDONNELL(2022-05-10) Last Plotted: 2022-06-15
Filename: Ostman Road Option 1 Photoshop Plan.dwg

Option 2 Plan

Option 2 Elevation

AECOM

PROJECT

CYC CB104 Ostman Road People Streets

CLIENT

CITY OF YORK COUNCIL

CONSULTANT

AECOM Limited
1st and 5th Floor
City Walk
Leeds, LS11 9AR
T:+44-113-301-8400
www.aecom.com

NOTES

- Existing Road Surfacing
- Enhanced Pedestrian Footway
- Planting
- Seating Wall
- School Gateway Feature
- School Entrance Feature
- Feature Tree
- Street Tree
- School Zone Signage
- Resident Only Parking Signage
- Bus Stop
- Existing Tree Removed
- Speed Cushions

Notes:
Design assumes seating to be provided 50% of the length between school entrances, along the northern footway.

Design assumes concrete driveways require breaking out and replacing with full construction chipped asphalt surfacing.

Design assumes approx. 315sqm of renewed road surface course at locations where existing surface course is deteriorated.

Please refer to Workstages 1-3 Closure Report accompanying this report.

ISSUE/REVISION

I/R	DATE	DESCRIPTION
01	15/06/2022	PRELIMINARY DESIGN

ISSUE PURPOSE / SUITABILITY

PRELIMINARY DESIGN

PROJECT NUMBER

60677657

SHEET TITLE

OSTMAN ROAD
OPTION 2

SHEET NUMBER

60677657-ACM-000-ZZ-DR-TR-0003

Last saved by: EIMEAR.MCDONNELL (2022-05-05) Last Plotted: 2022-06-15
Filename: Ostman Road Option 2 Photoshop Plan.dwg

ISO A1 594mm x 841mm
Drawn: MF
Approved: LO
Checked: EM
Designer: MF
Project Management Initials:
Revision:

Option 3 Plan

Option 3 Elevation

AECOM

PROJECT

CYC CB104 Ostman Road People Streets

CLIENT

CITY OF YORK COUNCIL

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NOTES

KEY

- Existing Road Surface
- Re-Surfaced Carriageway
- Enhanced Pedestrian Footway
- Planting
- Seating Wall
- School Gateway Feature
- School Entrance Feature
- Feature Tree
- Street Tree
- School Zone Signage
- Resident Only Parking Signage
- Bus Stop
- Existing Tree Removed
- Speed Cushions

Notes:
Design assumes seating to be provided 50% of the length between school entrances, along the northern footway.

Design assumes concrete driveways require breaking out and replacing with full construction chipped asphalt surfacing.

Design assumes approx. 315sqm of renewed road surface course at locations where existing surface course is deteriorated.

Please refer to Workstages 1-3 Closure Report accompanying this report.

ISSUE/REVISION

01	15/06/2022	PRELIMINARY DESIGN
I/R	DATE	DESCRIPTION

ISSUE PURPOSE / SUITABILITY

PRELIMINARY DESIGN

PROJECT NUMBER

60677657

SHEET TITLE

OSTMAN ROAD
OPTION 3

SHEET NUMBER

60677657-ACM-000-ZZ-DR-TR-0004

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Filename: Ostman Road Option 3 Photoshop Plan.dwg

Appendix B - Cost estimate outputs

Block Cost Estimate

Scheme **OSTMAN ROAD** **OPTION 1 - LOW COST**
Client: **CYC** Preparation Date: **March 2022**
Costing Base Year: 2021
Construction Year: 2022 Inflation Adjustment Factor (IAF): 104.4%

BASE COST				**Section Costs (£ 2021 rates)**	**Section Costs (£ 2022 rates)**	**Sub Totals (£)**
	Description					
Preliminaries	Construction Costs			£304,281	**£317,549**	
	Traffic Signals equipment				**£0**	
	Works Contingency	5%	Sum of Works costs	£15,214	**£15,877**	
	Utilities Allowance	10%	Sum of Works costs	£30,428	**£31,755**	
	TTM	15%	Sum of Works costs	£52,489	**£54,777**	
			Sub Total:			**£419,959**
Scheme Design & Development	Design	10%	Capital costs		£41,996	
	Contract Management	2%	Capital costs		£8,399	
	Site Supervision	2%	Capital costs		£8,399	
			Sub Total:			**£58,794**
RISK						
Risk	Quantified Risk Assessment	40%	Sum of Works costs		£191,501	
			Sub Total:			**£191,501**
			Scheme Cost Estimate - Grand Total:			**£670,255**

Block Cost Estimate

Scheme **OSTMAN ROAD** **OPTION 1 - MEDIUM COST**
Client: **CYC** Preparation Date: **March 2022**
Costing Base Year: 2021
Construction Year: 2022 Inflation Adjustment Factor (IAF): 104.4%

BASE COST				**Section Costs (£ 2021 rates)**	**Section Costs (£ 2022 rates)**	**Sub Totals (£)**
	Description					
Preliminaries	Construction Costs			£336,616	**£351,294**	
	Traffic Signals equipment				**£0**	
	Works Contingency	5%	Sum of Works costs	£16,831	**£17,565**	
	Utilities Allowance	10%	Sum of Works costs	£33,662	**£35,129**	
	TTM	15%	Sum of Works costs	£58,066	**£60,598**	
			Sub Total:			**£464,586**
Scheme Design & Development	Design	10%	Capital costs		£46,459	
	Contract Management	2%	Capital costs		£9,292	
	Site Supervision	2%	Capital costs		£9,292	
			Sub Total:			**£65,042**
RISK						
Risk	Quantified Risk Assessment	40%	Sum of Works costs		£211,851	
			Sub Total:			**£211,851**
			Scheme Cost Estimate - Grand Total:			**£741,479**

Block Cost Estimate

Scheme **OSTMAN ROAD** **OPTION 2 - LOW COST**
Client: **CYC** Preparation Date: **March 2022**
Costing Base Year: 2021
Construction Year: 2022 Inflation Adjustment Factor (IAF): 104.4%

BASE COST				**Section Costs (£ 2021 rates)**	**Section Costs (£ 2022 rates)**	**Sub Totals (£)**
	Description					
Preliminaries	Construction Costs			£335,742	**£350,382**	
	Traffic Signals equipment				**£0**	
	Works Contingency	5%	Sum of Works costs	£16,787	**£17,519**	
	Utilities Allowance	10%	Sum of Works costs	£33,574	**£35,038**	
	TTM	15%	Sum of Works costs	£57,916	**£60,441**	
			Sub Total:			**£463,380**
Scheme Design & Development	Design	10%	Capital costs		£46,338	
	Contract Management	2%	Capital costs		£9,268	
	Site Supervision	2%	Capital costs		£9,268	
			Sub Total:			**£64,873**
RISK						
Risk	Quantified Risk Assessment	40%	Sum of Works costs		£211,302	
			Sub Total:			**£211,302**
			Scheme Cost Estimate - Grand Total:			**£739,555**

Block Cost Estimate

Scheme **OSTMAN ROAD** **OPTION 2 - MEDIUM COST**
Client: **CYC** Preparation Date: **March 2022**
Costing Base Year: 2021
Construction Year: 2022 Inflation Adjustment Factor (IAF): 104.4%

BASE COST				**Section Costs (£ 2021 rates)**	**Section Costs (£ 2022 rates)**	**Sub Totals (£)**
	Description					
Preliminaries	Construction Costs			£346,592	**£361,705**	
	Traffic Signals equipment				**£0**	
	Works Contingency	5%	Sum of Works costs	£17,330	**£18,085**	
	Utilities Allowance	10%	Sum of Works costs	£34,659	**£36,171**	
	TTM	15%	Sum of Works costs	£59,787	**£62,394**	
			Sub Total:			**£478,355**
Scheme Design & Development	Design	10%	Capital costs		£47,836	
	Contract Management	2%	Capital costs		£9,567	
	Site Supervision	2%	Capital costs		£9,567	
			Sub Total:			**£66,970**
RISK						
Risk	Quantified Risk Assessment	40%	Sum of Works costs		£218,130	
			Sub Total:			**£218,130**
			Scheme Cost Estimate - Grand Total:			**£763,455**

Block Cost Estimate

Scheme **OSTMAN ROAD** **OPTION 3 - LOW COST**
Client: **CYC** Preparation Date: **March 2022**
Costing Base Year: 2021
Construction Year: 2022 Inflation Adjustment Factor (IAF): 104.4%

BASE COST				**Section Costs (£ 2021 rates)**	**Section Costs (£ 2022 rates)**	**Sub Totals (£)**
	Description					
Preliminaries	Construction Costs			£431,147	**£449,947**	
	Traffic Signals equipment				**£0**	
	Works Contingency	5%	Sum of Works costs	£21,557	**£22,497**	
	Utilities Allowance	10%	Sum of Works costs	£43,115	**£44,995**	
	TTM	15%	Sum of Works costs	£74,373	**£77,616**	
			Sub Total:			**£595,055**
Scheme Design & Development	Design	10%	Capital costs		£59,506	
	Contract Management	2%	Capital costs		£11,901	
	Site Supervision	2%	Capital costs		£11,901	
			Sub Total:			**£83,308**
RISK						
Risk	Quantified Risk Assessment	40%	Sum of Works costs		£271,345	
			Sub Total:			**£271,345**
			Scheme Cost Estimate - Grand Total:			**£949,709**

Block Cost Estimate

Scheme **OSTMAN ROAD** **OPTION 3 - MEDIUM COST**
Client: **CYC** Preparation Date: **March 2022**
Costing Base Year: 2021
Construction Year: 2022 Inflation Adjustment Factor (IAF): 104.4%

BASE COST				**Section Costs (£ 2021 rates)**	**Section Costs (£ 2022 rates)**	**Sub Totals (£)**
	Description					
Preliminaries	Construction Costs			£474,263	**£494,943**	
	Traffic Signals equipment				**£0**	
	Works Contingency	5%	Sum of Works costs	£23,713	**£24,747**	
	Utilities Allowance	10%	Sum of Works costs	£47,426	**£49,494**	
	TTM	20%	Sum of Works costs	£109,080	**£113,837**	
			Sub Total:			**£683,021**
Scheme Design & Development	Design	10%	Capital costs		£68,302	
	Contract Management	2%	Capital costs		£13,660	
	Site Supervision	2%	Capital costs		£13,660	
			Sub Total:			**£95,623**
RISK						
Risk	Quantified Risk Assessment	40%	Sum of Works costs		£311,458	
			Sub Total:			**£311,458**
			Scheme Cost Estimate - Grand Total:			**£1,090,102**

Appendix C – Design Feature Variables

C.1 Planting

Planting is to run along the edge of the Northern and Southern footway in all three of the design proposals. It will draw the eye away from the carriageway, increase green space and provide a buffer for pedestrians, which will be positively reflected within the 'Ostman Road School Street Audit' criteria relating to aesthetics and safety.

New planting would also remove the need for existing bollards, most of which need replacing. The cost of the proposed planting is approximately £35 per linear meter. This cost is typically variable between £20 - £35 per linear meter dependant on proposed density and plant specification.

In addition to providing a green buffer, aesthetic and environmental benefits, allowing pupils of both Carr Infant School and Carr Junior School to assist with planting and maintenance throughout the seasons will offer engagement for children, which will also be positively reflected within the 'Ostman Road School Street Audit' criteria.

Proposed planting on verges in front of residence on Ostman road comprise of evergreen shrub planting 1.1m high. This will act as a year-round green buffer on the road, allowing for removal of bollards. If not undertaken replacement bollards will have to be proposed. An indicative cost of a bollard is £180 excluding VAT (Reference: Woodscape-Square Fixed Bollard). Proposed planting along the school side verge is currently mimicking the opposing residential verge beds. This will create a uniformed cohesion on the street. The specification of this planting could be reduced. Allowing for a low evergreen hedge outlining the pavement edge, and wildflower planting proposed between the road kerb and hedge. Seeding is considerably more affordable than shrub planting at approximately £5-10 per sq.m.

Existing trees on the street are proposed for removal as the pathway is increasing by 500mm and new pathway construction will take place on the tree root protect zones. In order to retain these trees the pathway would have to be reduced to 2.5m. The widening of the footway comprises the fundamental approach to the scheme and is not advisable not omit.

Replacement planting would be a reasonable approach considering the current size of the trees and the ease at which they can be replaced. We have proposed to remove 8 trees and plant 10 as replacements along the street between the schools. These trees would be 5m+ high and would have an instant impact on the street. Costs increase as tree size grows. A cost saving for trees would be reducing the height to 3-4m. Cost of supply and installation per tree varies from around £350-900 pending on size and species.

The existing trees have been in position since approx. winter 2010/11 and appear (from google streetview August 2019) to be vigorous and well established. There is no reason to suggest that the existing verge is not suitable for supporting tree growth / the establishment of new trees and it is considered that the requirement for a crate system excessive as a result. If a crate system for roots were to be required for each tree, this would additional cost which may be within the range of £500 – 1000 per tree.

In addition, when taller trees are included within a design, they are less likely to be vandalised. However, there is a general acceptance that taller trees when installed may not show the same level of growth as a smaller sapling would within the first 5-years.

C.2 Modular Concrete Benches

Modular concrete benches are priced for in all options and are to run along the Northern footway between the planting and shared space. They will act as a vertical buffer for pedestrians, lead pedestrians to official crossing points and provide a physical barrier to deter drop off and pick up parking.

They will also provide much needed places for rest and relation something that isn't currently featured along Ostman Road. Similarly, to the proposed planting they will be positively reflected within the 'Ostman Road School Street Audit' criteria.

The cost of the modular concrete benches is approximately £1000 per linear meter. An option to reduce cost associated with modular concrete benches could be to significantly reduce the area covered; current proposals are to provide continuous modular concrete benches for 50% and 33% of the distance between schools along the northern footway within the medium and lower cost options respectively.

A standalone wooden bench would be an alternative seating specification to explore. Image 4 gives an example of Woodscape Clifton seating. This seat is a 2m length x 540 width wooden bench with backrest and galvanised legs costing approximately £2,154.00 per bench excluding 20% VAT.

An alternative to these modular concrete benches, which would reduce the cost significantly, would be to install birdsmouth fencing. This would provide some of the benefits the modular concrete benches do in respect to acting as a barrier to pedestrians; however, they wouldn't offer a place for rest / relax and also wouldn't be as aesthetically pleasing. As such, if birdsmouth fencing is proposed, it would be beneficial to also incorporate small sections of standalone modular benches, which typically have costs within the range of £750 - £3000 per unit, dependant on supplier / design / construction materials and fixings.

Figure 1 Example Wooden Modular Bench (Woodscape)

Figure 2 Example Birdsmouth Fencing (sawmill timber)

C.3 Chipped Asphalt Footway

The installation of chipped asphalt surface is proposed along both the northern and southern footways in each proposal, with an increase in footway width to 3m.

This element of the proposal is to provide a widened and improved shared surface for children / parents / pedestrians, ensuring the space is sufficient for children (cycling and scootering) to ride alongside their parents.

The new chipped asphalt will also provide a smoother surface in comparison with the existing concrete block paving and allow proposed continuous footways to be delineated more clearly, emphasising pedestrian priority. This will be positively reflected within the 'Ostman Road School Street Audit' criteria relating to comfort and safety. The cost of the chipped asphalt footway is around £54 per metre squared and covers an area of approximately 2410sqm.

Additional cost is relating to footway enhancement proposed is associated with the requirement to breakout existing concrete driveways along the route so that continuity of the footway surface can be achieved. Breaking out of the concrete across driveways is likely to causes some disturbance to residents due to the required earthworks that will prevent residents parking within driveways over a short period. Breaking out of the concrete over driveways is also likely to add an additional risk associated with statutory undertakers located within the footways. An alternative would be to omit the sections where concrete driveways are located. However, this would reduce the aesthetic value and continuity of the proposed footway. It may also cause issues with cracking and subsidence of the proposed footway due to the number of joints required at interfaces with concrete driveways.

The proposed cost of resurfacing / widening can be significantly reduced if the southern footway remains at 2m. However, this would eliminate the benefits mentioned above for those using the southern footway and may put increased demand on the northern footway. In addition, it would significantly reduce continuity of the footway provision, particularly as pedestrians cross from north to south across the proposed parallel crossing facilities.

It should be noted that the proposed shared surface is intended to benefit predominately school children / parents and is not intended to provide the main cycling route along Ostman Road. The main cycling route along Ostman Road will be considered to route on-street; therefore, alternations to the shared use footway will not impact LTN 1/20 audit scores.

Alternatively, other footway materials could be used, indicative costings for asphalt surfacing are approximately £42/m2, which includes surface, binding course and base courses, as well as a geo membrane beneath. There will also be around £11/m3 for any hardcore required.

Indicative costings for cast in-situ concrete surfacing is approximately £76/m2, which includes the concrete surface and geo membrane. Again, there would be an extra £11/m3 for any hardcore. If formwork is needed this is around £15 per linear metre.

Finally, precast setts would be approximately £105/m2 for the pavers, the bedding mortar below and the geo membrane. As with above there will be an extra £11/m3 for any hardcore.

C.4 Drainage and Kerbs

Replacement of kerbs and drain covers in poor condition has been accounted for within all options. In Options 1 & 2, a total of 18no. gully grates and covers are outlined to be replaced and a nominal figure of 50m has been identified for broken or cracked kerbs replacement. In Option 3, 35no. gully grates and covers are identified for replacement and approx. 780m of kerbs are identified for replacement, which covers the gateway-to-gateway features.

A high-level estimate associated with kerb and gully replacement in Options 1 & 2 is between £15,000-£20,000; whereas, in Option 3 between £35,000-£45,000.

C.5 Micro Re-surfacing and Concrete Block Breakout

Both carriageway micro-resurfacing and concrete block paving features on AECOMs third design proposal. It will increase the aesthetic appeal and provide a smoother surface for on-carriageway

cyclists, which will be positively reflected within the 'LTN 1/20 CLoS Audit Assessment' criteria relating surface type.

Removal of the concrete block also allows for a full depth construction parklet. The cost of carriageway micro-resurfacing is £36 per square metre; whereas concrete block paving breakout costs approximately £2400 per 5 x 6 metre slab.

In terms of reducing the overall costs, Options 1 & 2 offer solution that do not breakout the concrete slab, with a localised 70m breakout of the concrete required in Option 3 in order to deliver proposals.

As such, in order to reduce costs, it is likely that only a reduction of the micro-resurfaced areas within Option 3 may achieve this, otherwise the full construction parklet is unlikely to be feasible. It should be noted that a reduction of micro-resurfaced areas will reduce the area over which the benefits are seen and localise any advantage for cyclists, which are then likely to be negligible.

C.6 Modular Buildouts and Parklets

Parklets are proposed to be installed on the northern side of the carriageway in Options 1 and 2. Parklets provide a place for rest and recovery and increased aesthetical appeal / green space within the streetscape, all of which are key indicators included within the 'Ostman Road School Street Audit'.

There are a number of variables that will impact overall cost, that can be increased or decreased based on quality of materials, supplier, permanency and durability of the product.

Option 2 considers 2 x £7,500 build out planters and 1 x £30,000 parklet; In addition, Option 3 considers £18,000 public realm features that can either be increased or decreased dependent on proposed design features.

Modular Buildouts

Two options have been explored in order to provide proposed builds at gateway features within Options 2 and 3, a high end and medium end cost option. The high-end option is from STREETLIFE; this is an oval shaped setup in powder coated steel, consisting of a 4 modules ca.570x308x47cm (l x w x h) and has an associated cost of approximately 18k.

An alternative option is the Corona modular circular planter from BROXAP street furniture. This is a segmented composite which can be done in any RAL colour and has an associated cost of approximately 7k. All indicative costs exclude VAT & delivery. Note two are specified for the scheme.

Each option would be supplemented by relevant road markings and bolt down bollards where appropriate.

In addition to the examples shown below, there are numerous variations of low-profile planters with differing material finishes and cost implications. These planters could provide a typically maintained public realm feature or a dynamic area of community planting with engagement from school children.

Figure 3 Mobile Green Isle (STREETLIFE)

Figure 4 Example Corona modular circular planter (BROXAP street furniture)

Parklets

Option 2 specifies a parklet to be provided between the two schools alongside the northern footway. There are numerous options and components to these specifications with varying prices accordingly. The following information provides high end, medium and low-cost options in order to provide parklets.

An example of what a £30-45K Parklet comprises:

- Integrated Vertical Boundary (Railings)
- Decking Flooring meeting GL
- Bespoke Planters
- Bespoke Seating
- Cyclestands/Street Furniture
- Planting
- Installation and Delivery

Figure 5 Example London Parklet-Indicative Cost £30-45K (Meristem Design)

An example of what a £25-30K Parklet comprises:

- Elements of Vertical Boundary (Railings)
- Astroturf Flooring
- Bespoke Planters
- Seating, typically bespoke design
- Cyclestands/Street Furniture
- Installation and Delivery

Figure 6 Example Raynes Park Parklet-Indicative Cost £25-30K (Meristem Design)

An example of what a £10-25K Parklet comprises:

- Elements of Vertical Boundary, typically wooden fencing.
- Astroturf Flooring
- Planters
- Seating
- Cyclestands/Street Furniture
- Planting
- Built on-site, typically wooden decking.

Figure 7 Example of Temporary Parklets (Community Led)

Additional Optional Elements

In addition to both modular buildouts and parklets, play equipment could form an additional component to the recreational spaces along the street, specifically in Options 2 and 3. Below are examples of play equipment and their indicative costs. There are a number of suppliers and designs of play equipment with varying costs and educational / recreational benefits.

Proposals can include these features across the entire Ostman Road study, from gateway to gateway, between the two schools or either side of the footway (advised to maintain public realm features between the two schools as a minimum).

The addition of play equipment would enhance the interaction of children with the streetscape, whilst also further reiterating that 'School Street' nature of the area between the gateways.

Figure 8 Example of Wind Chimes - Indicative Cost £1,500 per unit (Duncan and Grove)

Figure 9 Example of Kids Table and Chairs -Indicative Cost £820 per unit (Kompan)

Figure 10 Emotions Play Panel - Indicative Cost £2,400 per unit excl VAT (Kompan)

Appendix D - Audit Outputs

Cycling Level of Service Assessment (CLoS) based on LTN 1/20	
Project Number	60677657
Scheme	Ostman Road
Location	York
Date	08/04/2022
Version Number	
Assessment By	MF
Checked By	LO

AECOM

Existing	Option 1	Option 2	Option 3

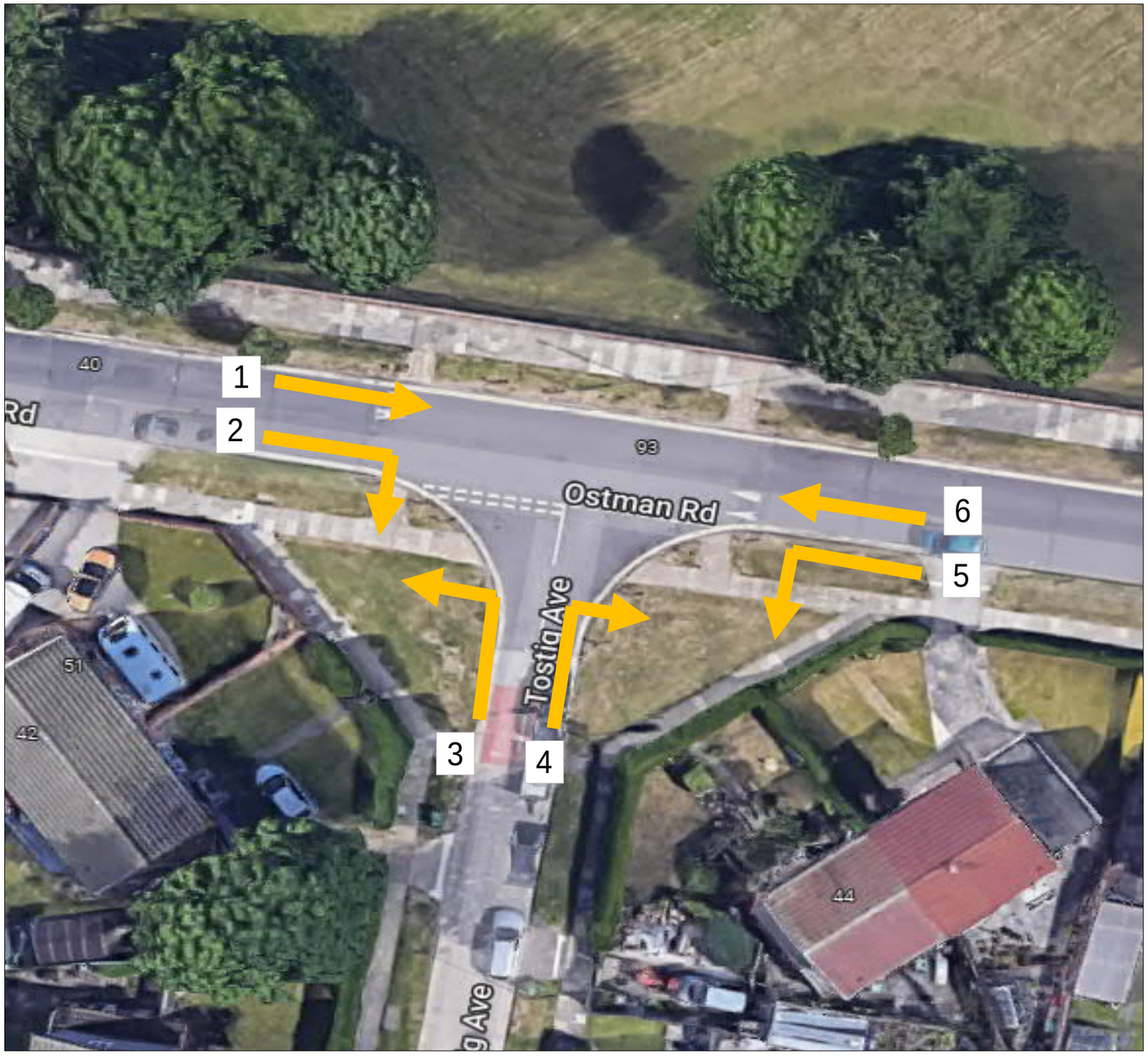
Cycling Level of Service (CLOS)

Key Requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments	Score	Comments	Score	Comments	Score	Comments
Coherence	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	**1. Ability to join/leave route safely and easily** considering left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Quiet street cyclsists to ride on carriageway	1	Quiet street cyclsists to ride on carriageway	1	Quiet street cyclsists to ride on carriageway	1	Quiet street cyclsists to ride on carriageway
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	**2.Provision for cyclists throughout the whole length of the route**		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	2	Connects existing advisory cycle routes of Danebury Avenue / Tostig Avenue.	2	Connects existing advisory cycle routes of Danebury Avenue / Tostig Avenue.	2	Connects existing advisory cycle routes of Danebury Avenue / Tostig Avenue.	2	Connects existing advisory cycle routes of Danebury Avenue / Tostig Avenue.
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	**3.Density of routes based on mesh width** i.e. distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m	1	Sections of the York Cycle Network within 500m distance.	1	Sections of the York Cycle Network within 500m distance.	1	Sections of the York Cycle Network within 500m distance.	1	Sections of the York Cycle Network within 500m distance.
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as the-crow-flies' distance as possible.	**4.Deviation of route** Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Most direct route	2	Most direct route	2	Most direct route	2	Most direct route
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	**5.Stopping and give way frequency**		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	Scaled from 0.4km scheme	0	Scaled from 0.4km scheme	0	Scaled from 0.4km scheme	0	Scaled from 0.4km scheme
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	**6.Delay at junctions**		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals)	1	Cyclists ride with other motor vehicles	1	Cyclists ride with other motor vehicles	1	Cyclists ride with other motor vehicles	1	Cyclists ride with other motor vehicles
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	**7.Ability to maintain own speed on links**		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	0	Width doesn't account for overtaking on on-street quiet route	0	Width doesn't account for overtaking on on-street quiet route	0	Width doesn't account for overtaking on on-street quiet route	0	Width doesn't account for overtaking on on-street quiet route
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	**8.Gradient**		Route includes sections steeper than the gradients recommended in Figure 4.4	There are no sections of route steeper than the gradients recommended in Figure 4.4	There are no sections of route which steeper than 2%	2	1.9% 20ft over 0.2 miles	2	1.9% 20ft over 0.2 miles	2	1.9% 20ft over 0.2 miles	2	1.9% 20ft over 0.2 miles
Safety	Reduce/remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	**9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction**	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit
			10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit
	Avoid high motor traffic volumes where cyclists are sharing the carriageway.	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	**11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour**	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Table 6.2. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	**12.Segregation to reduce risk of collision alongside or from behind**	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph.	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit	2	Lanes between 3m and 3.2m and assume Motor Traffic Flow <2000pcu/24hr and 20mph speed limit
		A high proportion of collisions involving cyclists occur at junctions. Junctions there-fore need particular attention to reduce the risk of collision. Junction treatments include: - Minor/side roads : cyclist priority and/or speed reduction across side roads - Major roads : separation of cyclists from motor traffic through junctions.	**13.Conflicting movements at junctions**		Side road junctions frequent and/or untreated. Major junctions, conflicting cycle/motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	0	Side road junctions untreated	2	Continuous footways across sideroads	2	Continuous footways across sideroads	2	Continuous footways across sideroads
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	**14.Legible road markings and road layout**		Faded, old, unclear, complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1	Faded road markings	2	New road markings	2	New road markings	2	New road markings
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	**15.Conflict with kerbside activity**	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (e.g. nearside cycle lane <2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - e.g. less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	0	Excessive unrestricted parking along the footway - On-street quiet route, no cycle lanes required.	1	Reduced level of parking along the footway - On-street quiet route, no cycle lanes required.	1	Reduced level of parking along the footway - On-street quiet route, no cycle lanes required.	1	Reduced level of parking along the footway - On-street quiet route, no cycle lanes required.
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	**16.Evasion room and unnecessary hazards**		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	2	No features within the carriageway.	2	No features within the carriageway.	1	Proposed buildouts in the carraigeway.	2	No features within the carriageway.
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (e.g. from previous cycle lane)	**17.Major and minor defects**		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	CKD but defects in road surface	1	CKD but defects in road surface	1	CKD but defects in road surface	2	CKD and micro-resurfacing
		Pavement or carriageway construction providing smooth and level surface	**18.Surface type**		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - e.g. Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	1	Concrete with frequent joints	1	Concrete with frequent joints	1	Concrete with frequent joints	2	Micro-resurfacing
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	**19.Desirable minimum widths according to volume of cyclists and route type** (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	2	Meets criteria for quiet street	2	Meets criteria for quiet street	2	Meets criteria for quiet street	2	Meets criteria for quiet street
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	**20.Signing**		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	1	Not currently cycle route	2	Proposed additional signage and road marking	2	Proposed additional signage and road marking	2	Proposed additional signage and road marking
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	**21.Lighting**		Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	2	Route is well lit throughout.	2	Route is well lit throughout.	2	Route is well lit throughout.	2	Route is well lit throughout.
			22.Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2	Route overlooked by schools and residential property	2	Route overlooked by schools and residential property	2	Route overlooked by schools and residential property	2	Route overlooked by schools and residential property
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	**23.Impact on pedestrians** Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 4.7)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A	1	Existing	2	Scheme proposes widened 3m footways.	2	Scheme proposes widened 3m footways.	2	Scheme proposes widened 3m footways.
	Minimise street clutter	Signing required to support scheme layout	**24.Street Clutter** Signs are informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	1	School warning and stopping restriction signs, excessive use of wooden bollards	2	Reduced street clutter and improved public realm	2	Reduced street clutter and improved public realm	2	Reduced street clutter and improved public realm
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	**25. Cycle parking** Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure none overlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	No cycling parking	0	No proposed cycle parking	1	No proposed cycle parking, opportunity to include as part of parklet?	1	No proposed cycle parking, opportunity to include as part of parklet?
							Audit Score	**33**	**0**	**38**		**38**		**41**	

Max possible score	50	50	50	50
Audit % score	66%	76%	76%	82%
Pass/Fail (70% threshold)	**Fail**	**Pass**	**Pass**	**Pass**
Any Critical Fails? (Y/N)	No	No	No	No
Number of Critical Fails	0	0	0	0

Criteria	Max Score	Sub-criteria Existing	% score Existing	Sub-criteria Proposed	% score Proposed	Sub-criteria Existing	% score Proposed	Sub-criteria Proposed	% score Proposed
Coherence	6	4	67%	4	67%	4	67%	4	67%
Directness	10	7	70%	5	50%	5	50%	5	50%
Safety	16	**11**	69%	**15**	94%	**14**	88%	**15**	94%
Comfort	8	5	63%	6	75%	6	75%	8	100%
Attractiveness	10	6	60%	8	80%	9	90%	9	90%
	50								

Junction Assessment Tool - LTN 1/20- Proposed	
Project Number	60677657
Scheme	Ostman Road
Location	York
Date	08/04/2022
Version Number	
Assessment By	MF
Checked By	LO



Existing JAT - Ostman Road / Tostig Avenue					
Movement	Score	0	1	2	Comment
1	1		2	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
2	1		1	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
3	1		1	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
4	1		1	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
5	1		2	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
6	1		2	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
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Junction Assessment Tool - LTN 1/20- Proposed	
Project Number	60677657
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Location	York
Date	08/04/2022
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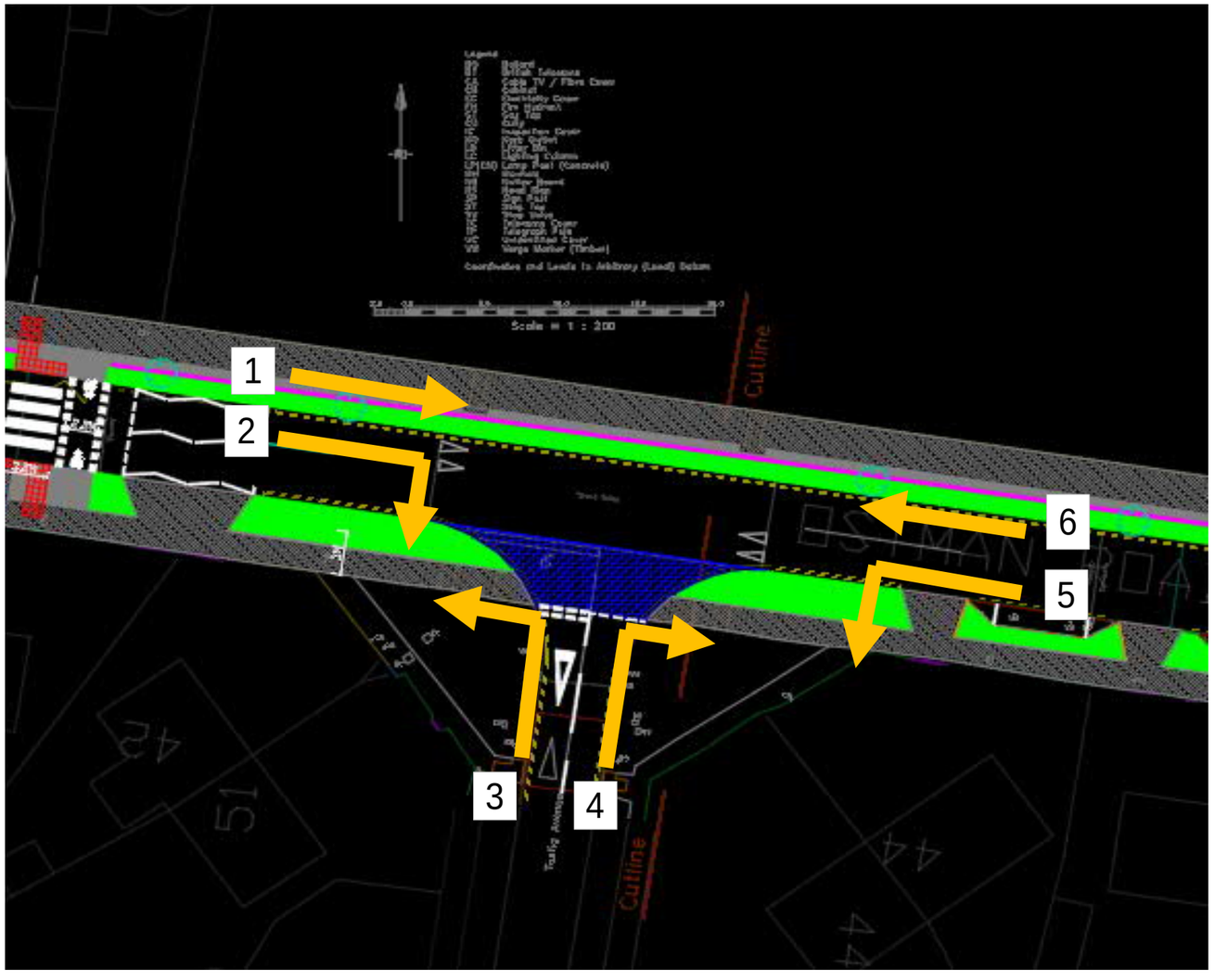
Checked By	LO



Existing JAT - Ostman Road / Tostig Avenue					
Movement	Score	0	1	2	Comment
1	1		2	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
2	1		1	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
3	1		1	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
4	1		1	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
5	1		1	2	Raised table at junction crossed by traffic in potential conflict with cycle movement.
6	1		2	1	Raised table at junction crossed by traffic in potential conflict with cycle movement.
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25					

Bespoke School Street Audit	
Project Number	60677657
Scheme	Ostman Road
Location	York
Date	08/04/2022
Version Number	
Assessment By	MF
Checked By	LO

Key Requirement	Factor	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Existing Layout	Proposed Layout		
								Option 1	Option 2	Option 3
Children Cycling / Scootering on footways	Continuity	Shared use		Children cycling on footway space less than 3m	Pedestrian priority with civilised mixed interaction enabled	Pedestrian priority with suggested alternative route for cyclists	0	1	1	1
	Comfort	Footway surface		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non-slip surface - e.g. Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	0	2	2	2
	Safety hazard for children scootering / cycling	Buffer / Edge protection from the carriageway near to the school gates.		None - No edge protection	Some - Verged buffer	Significant - Enhanced buffer with level difference.	1	2	2	2
Pedestrians / Children	Engagement On-street	Engagement for children		None	Some	Significant	0	1	2	2
	Accessibility	Bus stop accessibility		Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm	Bus stop is wheel chair accessible but there is limited clear space around bus stop	Bus stop is wheel chair accessible and there is clear space around the bus stop	1	2	2	2
	Ease of crossing	Ease of crossing side road	The weakest side road is missing at least 1 dropped kerb or these are not on the desire line.	The weakest side road has dropped kerbs and these are on the desire line or a raised table / continuous footway	The weakest side road has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 10mph but instead of a raised table it at the entrance it has dropped kerbs	The weakest side road has a narrow, tight geometry such that a turning motorised vehicle must slow down to less than 10mph and raised table / continuous footway at the entrance	1	2	2	2
	Safety hazard for children crossing	Standard of crossing facilities		Uncontrolled crossing with no gaps in traffic, lack of priority	Signalised crossing or implied priority	Countdown with signalised crossing, priority with unsignalised	0	2	2	2
General traffic	Vechile Speeds	Vechile Speeds	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 20mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20mph	2	2	2	2
	Volume of Motorised Traffic	Volume of Motorised Traffic	There are 1000+ vehicles in the peak our (both directions)	There are 500-999 vehicles in the peak our (both directions)	There are 200-499 vehicles in the peak our (both directions)	There are 199 or fewer vehicles in the peak our (both directions)	1	1	1	1
	Mix of Vehicles	% of Heavy Vehicles	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 2% of motorised traffic in the peak hour	No large vehicles use the street	1	1	1	1
	Reducing private car use	TRO's / Measures to reduce the number of parked cars		There are no new parking restrictions / Existing TRO's ignored / Parking across driveways.	There is a mixuture of parking and public realm ammenity	Parking will no longer have an impact in and around the school gates and is prevented by both TRO's and physical features within the carriageway	0	1	2	2
	Reducing convenience of driving short journeys	Through movement of traffic		Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions outside the school	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	0	0	0	0
	Delays	Delays to the number 5 bus route		Delays to number 5 bus route at peak times due to parking outside of school gates.	Delays to the number 5 bus route persist but don't worsen	Improvements or no delay to the number 5 bus route	1	1	1	1
	Behaviour Influence			Layout encourages aggressive behaviour	Layout controls behaviour throughout	Layout encourages civilised behaviour: negotiation and forgiveness	1	1	2	2
Environmental	Lighting	Lighting	Assessing the full length of the street, there is no street lighting over the footways on this street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	2	2	2	2
	Litter /	Litter		Litter and foliage build-up is considered sigificant	There is some litter and foliage build-up within the study area and at least 1 litter bin provided within the study area.	There is no issue with litter or foliage build-up and at least 1 litter bin is provided within the study area.	2	2	2	2
	Planting	Amount of planting		Amount of greenery is reduced within the study area.	Amount of greenery is retained within the study area.	Amount of greenery is increased / enhanced within the study area.	1	1	1	1
	Greening	Green infrastructure and sustainable materials		No green infrastucture or sustainable materials proposed	Some green infrastructure or sustainable materials proposed	All infrastructure is green and materials are sustainable	2	1	1	1
Cost	Budget	Cost to implement propsed design		High	Med	Low	2	2	1	0
Buildability	Feasibility	Interference with C2s		Significant impacts on statutory undertakers and/ or re-routing of equipment	Minor impacts on statutory undertakers.	None of the proposed works would affect statutory undertakers.	2	1	1	1
Public Realm	Visual interest	Quality and distinction		Uniform	Variety	Unique feature	0	0	1	2
	Diversity	Conditions for pleasant interaction		Single activity area.	Mixed use properties	Different uses and users at different times. Social interaction encouraged through street design choices.	0	1	2	2
	Area character	Materials matched to surroundings		Poor	Some contrast	In keeping	0	1	1	2
						Total Score	20	30	34	35
						Maximum Potential Score	46	46	46	46
						Audit % score	43%	65%	74%	76%

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NCN 66 Heslington (York) to Elvington

Feasibility Design Report

08 June 2022

To find out more, please contact: Katharina Kopf
katharina.kopf@sustrans.org.uk

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

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Summary of revisions				
Date	**Old Rev**	**New Rev**	**Changes**	**Author**
08/06/22	00	01	Amended to include reference to Paths for Everyone objective to rationalise wayfinding / numbering on the NCN.	KK

This version of the R66 Heslington-Elvington Feasibility Study is subject to control under General Data Protection Regulation (GDPR). All the redactions in this report have been made to comply with GDPR.

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Executive Summary

Sustrans received funding from the Department for Transport (DfT) on behalf of City of York Council to update the 2011 feasibility report by investigating the feasibility of a walking and cycling link between Heslington (York) and Elvington village. The aim was to find safe and accessible alternative for active travel to the busy B1228 Elvington Lane. This study forms part of a package of works funded by the DfT to make the National Cycle Network safer and more accessible for everyone.

The study assesses potential route options, building on the 2011 report and routes identified in York's Local Plan. Informed by Sustrans' design principles and national design guidance, it systematically assesses route options between Heslington and Elvington which are accessible to all users. It identifies two route options, one linking into the proposed housing development at Elvington Airfield which presents the longer-term ideal alignment. The second option links to the existing forest track at Wheldrake Wood and presents a shorter-term solution with a possible link to Wheldrake village. Due to the uncertainty regarding the proposed housing development, the Wheldrake Wood alignment was chosen as the preferred route with two alignment options between Wheldrake Lane and Elvington Main Street.

The proposed design interventions focus on accessibility and safety for all users and are in line with latest design guidance. Mixed traffic is proposed along existing sections of highway, with minor interventions proposed to increase user safety. For the new sections of the route, a 3m wide shared-use path is proposed with an adjacent 2m wide trotting strip for equestrians. New forest tracks are proposed through the woodland sections. It is anticipated that the design compromises along certain sections of the route could create accessibility issues for some users.

The feasibility of the route is highly dependent on landowner support, with two sections of the route currently not supported by the owners. Further discussion with these landowners has to be sought to make the route feasible. Ecological constraints were identified along the section through Langwith Great Wood and further ecological assessments and surveys are required to determine the impact of the alignment and to identify mitigation measures. Targeted engagement with local interest groups and parish councils found support for a new route, however, some concerns were identified regarding the alignment's impact on landowners and ecology which need to be addressed at further stages.

A business case analysis using the DfT's Active Mode Appraisal Toolkit is provided which highlights that the scheme with either alignment option provides high value for money with a

Benefit-Cost Ratio of 4.21 and 4.22 respectively, using high level cost estimates and current and projected user numbers.

This study lays the groundwork for the delivery of a scheme that improves safety and accessibility for active travel modes between Heslington and Elvington. It identifies the following steps as essential in delivering the scheme: resolution of the scheme's interaction with the Heslington to Wheldrake scheme; resolution of the scheme's interaction with the proposed housing development; negotiation with landowners; completion of preliminary ecological assessment and species surveys; completion of topographical, utility and traffic surveys; and identification of funding and delivery methods.

1. Introduction

1.1. Study Brief

This project forms part of Tranche 4 funding provided by the Department for Transport (DfT) for National Cycle Network (NCN) programmes. The two strategic priorities of the Tranche 4 funding are to make the NCN safer for everyone, and to make the NCN more accessible for everyone. The link from Heslington to Elvington was highlighted as extremely unsafe for walking and cycling and as a result, the present feasibility study was put forward for DfT funding.

Reasoning behind the study is as follows:

- The B-road route between Elvington and Heslington/York connection is considered unsafe for walkers and cyclists.
- This study builds on earlier feasibility work by Sustrans in 2011.
- The study represents a significant step towards a deliverable scheme for future funding.
- The study complements the Active Travel Fund work City of York Council are working on to develop a route between Heslington and Wheldrake, currently scheduled for delivery in 2023.

The objective of this study is to update the findings of the Sustrans 2011 report on the feasibility of creating a new NCN quality standard walking and cycling route between Heslington (York) and Elvington village (B1228), and to produce concept designs and an estimate of costs for a preferred route option. This study describes focused engagement with landowners and other key stakeholders, and assesses ecological constraints and required mitigation for any proposed new route.

1.2. Report Structure

Chapter 2 explores the context of the study, discussing relevant policies and providing an analysis of opportunities and constraints in the study area. **Chapter 3** describes the process of the route options appraisal with **Chapter 4** detailing the design methodology, design narrative, and scheme costs for the preferred routes.

Chapter 5 presents the views of landowners affected by the proposals. **Chapters 6** and **7** explore the potential impacts of the interventions, focusing first on ecology and then on engagement with parish councils and local user groups.

Chapter 8 outlines a business-case (AMAT). Finally, **Chapter 9** discusses the next steps, suggesting where future work, engagement or design is needed to progress this route beyond the outcome of this report.

2. Strategic Context

2.1. Review of Policies and Guidance

2.1.1. National policies and guidance

National Planning Policy Framework

Planning policy in England is built on the National Planning Policy Framework (NPPF) which outlines general policy areas which local planning authorities can elaborate on and refine in their own policy documents. The NPPF was updated in 2021 to strengthen its stance on sustainable development and climate objectives. Sustainability and reduction in emissions have strong links to active travel, and the NPPF reflects this, advising local authorities to introduce policies to encourage a shift away from private vehicle use and towards more sustainable transport modes.

Additionally, and specifically, the NPPF 2021 recommends that planning policies should

- ‘exploit any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport)’ (par. 85) and
- ‘provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);’ (par.106 d).

Gear Change

In 2020, four months after the United Kingdom had been forced to change their way of life due to the coronavirus pandemic, the Department for Transport published ‘Gear Change’, a visionary document outlining the government’s objectives to bring walking and cycling to the fore in the urban mobility hierarchy, making walking and cycling the natural first choice for many journeys. A funding package was announced to support local and combined authorities to develop their walking and cycling networks and upgrade infrastructure across the country. A technical note, LTN1/20, was sent to highway authorities to ensure all new developments meet modern safety standards for active travel.

With this publication the government recognises the vital importance of the National Cycle Network in enabling everyone to walk and cycle safely and easily by committing to ‘significantly increasing funding’ for the Network across England.

One year on, the government produced a follow-up report, reflecting on progress since Gear Change was published. The uptake in cycling since 2019 is seen clearly in cycle sales figures, which showed a 45% increase in 2020, totalling over £1bn spent on bikes.

Active Travel England (ATE), a long-promised government department to oversee active travel schemes across the whole country, has just appointed its first members of staff. ATE uses LTN1/20 as its measure of whether schemes deserve to be funded, and may decline to provide funding to local authorities if designs fall below these standards.

2.1.2. Local policies and guidance

Development Control Local Plan (2005)

Policy T2b sets out the standards for the Council's proposed pedestrian / cycle networks, outlined in the Proposals Map. The map shows indicative walking and cycling connections from Heslington and Fulford to Elvington via Gipsey Corner, Elvington Airfield and Wheldrake Wood. All relevant indicative routes are included in the route options appraisal of this study.

Draft Local Plan (2018)

Policy T5 in the Draft Local Plan supports the delivery of general and specific schemes set out in the Local Transport Plan (LTP) and subsequent investment programmes to provide a comprehensive walking and cycling network and to improve the environment for active travel. The Plan also supports proposals that improve access to and around new development, particularly strategic sites, and proposals that improve other walking and cycling routes which are not currently identified as strategic network links nor included in the Proposals Map.

Local Transport Plan 2011-2031

The vision of the Local Transport Plan (LTP) is to create a transport system that 'has people walking, cycling and using public transport more', which is underpinned by five strategic themes to help reduce car dependency. These are

- Theme 1 – Provide Quality Alternatives
- Theme 2 – Provide Strategic Links
- Theme 3 – Implement and Support Behavioural Change
- Theme 4 – Tackle Transport Emissions
- Theme 5 – Improve Public Streets and Spaces

This project helps to contribute to a number of key aims and objectives set out in the LTP. It helps to achieve the objectives Q3)a) to complete the urban cycle network and Q3)c) a safe attractive urban pedestrian network which contribute to the aim of having a comprehensive cycling and pedestrian network under Theme 1.

The new walking and cycling route supports the objective S1)d) Expanding the cycling and pedestrian network beyond the urban core which contributes to the aim of ensuring the maintenance and selective improvement of York's strategic networks to support the longer-distance movement of people, goods and information under Theme 2. A key outcome of this is the delivery of new cycling and walking links between residential and employment areas in both urban and rural locations.

The study seeks to provide an attractive, safe and accessible walking and cycling link which connects to key destinations in Heslington and Elvington to encourage more car-free journeys. Its delivery contributes to the Theme 5 aim of enhancing the character of public spaces, streets and corridors by working towards the following objectives: P1)b) more accessible streets and key destinations; P1)c) safer streets; and P1)d) new development that is more sustainable. Furthermore, it also contributes to the aim of reducing vehicle dominance and improving the environment (for walking and cycling) in residential areas by meeting the objectives P3)a) improving access to villages and P3)b) improving the environment for walking and cycling as it proposes a new link to Elvington which currently does not have a safe and accessible active travel connection to Heslington.

2.2. Study Area

This section presents an analysis of the study area, highlighting opportunities and constraints.

2.2.1. Key locations and trip attractors

Elvington

Elvington village is situated approximately 5 miles south-east from Heslington and 6.5 miles from the centre of York. 1,239 residents were counted at the 2011 Census and the village holds important employment sites including the Elvington industrial estate and business park as well as key attractions such as the Yorkshire Air Museum, Elvington Airfield and York Maze. York Maze is a seasonal attraction with up to 3000 visitors a day in summer. Elvington Airfield is an operational airfield open to private air travel. The site is also used for events such as automotive sports, driving experiences and media hire, with an average of 2-3 events per week.

Heslington

Heslington village is situated approximately 1.6 miles south-east from the centre of York and is a key destination for jobs, education and local services with the University of York, York Sport Village, York Science Park as well as several primary and secondary schools located here. Most children from Elvington go to secondary school in Heslington.

Designated sites

The 2018 Draft Local Plan identifies two strategic development sites in the area which present opportunities for the route to link into (Figure 1). The site ST15 is located at the Elvington Airfield and encompasses the middle section of the airfield and the fields to the north, bordering on the public footpath off Langwith Stray to Gipsey Corner. It is earmarked for a garden village development of approximately 3,339 residential units. The site ST26 located off Brinkworth Rush within the Elvington business park site is designated for 25,000 square metres of employment floor space for uses including industrial; light industrial; research and development; and storage and distribution. Planning permission was received on 11 July 2019 for the development of one land parcel within the allocated site for the erection of a two-storey mixed-use building with access and associated parking.

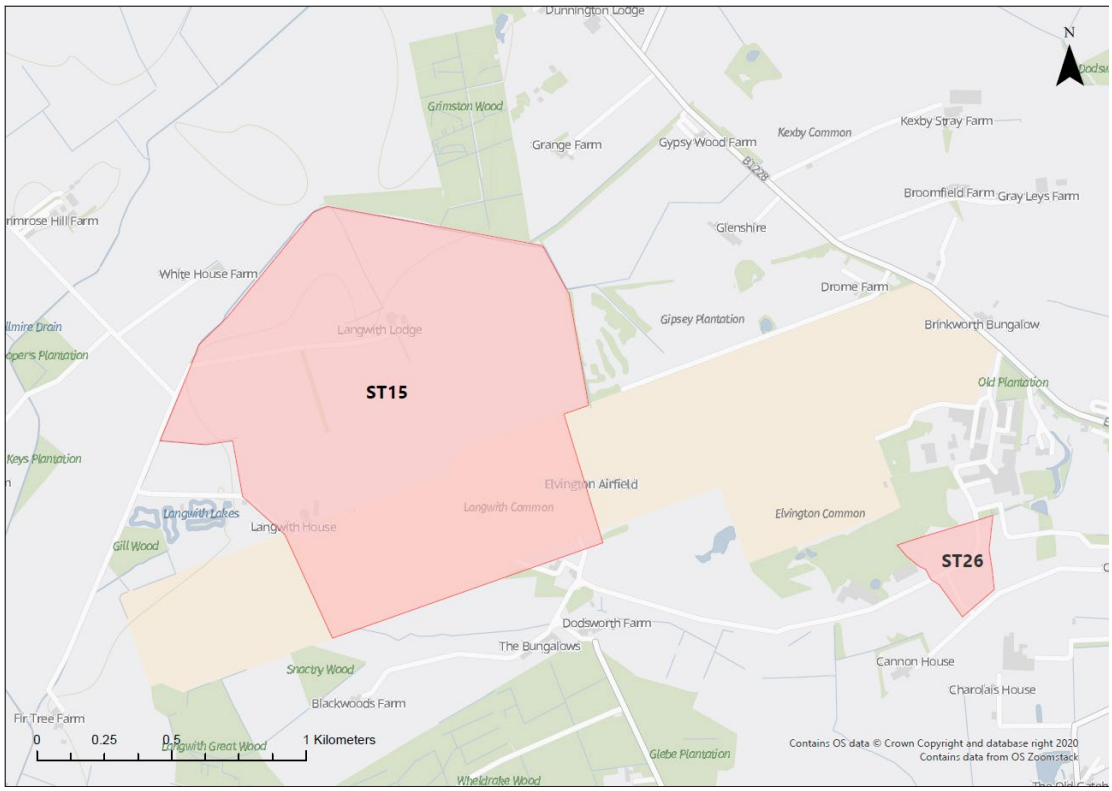


Figure 1: Designated sites earmarked in York's Local Plan, Sustrans 2022

2.2.2. Network opportunities and constraints

Existing connections between Heslington and Elvington

The only existing surfaced, continuous routes from Elvington to Heslington are either along the B1228 or the A19 via Wheldrake (Figure 2). These roads are currently not conducive to cycling, especially for less experienced cyclists or groups with children, with national speed limits and heavy traffic (HGVs, LGVs). The B1228 Elvington Lane via Elvington is frequently used by commercial traffic as a shortcut to the M62, leading to high traffic flows at peak times in the morning and afternoon. According to York Council's traffic count data from 2019 indicating annual average traffic flows, HGVs and LGVs combined made up 19% of all traffic in both directions along Elvington Lane, counted at the location of York Maze. Similarly, traffic counts for Elvington Main Street highlight a 17% share of all traffic, evidencing the heavy traffic experienced in the village.

The area between Heslington and Elvington contains several public footpaths and bridleways but currently does not have a through connection linking the two villages, with Elvington Airfield serving as a severance point (Figure 2).

Wider network

Heslington provides local and long-distance active travel links via the York Cycle Network and the NCN Routes 65 and 66.

As part of the Paths for Everyone objectives, and by 2040, Sustrans has an objective to clarify and rationalise the wayfinding and numbering of the National Cycle Network. Currently it is anticipated that the route addressed by this study may become NCN 66.

Proposed links

As part of City of York Council's Active Travel Programme which supports the implementation of active travel schemes by 2023, the Council is proposing a walking and cycling link between Heslington and Wheldrake. The aim is to progress the scheme from feasibility to delivery if supported. The scheme is described as a traffic-free cycle route, which will benefit commuters between the village and York city centre, including school children travelling to school in Fulford. This study aims to create a complementary route to the Heslington to Wheldrake route to facilitate travel between the three villages and seeks to lay the foundation for assessing the feasibility of different route options to Heslington.

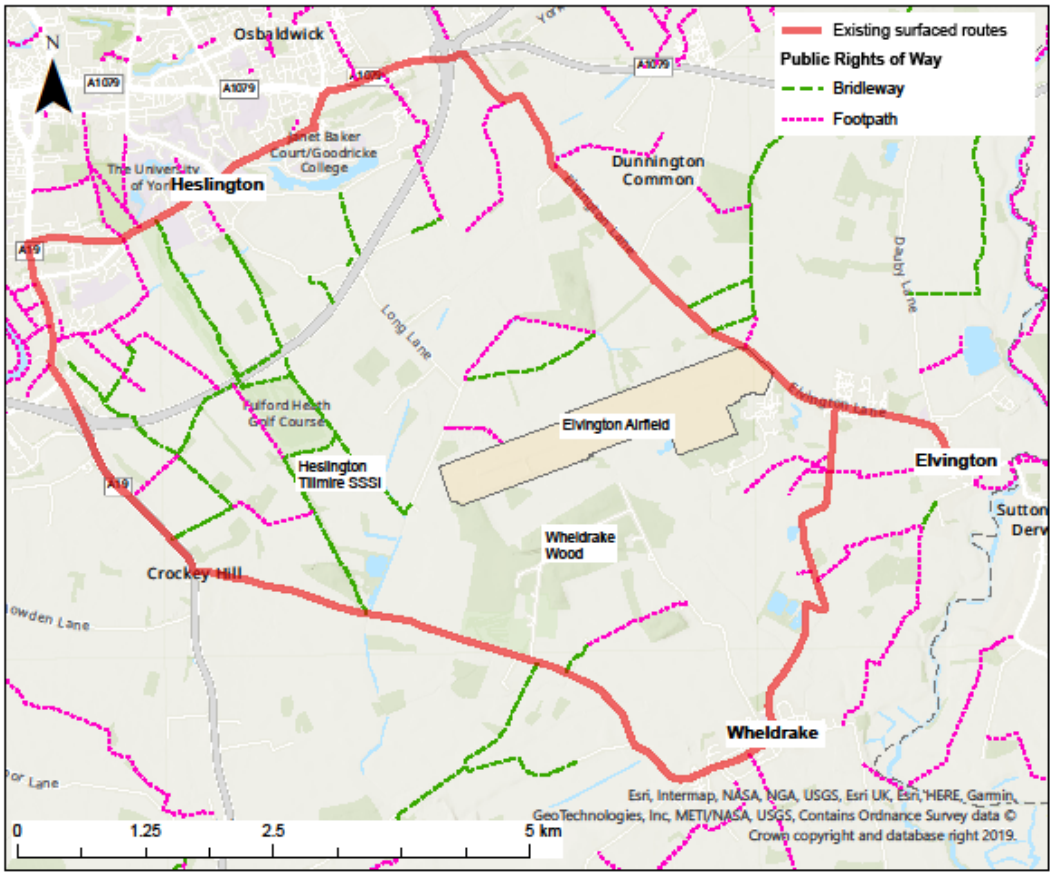


Figure 2: Map showing existing connections between Heslington and Elvington, Sustrans 2022

2.2.3. Ecological constraints

The study area is situated within York's Green Belt and is characterised by open land, agricultural fields, hedgerows, and woodland. Heslington Tillmire, a Site of Special Scientific Interest (SSSI), is located south of Heslington and to the west of Elvington. The site presents an important habitat for local wildlife and protected species can be found there. The area also contains several small ponds and watercourses with the presence of Great Crested Newts recorded in the area.

Wheldrake Wood and Langwith Great Wood are both conifer plantations for commercial use. They also contain areas of broadleaved trees, particularly along the northern edge of Wheldrake Wood and along the southwestern boundary of Langwith Great Wood which are of moderate ecological value and serve as habitat for wildlife. Langwith Great Wood is also classified as a Plantation on Ancient Woodland making its soil ecologically valuable.

Route proposals should not negatively affect these areas of ecological value and proposals in proximity to them will be subject to surveys, ecological assessments and additional planning

requirements. If it is possible to avoid these constraints, then it will typically be required to do so.

2.3. Previous Work

2.3.1. Sustrans' 2011 feasibility report

The 2011 report investigated the feasibility of linking the villages of Elvington and Wheldrake to Heslington with potential alignments both north and south of the airfield. The route option passing north of the airfield followed an alignment via Elvington Lane along the northern edge of the airfield, connecting to Langwith Stray via the public bridleway at Gipsey Corner (Figure 3). This was identified to be the most direct alignment for an Elvington to Heslington connection. It was proposed to place the route within the airfield boundary parallel to Elvington Lane as the assessment concluded that the verges on Elvington Lane were too narrow for the provision of adequate walking and cycling infrastructure.

The alignment south of the airfield proposed a link from Elvington via the industrial estate and Wheldrake Wood to Heslington, creating a route which would connect both Elvington and Wheldrake village to Heslington. The proposed alignment followed Elvington Lane, Halifax Way and Brinkworth Rush before creating a new link to Broad Highway through Glebe Plantation. The route from Wheldrake followed Broad Highway to join up with the Elvington link at Glebe Plantation. From here, a single route was proposed for both villages to connect them to Heslington. The alignment followed the existing forest road through Wheldrake Wood, past Langwith Great Wood to join Langwith Stray west of the airfield (Figure 3). Both the northern and southern alignment took the route along Common Lane and Long Lane into Heslington.

Landowner engagement in the 2011 study highlighted differing views among landowners, with those opposing a new route citing safety and privacy concerns. The report concluded that the challenge of achieving a high-quality route between Elvington, Wheldrake and Heslington relied on the goodwill and cooperation of landowners.

The present study builds on the previous work and assesses potential alignments from Elvington to Heslington against new policy and design guidance. It also seeks to provide an up-to-date assessment of opportunities and constraints in the area to determine the feasibility of an alignment. The previous report includes limited information on the appraisal of route options so this report aims to fill the gap by providing a comprehensive assessment of potential route options to evidence the process of determining the final suggested alignment. Furthermore, the present study has an extended scope compared to the 2011 report,

proposing to provide a direct link into the centre of Elvington, serving trip attractors along Elvington Lane.

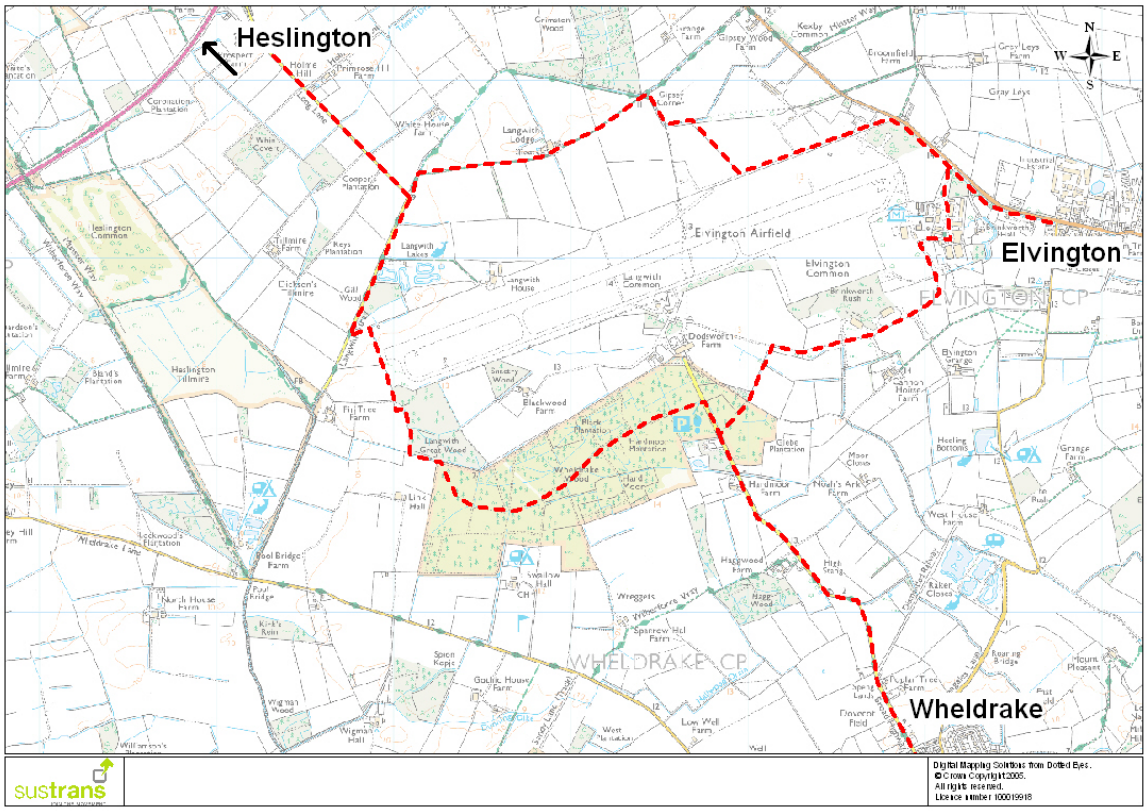


Figure 3: Route options map from 2011 feasibility report, Sustrans 2011

2.4. Study Objectives

- Conduct a site analysis to identify opportunities, constraints, ecological concerns and delivery risks.
- Identify route options and assess their:
    - feasibility against user experience;
    - strategic potential;
    - impact on the natural environment;
    - impact on residents and stakeholders along the route;
    - possible delivery risks.
- Engage with landowners, Parish Councillors and user groups to determine the feasibility of the route options.

— Recommend 1-2 preferred alignments which create an accessible, attractive, safe, direct and comfortable link to Elvington and which complement a Wheldrake to Heslington route.

— Outline next steps.

3. Route Options Appraisal

This chapter outlines the process of the route options appraisal (ROA) which was undertaken to determine a preferred route alignment. The chapter is divided into three sections, each describing the stages from an initial ROA to the final alignments approved by City of York Council (CYC).

3.1. Criteria for Route Options Appraisal

Route options were assessed against the 5 criteria shown in Table 1 which are based on national design guidance and NCN design principles but also consider other metrics such as site constraints and delivery risks. These criteria were selected to provide a comprehensive assessment of the feasibility of each alignment section.

Table 1: Route options assessment criteria

Criteria	Description
User experience	Routes are assessed on the likely overall experience of future users with consideration to safety, directness, attractiveness, comfort, coherence, and macro-scale challenges e.g., topography.
Strategic potential	Routes are assessed on their potential to meet local strategic objectives, such as connectivity to local destinations, existing active travel networks, known demand for provision etc.
Impact on the natural environment	Routes are assessed based on the impact of potential routes on the physical environment during and after construction. Impact can be positive or negative. Consideration should be given as to whether impact is temporary or permanent.
Impact on residents and stakeholders along route	Routes are assessed based on the impact of potential routes on local stakeholders during and after construction. Impact can be positive or negative. Consideration should be given as to whether impact is temporary or permanent.
Possible delivery risks	Routes are assessed based on the potential risks to delivery not covered elsewhere. These could include large numbers of different landowners, the presence of stakeholders known to be against the option, significant ecological risks, the need for structures (e.g. bridges/underpasses).

3.2. Initial Route Options Assessment

In the first stage of the ROA, potential alignments were identified based on:

- routes featured in the 2011 feasibility report (see Appendix A);
- desktop appraisal of the study area considering existing links, trip attractors, ecologically sensitive areas, and site constraints;
- site survey of the study area.

59 possible segments were identified that could potentially be combined to form a route and these were assessed against the criteria set out in section 3.1, scoring each metric from 0-5 (Table 2), with a maximum total score of 25. The complete assessment can be found in Appendix B.

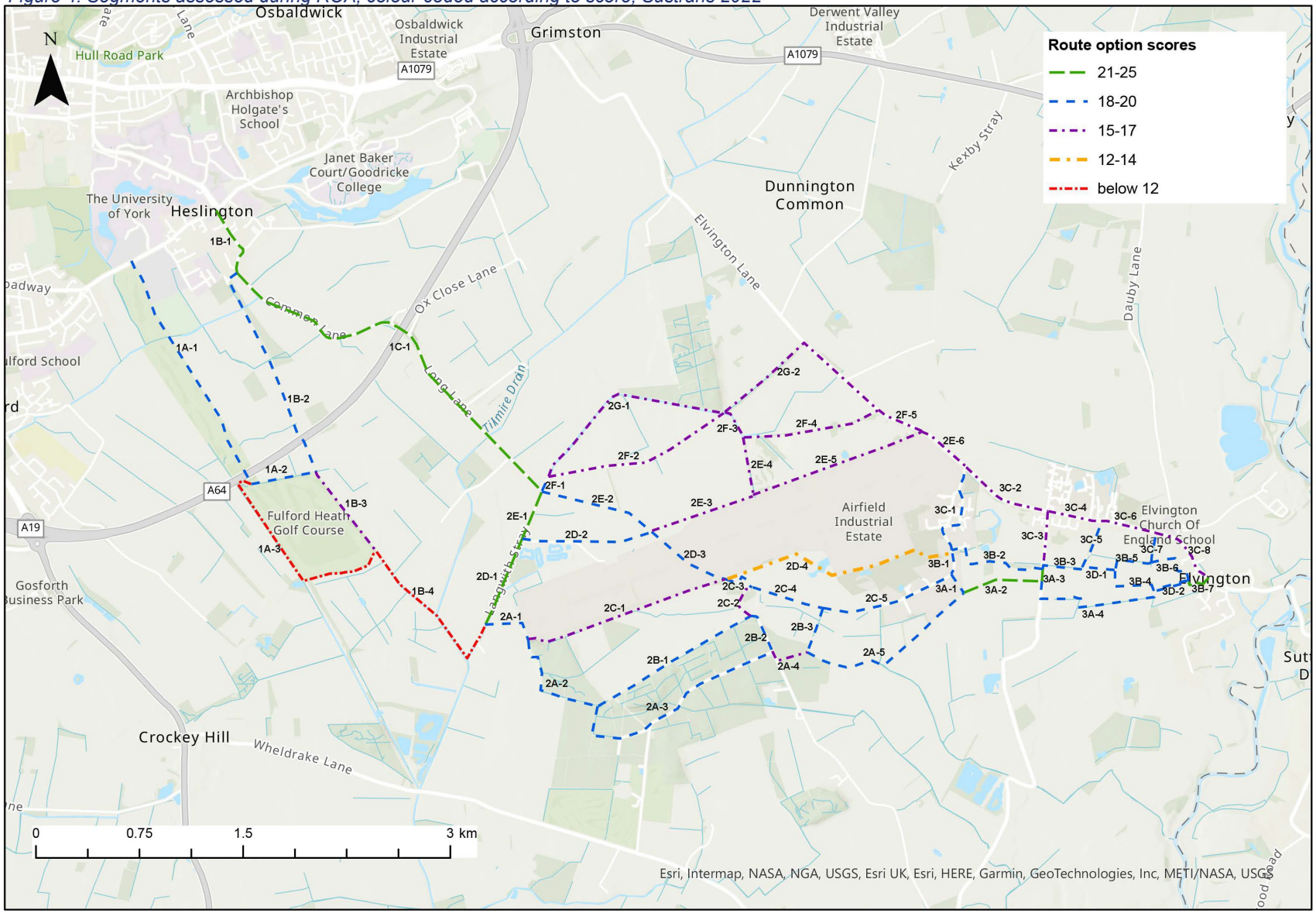
Table 2: ROA scoring

Critical	Very Poor	Poor	Average	Good	Very good
0	1	2	3	4	5
If a section scores critical for any measure, it shall be discounted, and no further criteria need be assessed.					

Alignment sections through Heslington Tillmire SSSI were not taken to the next stage of ROA owing to key ecological concerns raised by the project ecologist, and associated delivery risks with regards to obtaining planning permission, highlighting these alignments as 'critical'. Any sections which scored 14 points or below were also not taken forward.

The 59 assessed segments and their scores are shown in Figure 4.

Figure 4: Segments assessed during ROA, colour-coded according to score, Sustrans 2022



3.2.1. Preferred routes

Two preferred route alignments emerged, incorporating sections with scores 18 or higher which could be connected by short sections scoring 15-17 points. These follow quiet ways and traffic-free sections in line with the NCN design principles, avoiding the heavily trafficked and highly constrained B1228 Elvington Lane. Two alternative alignment options were also included in this initial proposal.

Section 1: Heslington Main St – Long Lane

This section connects Heslington Main Street to Langwith Stray via the farm road Common Lane and Long Lane using the existing A64 bridge, following adopted highway. Links to the university and the local cycle network and the wider NCN are proposed (Figure 5).

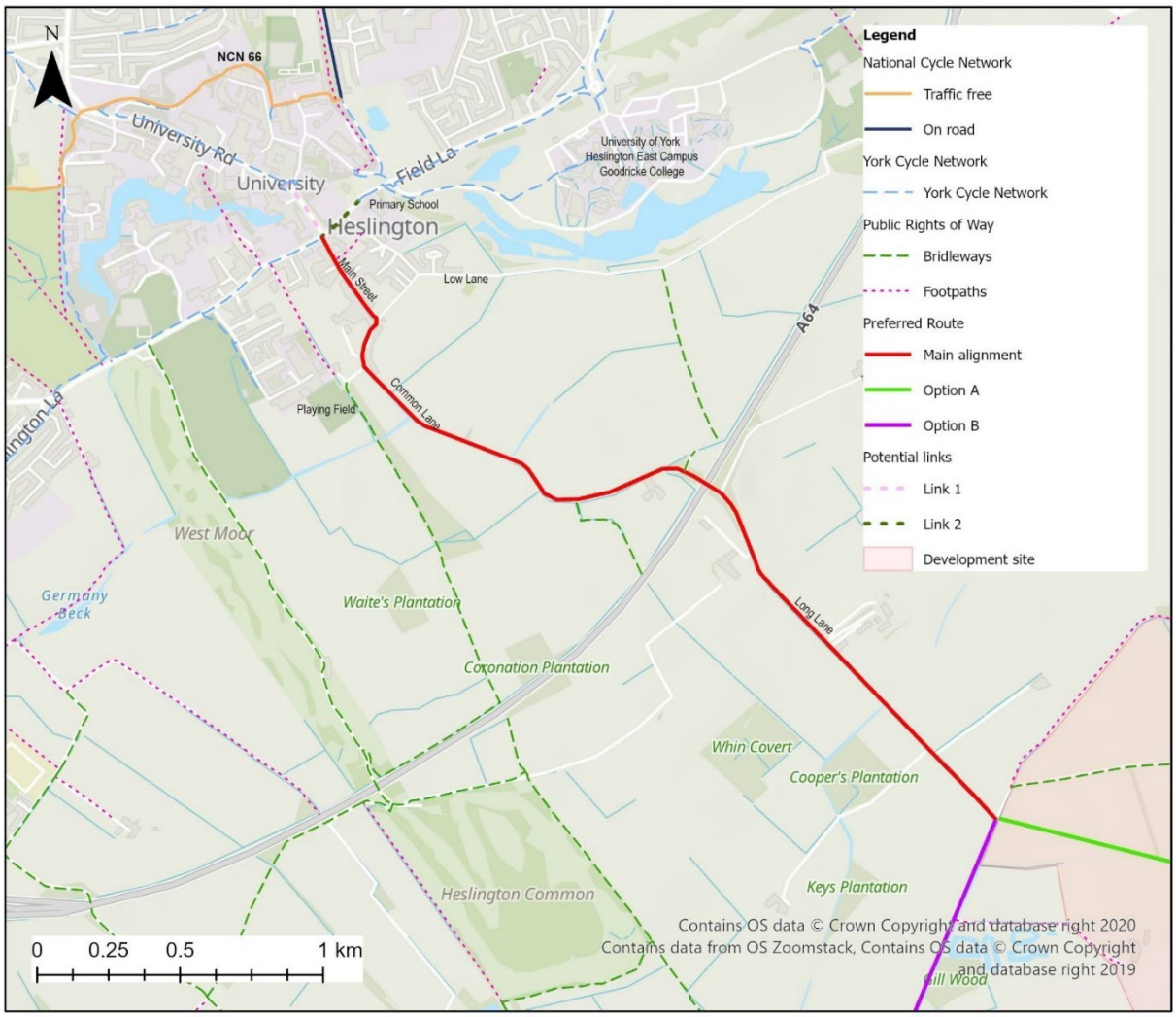


Figure 5: Preferred routes - Section 1, Sustrans 2022

Section 2: Long Lane – Brinkworth Rush

The main alignment continues along an existing farm track leading from Dodsworth Farm via Brinkworth Rush to the industrial estate. It was chosen as the preferred alignment over the parallel route along the access road to Cannon House farm to maximise the use of existing infrastructure and to minimise impact on landowners and stakeholders by creating a new route (Figure 6).

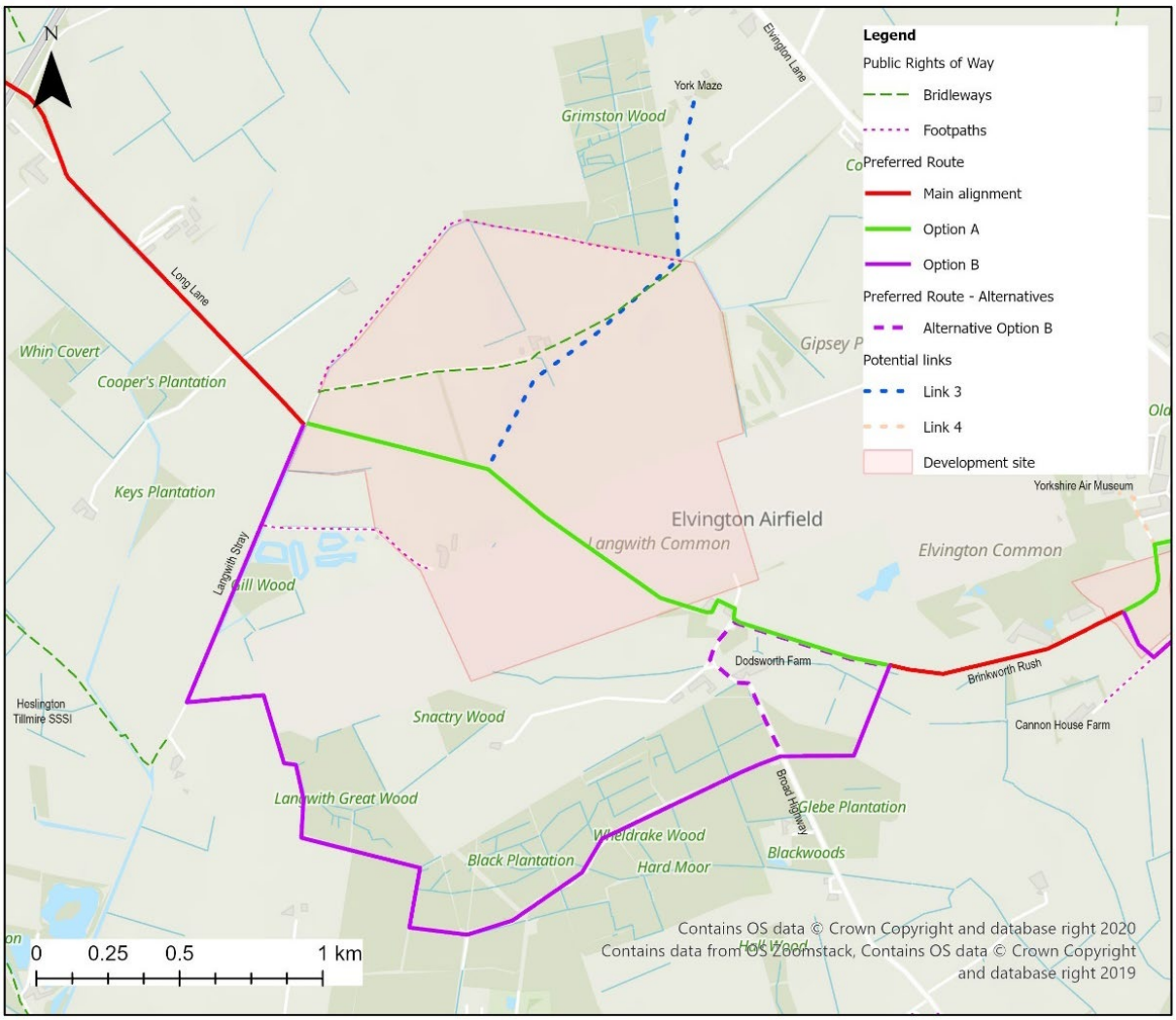


Figure 6: Preferred routes - Section 2, Sustrans 2022

Option A

This alignment is preferred as it is more direct than Option B and could potentially route through the proposed new garden village at Elvington Airfield. Detailed proposals and timescales for delivery of the proposed development are not yet in the public domain, presenting a risk to route delivery. An alignment across the proposed housing development was selected based on directness, and the lesser impact of a route through the proposed development than via Langwith Fishing Lakes and Langwith House. A route across the proposed development also provides a potential link to the York Maze visitor attraction. This

alignment continues southeast along a farm track past Dodsworth Farm before joining Brinkworth Rush.

Option B

This alignment is less direct than Option A, but could be delivered in the shorter term. Considering the timescales for the Heslington to Wheldrake scheme with the aim to deliver a route by 2023, this section of the alignment would also be suitable for the Wheldrake link. The alignment follows the farm road Langwith Stray and then connects via a new section of route along the western edge of the airfield and Langwith Great Wood to Wheldrake Wood before joining the existing forest road through the centre of Wheldrake Wood. The alignment then intersects with Broad Highway which provides a direct link into Wheldrake village, providing the potential for a single alignment for the schemes Heslington to Elvington and Heslington to Wheldrake. It then continues to Brinkworth Rush via a new traffic-free path through Glebe Plantation and field edges. Alternative Option B which follows the access roads to Dodsworth Farm to Brinkworth Rush was not chosen as the preferred alignment to minimise the impact on residents and landowners.

Section 3: Brinkworth Rush – Elvington Main St

The last section of the main alignment connects the Public Rights of Way off Beck Close via the quiet roads Beck Close and Beckside to Elvington Main Street (Figure 7).

Option A

The eastern section of the alignment follows Brinkworth Rush and Hunter Drive east before turning onto an existing former military track. It then crosses Wheldrake Lane to follow the northern field edge, avoiding existing hedgerows. This section provides potential links to Elvington Industrial Estate, the sports and play area, the primary school, and the medical practice on Elvington Lane. An alternative alignment provides a shorter connection from the Sewage Works to Beck Close.

Option B

The eastern section connects to an existing Public Right of Way via a gravel track off Brinkworth Rush. It then connects to the public footpath into Elvington via a short section along Wheldrake Lane. To avoid ecological impact, the route follows the existing track north of the footpath before joining the footpath into Elvington.

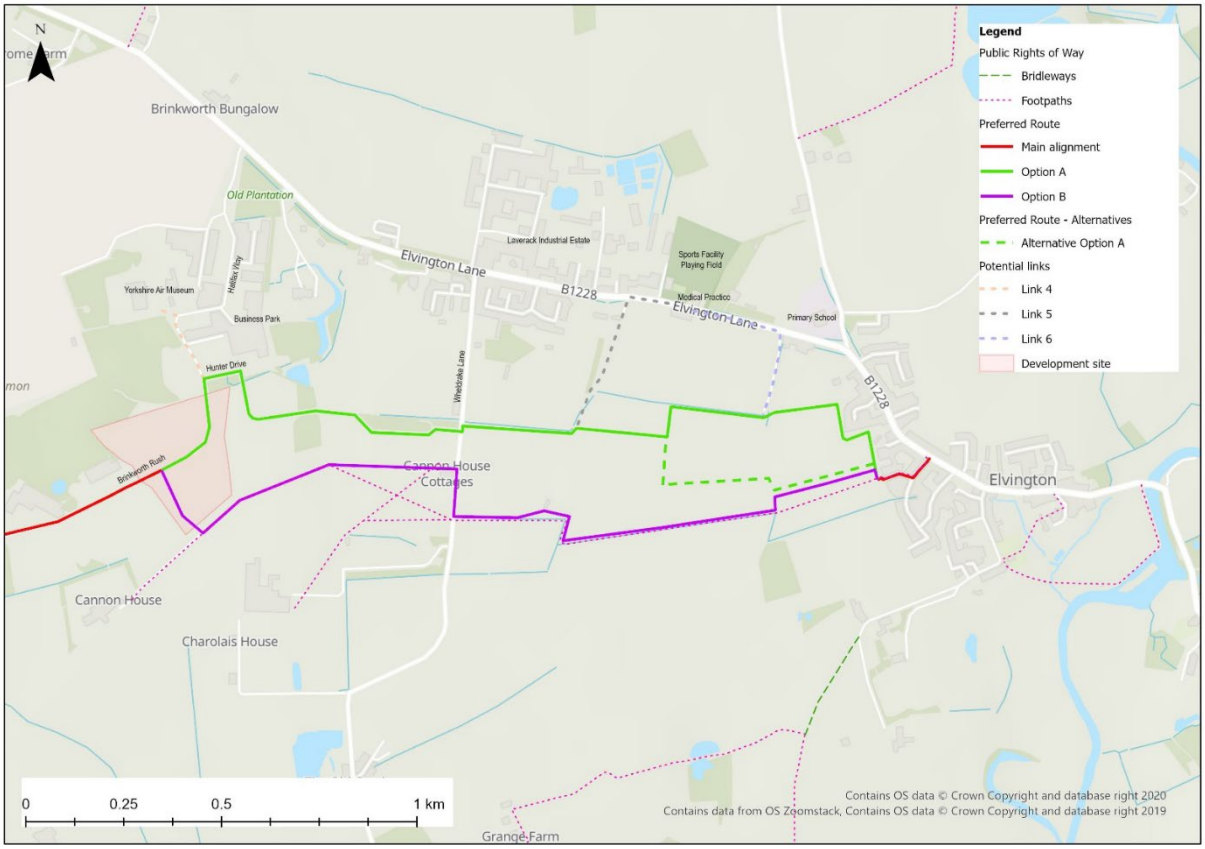


Figure 7: Preferred routes - Section 3, Sustrans 2022

A full description of the preferred routes can be found in Table 3 (overleaf).

Table 3: Description of preferred alignments

Alignment reference	Description of Strengths / Opportunities	Description of Weaknesses / Threats	User experience	Strategic potential	Impact on natural environment	Impact on residents/ stakeholders	Possible delivery risks	Overall score	Comments
1B-1 Hesl. roundabout -> Main Street -> Common Lane	Quiet road, no construction required; good links into York, Heslington, local trip attractors; local cycle network	No direct link into University / existing NCN	3	5	5	5	5	23	Preferred route
1C-1 Common Lane -> Long Lane	Quiet road; little construction required; attractive, direct; existing A64 bridge; link to local attractions / services, to housing development, existing PROW	Speed limit or construction of segregated infrastructure required.	4	5	4	4	4	21	Preferred route
2E-2 Long Lane -> northern edge of Elv. Airfield	Direct; good links to services in Hesl.; future housing development	Dependent on housing development	4	5	3	3	3	18	Preferred route - Option A
2D-3 Elv. Airfield	Direct; good links to Hesl., future housing development	Dependent on housing development	4	5	3	3	3	18	Preferred route - Option A
2C-3 edge of Elv. Airfield -> Dodsworth Farm access road	Quiet road; use of existing infrastructure; no ecological impact expected; links Elv. to Whel., links to employment sites	Dependent on landowner feedback; impact on privacy; resurfacing may be required.	4	5	4	2	3	18	Preferred route - Option A
2C-4 eastbound access road to Dodsworth Farm	Quiet road; use of existing infrastructure; direct; link to employment sites; link to Whel.	Dependent on landowner feedback; potential ecological impact	5	5	3	3	3	19	Preferred route - Option A
2A-1 Langwith Stray - edge of Elv. Airfield - NW corner of Langwith Great Wood (LGW)	Traffic-free; attractive environment; links to existing PROW network;	Construction required; dependent on landowner feedback; potential ecological impact; potential conflict with land use	4	5	3	3	3	18	Preferred route - Option B
2E-1 Long Lane -> Langwith Stray	Quiet way; existing infrastructure; attractive; links to services; link to future housing development	Resurfacing / widening may be required	5	5	4	4	4	22	Preferred route - Option B
2D-1 Langwith Stray	Quiet way; existing infrastructure; attractive; links to existing PROW	Resurfacing / widening may be required	5	5	4	4	4	22	Preferred route - Option B
2A-2 western and southern edge of LGW	Traffic-free; attractive environment	Construction required; dependent on landowner feedback; ecological impact	5	5	3	3	3	19	Preferred route - Option B

Alignment reference	Description of Strengths / Opportunities	Description of Weaknesses / Threats	User experience	Strategic potential	Impact on natural environment	Impact on residents/ stakeholders	Possible delivery risks	Overall score	Comments
2A-3 Dry track -> forest road	Traffic-free; attractive environment; links into Wheldrake.	Dependent on landowner feedback; not usable at all times due to weather + forestry operations; ecological impact.	4	5	3	3	4	19	Preferred route - Option B
2A-4 Broad Highway -> Glebe Plantation	Traffic-free; attractive and direct; links to employment sites; links to Whel.	Dependent on landowner feedback; ecological impact; not usable at all times due to weather + forestry operations.	4	5	2	3	3	17	Preferred route - Option B
2B-3 Glebe Plantation -> Dodsworth Farm access road	Traffic-free; direct and attractive; links to Whel., employment sites; preferred alignment by landowner in 2011 study.	Potential ecological impact; dependent on landowner feedback	4	5	3	4	4	20	Preferred route - Option B
2B-2 Broad Highway	Quiet way; use of existing infrastructure; link to Wheldrake	Dependent on landowner feedback; potential impact on stakeholders	4	4	4	4	4	20	Preferred route - Option B - Alternative
2C-2 Broad Highway -> Dodsworth Farm access road	Quiet road; use of existing infrastructure; link to future housing development.	Dependent on landowner feedback; impact on privacy; resurfacing required.	4	4	4	2	3	17	Preferred route - Option B - Alternative
2C-5 Dodsworth Farm access road -> Brinkworth Rush	Quiet road; existing infrastructure; direct; links to Elvington via business park and industrial estate	Volume and type of traffic on road requires construction of segregated infrastructure	3	5	4	3	4	19	Preferred route
3B-1 Brinkworth Rush -> Hunter Dr	Quiet way; use of existing infrastructure; link to employment sites and Elvington	Volume and type of traffic on road requires construction of segregated infrastructure	3	4	4	4	4	19	Preferred route - Option A
3B-2 Hunter Dr -> military track -> Wheldrake Lane	Quiet way; use of existing infrastructure; link to employment sites and Elvington	Indirect; volume and type of traffic segregated infrastructure; vegetation clearing required; dependent on landowner impact	4	4	4	3	3	18	Preferred route - Option A

Alignment reference	Description of Strengths / Opportunities	Description of Weaknesses / Threats	User experience	Strategic potential	Impact on natural environment	Impact on residents/ stakeholders	Possible delivery risks	Overall score	Comments
3B-3 Wheldrake Lane -> northern field edge towards Elvington	Traffic-free; direct and attractive; potential link to sports and play area, industrial estate	Dependent on landowner feedback; potential ecological impact; construction required	5	5	3	3	3	19	Preferred route - Option A
3D-1 northern field edge towards Elvington	**Traffic-free; direct and attractive; potential link to sports and play area, industrial estate**	**Dependent on landowner feedback; potential ecological impact; construction required**	**5**	**5**	**3**	**3**	**3**	**19**	**Preferred route - Option A**
3B-5 field edge -> Smelly Lane (Sewage Works)	Traffic-free; direct, attractive; link to medical practice, school and other services on Elvington Lane	Dependent on landowner feedback; potential ecological impact; construction required	5	5	3	3	3	19	Preferred route - Option A
3B-6 northern and eastern field edge to Elvington -> Beck Cl	Traffic-free; direct and attractive; potential link to medical practice, church and other services on Elvington Lane	Dependent on landowner feedback; potential ecological impact; construction required	5	5	3	3	3	19	Preferred route - Option A
3B-4 northern field edge -> across field -> Beck Cl	Traffic-free; direct and attractive	Dependent on landowner feedback; potential ecological impact; construction required	5	4	3	3	3	18	Preferred route - Option A - Alternative
3A-1 Brinkworth Rush -> dirt track to Cannon House Cottages	Quiet way; use of existing infrastructure; links into business park and industrial estate; links into Elvington	Resurfacing required; dependent on landowner feedback	4	5	4	3	3	19	Preferred route - Option B
3A-2 Cannon House Cottages access road -> Wheldrake Lane	Quiet way; partial use of existing public footpath; use of existing infrastructure; potential link into business park and industrial estate; links into Elvington	Resurfacing required; dependent on landowner feedback	5	5	4	3	4	21	Preferred route - Option B
3A-4 Wheldrake Lane -> dirt track -> public footpath	Traffic-free; use of existing public footpath; use of existing track; link to employment sites; attractive link into Elvington	Dependent on landowner feedback; potential ecological impact; construction required	5	5	3	3	3	19	Preferred route - Option B

Alignment reference	Description of Strengths / Opportunities	Description of Weaknesses / Threats	User experience	Strategic potential	Impact on natural environment	Impact on residents/ stakeholders	Possible delivery risks	Overall score	Comments
3D-2 northern field edge parallel to footpath -> Beck Close	Traffic-free; partial use of existing public footpath; potential link to employment sites; attractive link into Elvington	Dependent on landowner feedback; potential ecological impact; construction required	5	5	3	3	3	19	Preferred route - Option B
3B-7 Beck Cl -> Beckside -> Main Street	Quiet way; use of existing public footpath; direct; links into centre of Elvington; pub and local shop	Minor ecological impact on hedge	4	5	4	4	5	22	Preferred route

3.3. Revision of Preferred Alignments following Engagement

3.3.1. Landowner engagement

The two preferred route alignments were discussed with landowners affected by the proposals to determine the feasibility of the preferred alignments and to identify potential alternative alignments. Alternative alignments to those shown in Figures 5 to 7 were also discussed during these meetings, including some which had already been assessed during the initial stage of the ROA but some new routes emerged as well. These routes were assessed considering known site constraints and ROA criteria and those that were indirect or had major constraints were not taken to the next stage.

3.3.2. City of York Council

The preferred alignments were presented to City of York Council and were reviewed according to potential ecological impact. It was agreed with City of York Council that Option B via Wheldrake Wood would present a shorter-term route along section 2 whereas Option A through the housing development would present a long-term alignment for when the development will be built. It was agreed to focus on design solutions for Option B in section 2 and on Options A and B in section 3.

3.3.3. Revised alignments

The revised route alignments that emerged are shown in Figure 8 and are reflective of the feedback received from landowners and CYC. While most sections along these routes have the support of landowners, the sections across two land parcels, one to the west of Wheldrake Wood and one to the east of Wheldrake Lane, are currently not supported by the owners. However, after considering all the information from the two ROA stages, the presented routes emerged as the two preferred alignments.

The western section of Option B was adjusted to minimise the impact of new infrastructure on forestry and agricultural operations and to alleviate concerns relating to safety and privacy. The alignment was rerouted along the access road to Cannon House Farm to avoid conflict with traffic on Brinkworth Rush and to provide a safer and quieter route away from industrial sites. The dashed blue lines represent possible future additional beneficial links, dependent on site constraints and landowner feedback.

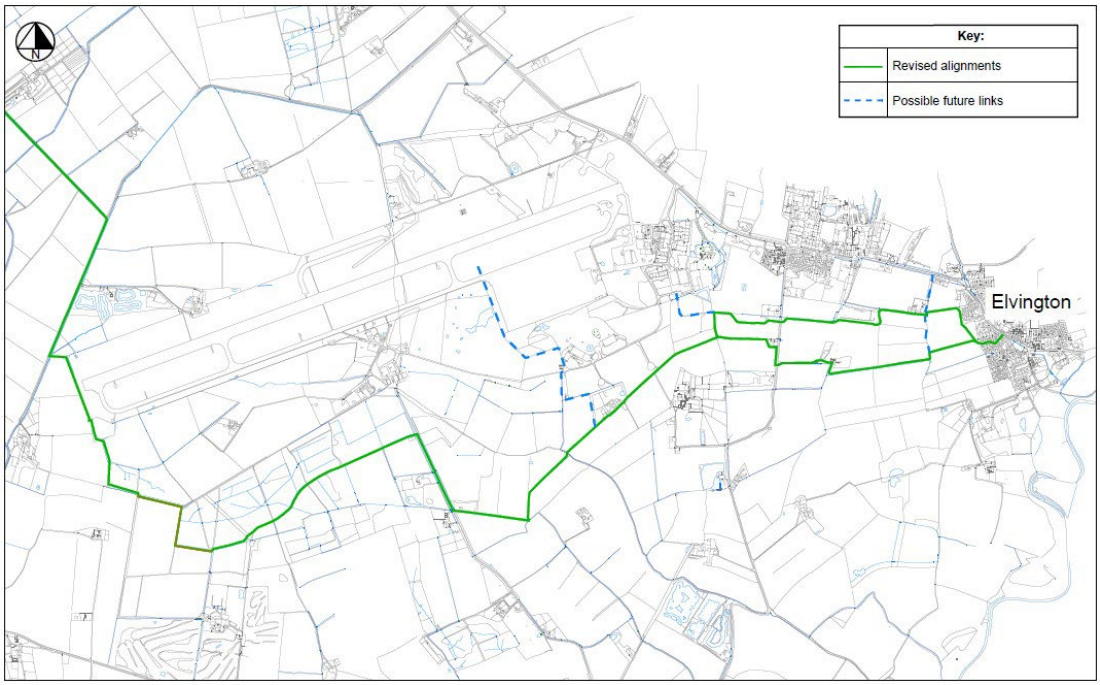


Figure 8: Revised alignments based on engagement, Sustrans 2022

4. Preferred Route

This chapter presents a concept design for the preferred Heslington to Elvington alignment. Information presented in this section should be read alongside the General Arrangement (GA) and cross section drawings presented in Appendix C. The alignment has been developed taking into account the design methodology presented in section 4.1, stakeholder feedback, and current design standards and guidance. In some sections of the route, a final alignment has not been possible to determine. Where this is the case, the general arrangement drawings show concept designs for possible options, to be finalised at a later date upon further engagement with landowners.

Under the Construction (Design and Management) regulations 2015 (CDM 2015) the recommendations provided are considered design advice. In accordance with the requirements of CDM 2015, a Designers Risk Register is included in Appendix D.

4.1. Design Methodology

4.1.1. Site information

The designs presented in this section have been developed based on Ordnance Survey (OS) mapping. Three separate site visits, in July, September and October 2021 have enabled the project team to assess the site under a variety of weather conditions. Site visits included staff from Sustrans, members of City of York Council, and selected landowners.

4.1.2. Applicable design standards and guidance

Since the original study completed in 2011, design standards for cycling and walking infrastructure have been significantly overhauled. The Heslington route recommendations have been developed in accordance with *Cycle Infrastructure Design: Local Transport Note 1/20*[1], hereafter referred to as **LTN1/20**. For the traffic-free section specifically, designs have also been informed by Sustrans' *Traffic-free Routes Design Guide*[2], hereafter referred to as **Sustrans' guidance**.

These guidance documents set out key principles for design, construction, maintenance and use of cycling and walking infrastructure, to ensure that new infrastructure is inclusive for all users. While there are sections of existing National Cycle Network (NCN) within York that do

[1] Cycle Infrastructure Design: Local Transport Note 1/20, DfT, 2020
[2] Traffic-free Routes Design Guide, Sustrans, 2022

not meet current standards, we consider it appropriate to apply these guidance documents to any new infrastructure, in order to ensure that the standard of provision across the region is continually improving.

4.2. Design Philosophy

4.2.1. Core design principles

LTN1/20 design principles represent the "*core requirements for people wishing to travel by cycle or on foot*" and apply to all sections of the proposed route. Sustrans' guidance is specifically concerned with traffic-free routes. The five key principles for a high-quality user experience are common to both sets of guidance:

- **Coherent** –simple to navigate, enable users to reach their destination easily, and have obvious connections between successive sections.
- **Direct** –provide the shortest and fastest way of travelling from place to place and enable momentum to be maintained, thus minimising the effort required to cycle.
- **Safe** – infrastructure should not only be safe but should be perceived to be safe. Safety also includes the personal security of users.
- **Comfortable** – have a good quality, well-maintained surface, with enough room to allow users to pass without conflict.
- **Attractive** – provide a sensory experience in addition to mobility. Routes with space to stop and rest, and within a natural environment are likely to be attractive to users.

In addition, Sustrans' guidance presents specific core design principles for traffic-free routes. A route should:

- Be traffic free
- Be accessible to all legitimate users
- Be wide enough to accommodate all users, considering future and predicted usage levels
- Minimise maintenance requirements
- Be clearly and consistently signed
- Enable all users to cross roads safely
- Be attractive and interesting places to be

— Have a smooth surface that is well-drained

— Feel like a safe place to be

The route assessment and designs presented in this report have been developed in accordance with LTN1/20 and Sustrans' guidance. Design decisions are explained in the context of the principles summarised above.

4.2.2. Type and width of provision

LTN1/20 covers provision of cycling and walking infrastructure alongside highways, and away from highways on traffic-free routes. In both cases, there is considerable discussion about the need for suitable width of provision, to avoid conflict between users on and alongside the routes. For routes in and alongside highways, minimum suggested widths are correlated with traffic volume and composition to ensure user safety. For traffic-free routes, minimum recommended widths are suggested to minimise conflict between user-groups.

Traffic-free infrastructure is attractive to a wide range of users, including pedestrians, cyclists, horse riders and people using other non-motorised vehicles e.g., wheelchairs, scooters etc. Insufficient path widths can increase potential conflict between these user groups and decrease the level of comfort experienced by users. Separation increases the perception of safety and reduces the likelihood of conflict occurring.

However, as described in Sustrans' guidance, paths with no separation can also function well with minimal conflict, dependent on sufficient width being provided for expected levels of use. Sustrans guidance recommends that each situation be considered on a case-by-case basis. Table 4 summarises the advantages and disadvantages of shared and separated route provision based on Sustrans' guidance.

Table 4: Comparison of the advantages and disadvantages of separated versus shared-use paths

	Advantages	Disadvantages
Separated path	People on cycles able to maintain speed	Territorial behaviour and increased conflict when users are in the 'wrong' space
	Less intimidating for vulnerable and/or visually impaired users	Increased width of path required to maintain an acceptable facility for all users
	Reduces perception of user conflict	Can be ambiguous as to user entitlement
	Useful where there are people congregating at an attraction	
Shared use path	Flexibility during periods when mix of users may vary	High volumes of walkers may hinder people on cycles
	Less complex to construct and easier to maintain	High volume of people on cycles may intimidate walkers
	Encourages greater interaction between users	Less appealing to visually impaired users who may find sharing space with faster moving users to be intimidating
	Easier to accommodate cross movements	

Sustrans' guidance recommends a desirable minimum of 3m width for shared use (excluding verges). Away from the highway, or where there is insufficient width or budget, LTN1/20 permits the use of a shared path but recommends that their use only be considered where pedestrian numbers are lower than 300 per hour. If a shared use path is proposed, LTN1/20 recommends minimum widths as shown in Table 5 below.

Table 5: Recommended path widths (reproduced from Table 6-3, LTN1/20)

Cycle flow during peak hour[1]	Recommended minimum width of shared use path
< 300	3m
> 300	4.5m

[1]On shared use routes carrying up to 300 pedestrians per hour

Based on cycle counter data on Windmill Lane and Retreat Lane, it is considered highly unlikely that peak hour flows will exceed 300 cycles. Therefore, it is considered that 3m shared paths are suitable to accommodate anticipated cycle and pedestrian use. A further 2m trotting strip is suggested where new paths are in open fields with space to accommodate a wider track. This reflects the likelihood that cycle and equestrian use may both be present along the corridor.

Much of the alignment makes use of existing tracks and highways with widths varying from 2m to 5m. Treatment of these sections has considered not only geometry, but also the wider effects of varying existing provision, e.g., on user behaviour, environmental character, and drainage. In some cases, this means that a minimum 3m width has not been recommended. Where this is the case, reasons for maintaining a narrower corridor are clearly explained.

4.2.3. Quietways

In 2006, the DfT introduced regulations to enable local authorities to designate quiet rural roads as Quiet Lanes[3]. Quiet Lanes are minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles. Sustrans' Quietways are based on the principle of Quiet Lanes. Quietways are stretches of the National Cycle Network (NCN) that: carry low volumes of vehicle traffic; include traffic signs and road markings to highlight the speed limit, and alert motorists to the likely presence of non-motor-based users in the road; and have good visibility to enable users to see each other.

LTN1/20 guidance states that designation of a street as a Quiet Lane may be "appropriate on rural lanes where actual speeds are under 40mph, and motor traffic volumes are less than 1,000 per day" (7.5.3). It is important to note that the package of measures used to create

[3] The Quiet Lanes and Home Zones (England) Regulations 2006

any particular Quietway will be dependent on individual circumstances, and no two quiet ways will be the same.

4.3. Design Narrative

The preferred route between Heslington and Elvington passes through a varying environment, from adopted highway, to forest and farm tracks, and green fields. The route emerges in Elvington through a quiet residential street, to join Elvington Lane near the heart of the village. Figure 9 to Figure 11 illustrate the various environments through which the new path will pass.

Figure 9: Langwith Stray – a narrow carriageway bounded by drainage ditches and high hedges, Sustrans 2022

Figure 10: Left – existing forest track through Wheldrake Woods; right – line of possible new forest track in private woodland, Sustrans 2022

Figure 11: Left – typical farm track; right – arable fields with Elvington in the background, Sustrans 2022

4.3.1. Suggested path design

General arrangement drawings 13252-N-DR-02-0001 to 0017 show the suggested provision along the length of the Heslington to Elvington alignment. Further details and the design rationale for the presented solutions are provided below. A design decision log is provided in Appendix E.

Heslington Main Street to Low Lane (13252-N-DR-02-0001)

Main Street Heslington is a 20mph village street with residences, two pubs and a small number of village shops along its length. Parking along the street is relatively extensive, with both designated parking spaces for the village amenities, and informal on-street parking present. The carriageway width along Main Street varies significantly from approximately 7m at its narrowest point, to over 18m in others.

Traffic flow along Main Street is assumed to be below 2000 vehicles per day. With a speed limit of 20mph, this meets the threshold for cycling in mixed traffic to be suitable for most people in its current state (Figure 4.1, LTN1/20). However, it is suggested that improvements be made along Main Street to further support cycling in mixed traffic.

The greatest risk to cycle and pedestrian users on Main Street currently is likely to be the movements of vehicles in and out of parking spaces, particularly where these are perpendicular to the carriageway and require reversing manoeuvres. Coupled with significant changes in width along the carriageway, some cycle users may currently find the street difficult to interpret and may struggle to choose an appropriate road position. A range of possible measures to improve the ‘readability’ of the street are listed overleaf.

- Cycle symbols to indicate primary riding position: a light-touch measure that may improve the confidence of users to adopt a safer central-carriageway position away from parked cars. The presence of cyclists in a central position within the traffic lane will also discourage motorized vehicles from poor overtaking behaviour that could serve to intimidate cyclists, particularly in narrower sections of road.
- Removal of the carriageway centre line: there is some evidence that removal of the centreline can reduce traffic speeds and reinforce a sense of 'place' rather than movement. Removal of the centre lines would likely be a measure taken in conjunction with others.
- Narrowing carriageway through protected on-street parking: where parking bays are currently painted, build outs could be provided to permanently narrow the carriageway and create a horizontal alignment that further slows traffic along the street. The presence of build outs will encourage cycle users to remain in the primary position even when parking levels are low, and provides an opportunity to introduce additional uncontrolled crossings to support pedestrian movements across the road.
- A survey to fully understand the traffic volumes and typical movements along Main Street would be advisable, to determine an appropriate level of intervention (if any).

In this study, cost estimates for Main Street are based on the provision of light touch measures only.

Main Street/Low Lane mini roundabout (13252-N-DR-02-0002)

Roundabouts and mini roundabouts are a major source of risk to cycle users in mixed traffic. The Low Lane/Main Street junction will be located on the main link between Common Lane and the start of the route to Elvington. It is therefore suggested that the mini roundabout at Low Lane is reconfigured to improve safety for cycle users travelling along Main Street. Reconfiguring the junction to provide priority to those travelling north-south will improve the safety of cycle users by eliminating the need to navigate the roundabout.

It is also recommended that Low Lane is converted to a one-way street (with traffic able to travel northeast) between Lloyd Close and the private driveway access 90 metres southwest of Lloyd Close. This will result in the elimination of almost all motor traffic emerging from Low Lane onto Main Street. Maintaining Low Lane access for cycles avoids forcing users travelling west on Field Lane to navigate the Field Lane roundabout and travel down Main Street. For cycle users travelling south-west on Low Lane the tightened kerb radii and central traffic island ensure that they are protected from motor traffic turning into Low Lane as they emerge onto Main Street.

Common Lane, Long Lane and Langwith Stray (13252-N-DR-02-0003 to 0009)

Beyond Main Street, the no-through roads of Common Lane, Long Lane and Langwith Stray continue south past several farms, livery yards, other businesses and Langwith Lakes, before terminating at a small group of farm residences. The roads are currently national speed limit (60pmh for single carriageway) beyond the last settlement in Heslington Village. Carriageway widths are narrow, ranging from 5.5m on the edge of Heslington Village, to 2m south of Langwith Lakes. This leads to domestic and farm vehicles travelling along the lanes occupying most of the carriageway as they do so (Figure 12).

Figure 12: Examples of large and small vehicles filling the carriageway on Long Lane/ Langwith Stray, Sustrans/ Landowner 2022

While carriageway widths are very narrow, levels of general traffic in this area are very low. Periods of higher traffic activity include (but are not limited to) event traffic to and from Langwith Lakes and farming movements e.g., at harvesting. Stakeholders raised concerns about the interactions of vehicles with non-motor-based road users, citing a lack of passing space, current speeds of some vehicles and tight bends with poor visibility.

The adopted highway boundary along this stretch of the route extends to the hedge line on both sides of the carriageway. In theory, this provides up to 12m available width, however, ditches are present within the adopted highway boundary on one or both sides of the road for much of its length. Based on current use and character, it is therefore suggested that new passing places at 150m spacing are provided along Long Lane and Langwith Stray, and where the existing carriageway width falls between 3.2m to 3.9m, it is narrowed to 3.2m to avoid close overtaking. Additionally, it is suggested that the speed limit is reduced to 30mph. Applying a Quietway treatment to the link will alert motor vehicle users to the possibility that pedestrians, cycles and equestrian user may be in the carriageway, and encourage them to alter their driving accordingly, particularly when approaching bends with restricted visibility.

LTN1/20 does not address single-lane roads specifically. However, information on contraflow cycling (section 7.3.5) suggests that for roads with no car parking, widths of 2.6m are acceptable for contraflow cycling, with 3.9m minimum width based on cars passing cycles.

For much of the link, carriageway widths are greater than 2.6m. Provision of passing places will ensure that road widths significantly exceed these minima at regular intervals, allowing safe passing by small and large vehicles alike. For much of the link the roads are straight, allowing good visibility for all users. Between passing places, the narrow carriageway width should ensure that vehicles' speeds remain limited.

Conversely, widening the carriageway along the whole link is likely to lead to increased vehicle speeds. Furthermore, carriageway widening would significantly increase the impermeable coverage along the link, with potential for adverse run-off and drainage impacts, and significant urbanising of the environment.

Langwith Stray to Broad Highway (13252-N-DR-02-0009 to 0012)

Between Langwith Stray and Broad Highway, the route follows a traffic-free alignment through fields and coniferous woodland. It merges to a 3.5m wide shared track through the woods. The narrower path in the woods reflects the more constrained environment compared to open fields and ensures that any new forest path provision is consistent with the existing forest track.

Where the path passes through fields a 3m shared path, with 2m adjacent trotting strip and 1m verges is suggested. The decision to provide a 3m shared path is based on the design philosophy set out in section 4.2.2. With several livery yards in the area, it is considered that equestrian use is likely. Hence a separate trotting strip is recommended where width allows. If sufficient land width is not available, removal of the trotting strip and provision of a flexible resin-bound rubber surface on the shared path may be acceptable.

Through the woods, the path alignment follows a combination of new and existing forest tracks. The existing forest tracks in Wheldrake Woods provide access for forestry vehicles and machinery during periods of woodland management. The tracks comprise a semi-bound limestone surface of widths between 3.2m and 3.5m. Discussions with landowners indicated a reluctance to upgrade this provision to a bound surface, due to the maintenance required before, during and after forestry works.

LTN1/20 recommends that sealed surfaces should normally be provided for new utility cycling routes. However, based on the current position of otherwise supportive landowners, other constraints to utility cycling, and the potential opportunity of providing a more direct sealed route in the long term (see section 4.3.5), it is recommended that initial provision through the woods matches the existing forest specification. Implementation of an enhanced maintenance regime would limit degradation of the track, minimising the disadvantages associated with provision of a semi-bound surface.

Broad Highway (13252-N-DR-02-0012 and 0013)

Broad Highway is similar in character to Langwith Stray and Long Lane, with a narrow carriageway bounded by verges and ditches. As with Langwith Stray and Long Lane, passing places at regular intervals are suggested. The rationale for provision of passing places is as described for Common Lane to Langwith Stray.

Broad Highway to Wheldrake Lane (13252-N-DR-02-0012 to 0016)

Between Broad Highway and Wheldrake Lane the alignment largely follows existing farm tracks. It is recommended that these tracks are resurfaced to provide a bound surface of minimum 3m width. A short stretch of new path is suggested to bypass the farmyard of Cannon House Farm. No adjacent trotting strip is recommended in this area, due to the presence of pre-existing tracks. It may be possible to negotiate informal use of the track verges for equestrian use at a later stage of the design process.

Wheldrake Lane (13252-N-DR-02-0016)

Wheldrake Lane runs north-south between Elvington Lane and Wheldrake, providing a connection between the two villages, and access to the A19 to the west. Vehicle flows of 2,500-3000 were recorded between 2018 and 2020, with <5% HGV. The current speed limit is 60mph at the point where the path would cross. Based on current conditions, LTN1/20 suggest a grade-separate crossing would be required[4]. This is highly unlikely to be provided and would be out of keeping with the surrounding rural environment.

Based on the assessment above, it is recommended that a lower speed limit of 40mph is implemented, and a signal-controlled Pegasus crossing (without separate corral) is provided. This approach is recommended for either of the two possible crossing points shown.

Elvington Fields (13252-N-DR-02-0016 to 0018)

Two possible alignments are shown across the fields between Wheldrake Lane and Elvington. For both alternatives, a 3m shared path, with 2m adjacent trotting strip and 1m verges is suggested. The decision to provide a 3m shared path is based on the design philosophy set out in section 4.2.2. If sufficient land width is not available, removal of the trotting strip and provision of a flexible resin-bound rubber surface on the shared path may be acceptable. At field entrances, provision of a brushed concrete pad will ensure adequate load capacity to support farm vehicles.

[4] Table 10-2: For roads of 60mph or over, only grade-separated crossings are indicated as being suitable for most people.

Ditch crossings

Along the length of the route, numerous ditches and small watercourses are present and require crossing. The exact treatment of these crossings is to be determined at a later design stage. For the purposes of costing, it has been assumed that all but one of these ditches will be culverted, to match the existing treatment visible where crossings are already in place. The one exception is at the location of the southern crossing of Wheldrake Lane, where a wide ditch is crossed by an existing wooden footbridge (Figure 13). In this location, a replacement bridge has been suggested.

Figure 13: Existing footbridge across ditch at southern crossing location, Wheldrake Lane, Sustrans 2022

Cross sections

Four typical cross sections are shown in drawings 13252-N-DR-02-1001 and 1002. These are summarised below:

- Bridleway: in areas of open fields, a 3m wide bound surface with adjacent trotting strip and verges is recommended. Treatments along the edge of the path may vary with landowner and access requirements.
- Shared Use Path: An alternative layout for a shared path without a trotting strip. Use of this section is limited to short, constrained sections at this stage.

— Forest Path: where the path passes through woods, a semi-bound limestone surface is proposed, at widths of between 3.2m and 3.5m, with adjacent 1m verges (minimum).

— Passing place: on existing rural carriageways, provision of 5.5m wide passing places at regular intervals are recommended. The exact horizontal alignment of each passing place will be determined by the presence of ditches at the edge of the carriageway.

4.3.2. Summary of proposed provision

Table 6 (overleaf) summarises the predominant proposed provision along the Heslington to Elvington alignment, grouped by infrastructure type. For each provision type, the relevant key symbol from the GAs is shown to assist with cross-referencing. The table summarises the design and delivery challenges associated with each provision type and provides comment on how the recommendations align with current guidance.

Currently, lighting is proposed only for the section of the scheme located between Elvington and the possible industrial estate link, due to the constraints present within the woodland sections of the route. Based on discussions with stakeholders, lighting within the woodland and immediate surrounding area is likely to be met with resistance and has the potential to create adverse ecological effects. Conversely, between Elvington and the industrial estate, the route passes through open fields, with lower ecological value. Provision of lighting in this section would facilitate year-round utility use between Elvington Village and the industrial estate and increase security for school travel in winter months.

There is a possibility of a more direct utility route through the proposed new development in the future, which would be more suitable for lighting, would provide a continuous sealed surface between Heslington and Elvington and would provide greater security for lone users after dark. While this possibility exists, the pursuit of the provision of lighting through the Woodland alignment may be detrimental to the chances of securing agreement for the route overall.

Extension of lighting provision can be explored in future design stages.

Table 6: Summary of proposed provision, Heslington to Elvington

Provision	Key Symbol	Approximate Location(s)	Nature	Design/Delivery Challenges	Deviations/comments on Guidance
Cycling in mixed traffic environment		Heslington: Main Street, Common Lane, Long Lane, Langwith Stray Elvington: Beck Close	Alterations to street environment to provide safe conditions for cycling in mixed traffic. Alterations may include speed limit reductions, the addition of signs and symbols to indicate cycle and other users in the carriageway, narrowing corner radii, and the provision of passing places PP on narrow carriageways.	Implementation of no-entry on Low Lane may meet with opposition. Known resistance to the use of Common Lane, Long Lane and Langwith Stray from some residents and the Parish Council.	Traffic speeds and volumes unknown. It is assumed that low anticipated volumes meet the conditions defined in LTN1/20 Figure 4.1.
Proposed Greenway (Bridleway)		Langwith Stray to Langwith Great Wood, Wheldrake Road to Elvington	3m asphalt surfaced path, with adjacent 2m trotting strip or compacted sub-base with seeded topsoil layer and 1m verges.	Mix of PRoW status: private land and/or existing footpath. PRoW upgrade/provision orders will be required as appropriate. Where voluntary agreement cannot be secured, path creations orders maybe required.	It is assumed that usage levels will not exceed recommended maximum for 3m shared use path.
Proposed Greenway – Forest Path		Langwith Great Wood, Wheldrake Wood	3.2m – 3.5m semi-bound limestone track with min 1m verges.	Route through working and leisure woods. Resistance to formalization of use by equestrian and cycle users likely. Upgrade from permissive RoW status required.	Surface provision is lower than recommended standard for utility cycling in LTN1/20.
Proposed Greenway – Shared use path		Off Broad Highway, Cannon House farm	2.3m to 3m asphalt surfaced path with 1m verges	Provided at pinch points or to be consistent with existing track provision.	At pinch points, widths are narrower than recommended standard for shared use paths/
Resurfacing		Broad Highway to Wheldrake Lane	Resurfacing existing farm tracks at grade.	Mix of PRoW status: private land and/or existing footpath. PRoW upgrade/provision orders will be required as appropriate.	

4.3.3. Constraints and risks

Table 7 (overleaf) summarises the major constraints present within the Heslington-Elvington corridor. These numbered constraints are labelled on the GA drawings. Risks associated with design, construction and use are included in the designer's risk assessment in Appendix D. Additional constraints may be identified in subsequent design stages.

Table 7: Summary of key constraints

No.	Drawing number	Description	Design assumptions/risk mitigation
1	13252-N-DR-02-0001	Traffic movements	Traffic movements in this area may be more frequent than assumed overall traffic volumes on the street. Further observation of vehicle movements and user behaviour in this area and the wider street is recommended at future design stages, to inform final recommended provision.
2	13252-N-DR-02-0004	Visibility	Visibility at this bend is reduced. Traffic volumes are assumed to be sufficiently low to enable constraint to be addressed with warning signs and markings. Passing place on bend provides wider carriageway for safe navigation of bend.
3	13252-N-DR-02-0005	Future development uncertainty	Concept plans for the possible future development of Elvington Airfield indicate the potential for a new road to connect with Common Lane at approximately this point. Existing recommendations should be reviewed on the confirmation or implementation of this connection. Use of the parallel bridleway could be considered if required.
4	13252-N-DR-02-0007	Future development uncertainty	Concept plans for the possible future development of Elvington Airfield indicate the potential for a new road to connect with Long Lane at approximately this point. Existing recommendations should be reviewed on the confirmation or implementation of this connection.
5	13252-N-DR-02-0007	Visibility	Visibility at this bend is reduced. Traffic volumes are assumed to be sufficiently low to enable constraint to be addressed with warning signs and markings. Vegetation removal and maintenance may be possible to improve sight lines.
6	13252-N-DR-02-0008, 0013	Narrow carriageway	The carriageway width along Langwith Stray and Broad Highway does not meet minimum width requirements of LTN1/20 (see section 4.3.1). It is assumed that traffic flows on Langwith Stray and Broad Highway are sufficiently low that the provision of passing places is adequate to address minimum width requirements at intervals. Widening of the carriageway was considered to introduce a greater risk of increased vehicle speeds. A residual risk remains that passing places will be used as parking spaces, however this would be true of all possible provision in this area. This could be addressed with enforcement.
7	13252-N-DR-02-0009	Route choice	Voluntary agreement for the use of land between Langwith Stray and Great Langwith woods has not been secured. All options explored in this area encountered similar issues. The route indicated is the least intrusive to nearby residents.
		Route choice	Overrun of vehicles from the runway has been raised as a concern. No evidence exists of such an issue having occurred in the past. Given the possible redevelopment of the runway, this risk is considered acceptable at this feasibility stage. Further investigation should be undertaken at later design stages.
8	13252-N-DR-02-0010	Ecological risk – Plantation on Ancient woodland Site (PAWS).	PAWS sites may retain ecological value in the soil, even when replanted. Additional surveys and mitigation are likely to be required for this section of the alignment. Mature trees to the southern edge of the plantation should be avoided.
9	13252-N-DR-02-0011, 0012	Provision	Stakeholder feedback suggests that provision of a bound, sealed surfacing in this area would be met with resistance. A semi-bound surface is proposed. This is a lower standard of provision than would usually be recommended based on guidance provided in LTN1/20.
10	13252-N-DR-02-0013	Pinch point	The existing track between Broad Highway and open fields is approximately 2.3m wide, bounded by private property and a ditch. This section, approximately 225m long, may remain as a pinch point.
11	13252-N-DR-02-0016	Ecological risk – habitat removal	Any disturbance to hedgerows, structures and watercourses will require additional surveys and mitigation measures to be undertaken.
12	13252-N-DR-02-0017	Route choice	Voluntary agreement for the use of land between Elvington and Wheldrake Lane has not been secured.

4.3.4. Access control

Both LTN1/20 and Sustrans' guidance emphasise the importance of ensuring that legitimate users can access traffic-free routes. In addition to the constraints listed above, the provision of a complete connection between Heslington and Elvington raises the possibility of misuse by illegitimate users, e.g., mopeds. This concern has been raised by stakeholders.

The Equality Act 2010 places a duty on local authorities and landowners to ensure that traffic-free paths are accessible to all legitimate users. LTN 1/20 states in section 8.3.1 that 'There should be a general presumption against the use of access controls unless there is a persistent and significant problem of antisocial moped or motorcycle access that cannot be controlled through periodic policing'.

Consultation with the police is required to understand what level of enforcement they would be able to offer to deal with any future occurrences of anti-social behaviour associated with mopeds or motorcycles. The police need to be able to give reassurance that they can tackle anti-social behaviour in order that the communities, local politicians, landowners, and other parties can support the removal and redesign of access control barriers along the Heslington and Elvington corridor.

Access controls such as chicanes or bollards can be used to prevent motor vehicles from accessing the traffic-free paths as shown in Figure 14. Appropriately spaced chicanes can also be used where there is a road safety concern, such as where a traffic-free path meets the highway, to slow users down and make them aware of the highway ahead. Chicanes can also be accompanied by warning signs to alert users of the highway ahead.

It is worth noting that there is no design standard that allows all user access whilst preventing moped or motorcycle access. Ultimately, it will be police enforcement that will deter anti-social behaviour by moped or motorcycle.

Figure 14: Examples of access controls that allow all legitimate use, Sustrans 2022

4.3.5. Effects of proposed development

The suggestions presented in this chapter are based on the existing make-up of the area, and current patterns of land use. However, as discussed in section 2.2.1, a new development of up to 4,000 new homes is proposed on land currently occupied by Elvington Airfield. While the intention to develop this land has been public for a long time, little detail exists regarding either the scheduling of the new development, or the composition of the new town and its associated infrastructure. Sketch images show new roads to the west of the development that either cross or connect with highways included within the proposed Heslington-Elvington alignment. The recommendations for these existing highways do not account for any changes to traffic volumes that may occur once the development is in place. A possible future alternative route avoiding Common Lane and following an existing bridleway is identified on the GAs (13252-N-DR-02-0003 to 0005) should traffic levels on Common Lane increase beyond acceptable limits for cycling in the carriageway.

It is imperative that as a minimum, the recommendations in this report and any resulting infrastructure provision are reviewed at such time as the details of the development and its impacts become clearer. Ideally, future designs associated with the development will not only take account of but enhance the experience of users of the Heslington to Elvington link. Specifically, the impact on active travel users along Main Road, Common Lane, Long Lane, and Langwith Stray should be assessed, and the opportunity to provide a more direct link through the development integrated into future planning conditions for the development. Access roads to the new development should be delivered with cycle and walking infrastructure in place. Figure 15 shows how the Sustrans' route proposal may connect with the future development and its access roads in the future. Figure 15 also illustrates how the

future development access roads may potentially interact with the on-road sections of the current route proposal.

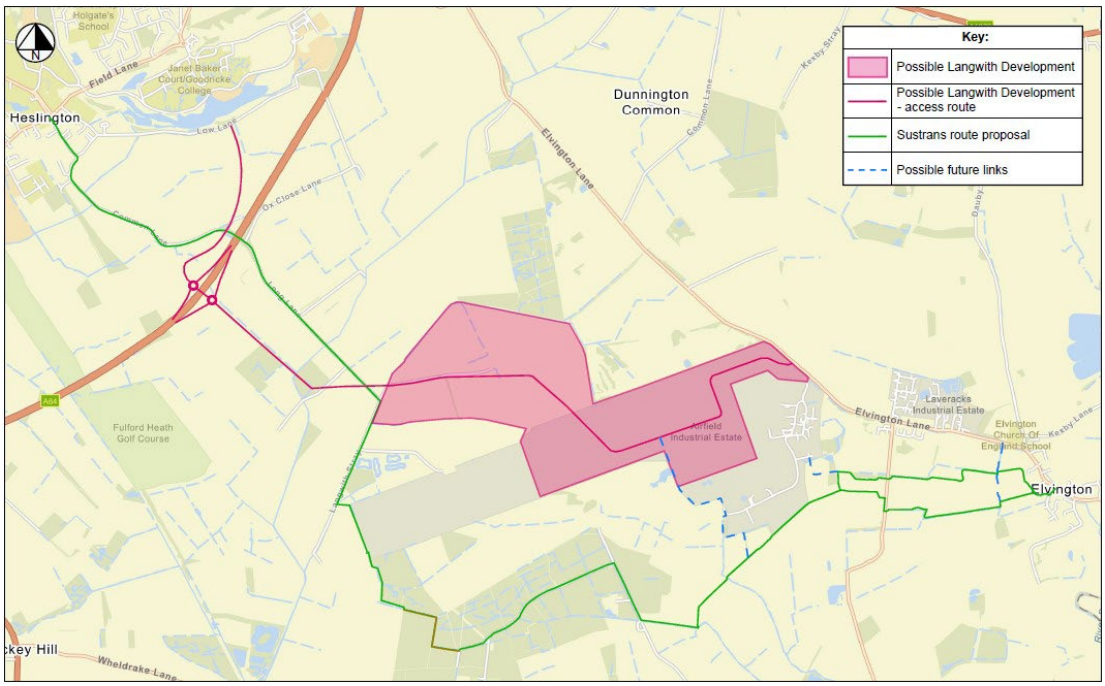


Figure 15: Sustrans route proposal, showing possible future links to any Langwith development and Elvington destinations, Sustrans 2022

4.4. Scheme Costs

Construction cost estimates for the scheme as shown in drawings 13252-N-DR-02-0001 to 0017 have been compiled using the application of rates recorded through the tendering and construction of Sustrans traffic-free projects, information published by the DfT, and publicly available rates from construction firms where applicable. The cost estimate comprises the following elements:

- Construction Cost. Costings have been developed using a combination of unit rates and linear/area-based calculations for engineering measures, as opposed to a calculation of material quantities. For example, construction of a 3m wide traffic-free path has been costed per linear metre of construction. Items such as crossing points have been costed per unit. The breakdown of costs is provided in Appendix F.
- Ecological mitigation costs have been calculated as 8.5% of the overall construction cost without preliminaries. The need for further surveys and a detailed design and management strategy has been indicated in the preliminary ecological appraisal.
- Land and legal costs have been estimated as 10% of the overall construction cost without preliminaries. This would typically account for the negotiation and purchase

of land, and cost estimates for the creation and upgrade of public rights of way. Costs that could be incurred in the event of extraordinary legal challenges (e.g., a public inquiry) have been excluded.

- Contractor Preliminaries have been calculated as 17% of the overall construction cost. This includes costs associated with establishing and managing the site.
- Biodiversity Net Gain (BNG) is estimated to add 20% to the construction cost with preliminaries. This accounts for costs associated with meeting mandatory requirements for Biodiversity Net Gain for all developments requiring planning permission from November 2023 onwards. The percentage has been calculated based on the estimated cost of purchasing BNG units to offset biodiversity loss due to construction.
- Construction contingency is calculated as 10% of the construction cost with preliminaries. This accounts for unexpected costs arising during the construction process.
- Design and development costs are calculated as 8% of the construction cost with preliminaries and contingency.

The total delivery cost is the sum of all the costs listed above and is shown in Table 8 and Table 9. A 44% optimism bias has been applied to the total delivery cost, based on guidance from the DfT Active Mode Appraisal Tool (AMAT). The two option costs represent the total cost for provision of one or other of the alignment possibilities between Elvington and Wheldrake Lane.

Table 8: Estimated delivery costs, Heslington to Elvington, Elvington Fields Northern alignment

Element	Cost	Notes
Construction (without preliminaries)	£ 1,618,673.00	Includes ancillaries: fencing, drainage, signs etc.
Ecology @ 8.5%	£ 137,587.00	
Land & Legal @ 10%	£ 161,867.00	
Construction Preliminaries @ 17%	£ 275,174.00	
Biodiversity Net Gain (New Route) 20%	£ 378,769.00	
Construction contingency @ 10%	£ 189,385.00	
Design & Development @ 8%	£ 166,659.00	
Total Cost (without OB)	£ 2,928,114.00	
Optimism Bias @44%	£ 1,288,370.00	Assumed Stage 1
Total Cost with OB	**£4,216,484.00**	
Path maintenance per year	£ 39,079.00	Calculated as percentage of construction costs without preliminaries. Applied to traffic-free path elements as shown in design schedule.

Table 9: Estimated delivery costs, Heslington to Elvington, Elvington Fields Southern alignment

Element	Cost	Notes
Construction (without preliminaries)	£ 1,663,237.00	Includes ancillaries: fencing, drainage, signs etc.
Ecology @ 8.5%	£ 141,375.00	
Land & Legal @ 10%	£ 166,324.00	
Construction Preliminaries @ 17%	£ 282,750.00	
Biodiversity Net Gain (New Route) 20%	£ 389,197.00	
Construction contingency @ 10%	£ 194,599.00	
Design & Development @ 8%	£ 171,247.00	
Total Cost (without OB)	£ 3,008,729.00	
Optimism Bias @44%	£ 1,323,841.00	Assumed Stage 1
Total Cost with OB	**£4,332,570.00**	
Path maintenance per year	£ 40,699.00	Calculated as percentage of construction costs without preliminaries. Applied to traffic-free path elements as shown in design schedule.

It should be noted that at the time of writing, construction costs are extremely volatile due to a range of global instabilities. While costs have been estimated to try and take account of rapidly changing rates, it is likely that further variance will occur. It is recommended that costs are reviewed at such time as they may be incorporated into a business case for delivery.

5. Land Ownership

This chapter describes the engagement process with landowners and outlines their views. It then assesses its impact on the feasibility of the routes and outlines possible next steps.

Owners of land affected by the proposals were identified using land registry searches and were contacted using publicly available information from the land registry and internet searches for local businesses. Those landowners that did not respond to the initial contact were contacted a second time. Landowners were invited to a meeting, either in person or online, to share their views. More information on affected land parcels and a list of all relevant title references are provided in Appendix G.

5.1. Landowner Views

5.1.1. Access control and levels of use

Concerns raised by landowners regarded privacy, safety, security, biosecurity, impact on agricultural operations, user conflicts, illegitimate use, agricultural theft, lamping and anti-social behaviour. Mitigation measures proposed by Sustrans to alleviate these concerns were the provision of fencing along the route across their land and access gates to move livestock when required. Sustrans highlighted that any physical barrier to deter illegitimate use would have to be designed to meet LTN1/20.

Several landowners also reported an increased use of the nearby woods and local public rights of way during the pandemic, particularly the lockdowns, leading to users trespassing on their land as well as obstructing access to their properties with parked cars. These landowners were worried that a new walking and cycling route would lead to similar levels of use and associated issues. To address this concern, a formalised alignment with fencing was proposed across their land to ensure users remain on the designated path when accessing the area.

5.1.2. Future development in the area

Another concern raised related to the interaction with potential development sites and the route's impact on service provision for these sites. One landowner expressed support for a route as long as it circumvented potential development sites. It was agreed that a potential alignment would consider these sites and follow the boundary of the earmarked land to minimise disruption.

One landowner also highlighted that there was considerable HGV traffic on Brinkworth Rush with the site operating 24/7. They reported that approximately 100 employees currently work on site and work in three shifts, with three busy times. They also acknowledged that there may be an intensification of use due to future industrial and business developments.

Landowners had mixed views regarding the proposed housing development on Elvington Airfield. Some expressed concerns regarding increased traffic and users accessing the area, with potential impact on their land, local nature and wildlife. Most landowners agreed that a route that links into the housing development would be preferable to encourage active travel to and from the site. Landowners affected by a potential link to the housing development were open to discussing an alignment as long as it did not interfere with agricultural operations and their concerns of privacy and security as well as the development potential of their land. The possibility of compensation was discussed to enable the creation of a link.

5.1.3. Path specifications

The owners of Wheldrake Wood and Langwith Great Wood were supportive of a route crossing their land as long as the alignment minimised the creation of new infrastructure and ensured minimal disruption to forestry operations. In order to facilitate their harvesting operations, specifications for path surfacing and width as well as the design of turning places were discussed. It was acknowledged that a route through these woods would have to meet these specifications to be supported by the landowners.

5.1.4. Other concerns

Some landowners also raised concerns relating to sections of the alignment not on their land. These largely overlapped with the comments received by Heslington Parish Council, which are summarised in Chapter 6.1.2. One concern that was raised related to the practical impact of constructing the route on residents' ability to access their land throughout.

5.2. Summary

Landowner engagement highlighted that most sections of the preferred alignments are clearly feasible. In some areas, alternative routes have to be investigated and concessions have to be made regarding directness and user experience (e.g. surface quality). Two sections of the alignment currently do not have the support from landowners, but considering the alternatives, crossing their land still presents the best option and it is recommended for the local authority to continue discussions with these landowners to reach an agreement. In the event that these negotiations do not lead to a voluntary agreement, the local authority has the option to use its statutory powers set out in the Highways Act 1980 to create a route.

Ecology

This chapter outlines the key findings of the ecological assessment and provides recommendations for further ecological surveys and mitigation to minimise the ecological impact of the proposals.

Sustrans commissioned an ecological assessment to review sections of potential traffic-free route options between Heslington and Elvington. The aim of the report was to identify important ecological risks and constraints that are of relevance to the proposals, and to highlight future ecological surveys and mitigation.

The routes of main interest at the time of commissioning were assessed. These are shown in Figure 1 in Appendix H.

5.3. Key Findings

The full report and summary table can be found in Appendix H. Key points identified are:

- Sections of the proposed routes pass through designated sites (Sites of Importance for Nature Conservations) and must comply with local planning policies. Some loss of habitat is anticipated.
- Langwith Great Wood contains mature / veteran oak trees in close proximity to the proposed route. These trees are considered irreplaceable habitat.
- Langwith Great Wood is a Plantation on Ancient Woodland Site. It is recommended that the cycle route does not enter but circumvents the Wood to avoid impacting the site.
- Impact on hedgerows and broadleaved deciduous woodland and trees is likely. This will require further assessment and mitigation.
- Acid grasslands were identified along the route which require further assessment to ascertain their quality and the mitigation required.
- The presence of several protected species was identified. Further surveys and assessments are needed to determine impact and required mitigation.
- Possible loss in nesting habitat and disturbance to ground nesting species due to recreational pressures. Surveys and mitigation for ground nesting species would be required.

— The section along Langwith Stray is within a Flood Zone 2 and 3 and would therefore require a Flood Risk Assessment for planning.

5.4. Recommendations

5.4.1. Preliminary Ecological Appraisal (PEA)

It is recommended that a PEA which encompasses all the proposed works (including access and storage areas) should be prepared at an early stage. This will further refine ecological constraints and opportunities that may be present and outline the further ecology survey works that will be required to support the scheme. This should include a Habitat survey accompanied by a detailed desk study including purchasing ecology data from the Local Environmental Record Centre.

The PEA will identify if further species surveys are required to inform the design of the scheme.

5.4.2. Trees and woodlands

It is recommended that the cycle route does not enter Langwith Great Wood, but circumvents it by remaining in the surrounding arable fields which are of low ecological importance.

Arboricultural Impact Assessments (AIA) should be carried out for Langwith Great Wood and Wheldrake Wood. This should be implemented at an early stage to inform the design and layout of the development. This survey would take into account tree root protection zones and likely changes to site levels.

To safeguard the habitats adjacent to site, adherence to an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) will be required, to prevent damage to boundary features and retained trees.

5.4.3. Further assessment

It is recommended that any further assessment specified within the PEA is undertaken. Further assessment (e.g. badger, bats, water vole, otter and GCN surveys etc.) is best undertaken in accordance with the latest published best practice guidance and by suitably qualified, and where necessary licenced ecologists.

The findings of the PEA and further surveys should feed into the scheme design. For example, higher value habitats will be identified or any locations where alterations to the design proposals would significantly reduce potential adverse ecological impacts.

The findings of the PEA and further surveys (where required) should be combined, along with the finalised designs for the scheme into an Ecological Impact Assessment (EcIA) report. An EcIA is suitable for submission as part of any future planning application to LPA. In accordance with industry guidance, this report will evaluate potential effects of the proposals on ecological features. The report will also incorporate detail of measures to avoid, reduce and compensate for ecological impacts.

It is recommended that a Construction Environmental Management Plan (CEMP) is prepared prior to construction (including vegetation clearance) commencing. Typically, a CEMP would incorporate the findings of all ecology survey work completed to date and demonstrate how all legal requirements with respect to ecology will be met, including details of any Wildlife Licences issued by the relevant statutory authority or ecological supervision during construction to be undertaken.

5.4.4. Consultation with City of York Council's planning department and ecologist

An early discussion about the requirement for achieving Biodiversity Net Gain with City of York Council's planning department and ecologist is recommended. This would enable the financial implications of incorporating mitigation and enhancement measures into route delivery to be determined at an early stage. Discussion about the route passing through a SINC and PAWS would also be required, and the level of further survey work established to support designs and comply with planning policies.

5.4.5. Biodiversity Net Gain

The requirement for developments to achieve a Net Biodiversity Gain should be considered throughout the design process. Following the PEA, a Biodiversity Net Gain Assessment should be conducted using detailed designs.

Additional land or maintenance agreements to deliver Biodiversity Net Gain off-site may be required and should be considered during land negotiations.

5.5. Summary

The ecological assessment highlighted that further surveys and ecological assessments are required to determine the full impact of the proposed route and the mitigation required. The recommendation to avoid Langwith Great Wood presents a delivery risk for this project and needs to be investigated to determine the feasibility of the proposed alignment.

6. Stakeholder Engagement

This chapter outlines the process of stakeholder engagement that was undertaken and summarises the responses that were received.

6.1. Parish Councils

Parish Councillors for Heslington, Elvington and Wheldrake were invited to an online meeting to discuss the proposals for a new walking and cycling route between Elvington and Heslington as the suggested alignments would fall within their parish boundary. Meetings were held with members from both Elvington and Heslington Parish Council. No comments were received from Wheldrake Parish Council.

6.1.1. Elvington Parish Council

Elvington Parish Council expressed support for the suggested alignments and did not anticipate any contention with a widened, sealed surface to accommodate the route. Representatives of the council reported that most people currently follow the southern alignment along the existing public footpath into Elvington, with the most eastern section of the northern alignment currently fenced off as it has a grazing licence. They estimated that a quarter of workers at the industrial estates north of Elvington live in the village and highlighted that there were equestrian users in the village who currently drive to Wheldrake Wood to ride.

Representatives proposed a link from the suggested alignments via an existing track past the Sewage Works, locally referred to as Smelly Lane, to access the primary school on Elvington Lane. They considered this to be a potential route for school children as the current conditions on Elvington Lane are unsafe and unpleasant, with school children walking close to the edge of the pavement and HGVs driving on the pavement in order to pass each other. They also proposed a cycle link from Beckside to Church Lane to connect to a proposed housing development off Church Lane.

[Confidential information redacted]

6.1.2. Heslington Parish Council

Heslington Parish Council were supportive in principle of improving active travel links to Heslington but expressed reservations about the feasibility of the suggested alignment. Representatives cited safety concerns on Common Lane, Long Lane and Langwith Stray relating to road width, visibility, surface conditions and their frequent use by farm vehicles. They were concerned that an increased use of the lanes through the creation of the route would increase the safety risk. The council regarded additional passing places as insufficient in addressing these concerns, particularly as they were concerned that cars would park along the route. Representatives also believed that a link into the new housing development and a subsequent increase in use would have a detrimental effect on these roads.

The question of maintenance along these lanes was raised and council representatives suggested that drainage would have to be upgraded. They reported that the lanes are currently not maintained well. With regards to lighting, they cited environmental concerns with a potential impact on moth, barn owl and bat populations. There were also concerns regarding illegitimate use of the route by motorcycles which they highlighted was an existing issue on Tillmire SSSI.

6.2. User Groups

Local organisations with an interest in active travel were invited to attend two online sessions to comment on the proposals. Representatives of the British Horse Society, Open Country, York Cycle Campaign, Dunnington Group and Friday Group attended.

6.2.1. General feedback

All representatives expressed support for linking Elvington to Heslington and did not have concerns regarding the possibility of a 3m wide shared-use path, especially as they anticipated lower use compared to other routes in York. They also did not have any concerns regarding the use of Common Lane / Long Lane / Langwith Stray, reporting that narrow lanes like these are very common in the area and user conflicts rarely happen, with the onus on drivers of farm vehicles to ensure safe passing. Outlined below are more detailed responses from three user groups.

6.2.2. British Horse Society

There are currently 801 horses registered in the areas YO10 and YO41. The society's representative considered a non-separated Pegasus crossing across Wheldrake Lane

acceptable as he expected low use in the area. In terms of path width, a 5m wide path was considered ideal, however, a 3m path was reported to be acceptable as well. A rubber crumb surface would be preferred by equestrian users and its porous surface may be advantageous in the area due to frequent flooding, but the representative suggested that any surface down to dust was acceptable. The society is in discussions with Forestry England regarding the standardisation of user status and rider permits across their land. The representative suggested that the status of equestrian users in Wheldrake Wood, whether they are tolerated or considered legitimate users, would affect funding for the route.

6.2.3. Open Country

The organisation Open Country leads countryside activities for people with disabilities with a weekly Tandem Club and a monthly Walking Group in York. Representatives considered the proposed route to be beneficial for their groups as they currently do not have access to villages beyond Heslington due to a lack of continuous and barrier-free routes. They reported using NCN routes regularly as they typically do not have barriers. The proposed route was considered attractive particularly for leisure use and less attractive for utility cycling. Representatives did not have any specific concerns regarding the section through Wheldrake Wood and only mentioned potential security concerns which could be mitigated by low-level lighting, for example with spotlights. They also noted that 90-degree turns should be avoided to allow for generous turning circles.

6.2.4. York Cycle Campaign

The representative for York Cycle Campaign highlighted that the secluded nature of the alignment through Wheldrake Wood affects the versatility of the path, limiting it largely to leisure use and commuting during the summer and day light. The alignment was also considered to potentially increase conflict with other users as the Wood is heavily used by walkers. An alignment via Elvington Lane was considered more attractive for utility cycling and with the benefit of linking it to the bridleway to Kexby. With regards to the alignment section along Common Lane / Long Lane / Langwith Stray, little user conflict was expected, with the main conflict arising from drivers accessing fishing lakes. A quiet treatment of these roads was welcomed and speeds above 30mph were not considered appropriate.

7. Business Case

This chapter provides a Value for Money assessment of the proposal to support decision-makers in determining whether the expected costs of the proposal are justified by its expected benefits to the public. Achieving value for money is defined as 'using public resources in a way that creates and maximises public value' in the DfT's Value for Money Framework[5].

7.1. AMAT Analysis

The Active Mode Appraisal Toolkit (AMAT) is a spreadsheet-based tool published by the DfT for assessing the overall benefits and costs of proposed walking and cycling interventions. It is designed to be consistent with UK Government guidance on policy appraisal. It quantifies key impacts of proposed interventions to provide decision-makers with a comprehensive view about impacts on transport users, the environment, society, and the economy. By encouraging a consistent approach to measuring scheme costs and benefits, it enables the DfT to easily compare proposals and draw conclusions about whether a proposal offers value for money. Two AMAT analyses were undertaken to assess the benefits and costs of both the northern and the southern alignments. The complete AMAT spreadsheets detailing sources and assumptions can be found in Appendix I.

7.1.1. Inputs

Estimated usage

Sustrans' Research and Monitoring Team estimated current cycling and walking numbers for the study corridor, using a model which focuses on the likelihood of commuter journeys being taken by active modes. These estimates were used to generate projected usage figures for the proposed interventions using the Capital Fund Uplift Tool along with the scheme costs detailed in Chapter 4.4. The figures for both current and projected users shown in Table 10 were used to run the AMAT analyses for the northern and southern alignments.

[5] Value for Money Framework. Moving Britain Ahead, DfT, 2015.

Table 10: AMAT inputs for estimated usage – North Path

	Estimate of current users	Projected user numbers – North Path	Projected user numbers – South Path
Walking	932	1689	1710
Cycling	332	871	886

Costings

High level cost estimates for the two routes were produced and are discussed in Chapter 4.4. For both analyses, the total scheme costs of £4,216,484 for the northern alignment and £4,332,570 for the southern alignment were spread evenly across a five-year funding period.

7.1.2. Results

North Path

Figure 16 shows that this scheme has a Benefit-Cost Ratio (BCR) of 4.22 which means that for every £1 that is spent, the scheme is expected to return a benefit of £4.22 representing a high value for money.

Analysis of Monetised Costs and Benefits (in £'000s)	
Congestion benefit	62.05
Infrastructure maintenance	1.27
Accident	9.12
Local air quality	1.27
Noise	0.47
Greenhouse gases	14.37
Reduced risk of premature death	5773.45
Absenteeism	838.13
Journey ambience	1662.73
Indirect taxation	-14.11
Government costs	1978.43
Private contribution	0.00
PVB	8347.48
PVC	1977.17
BCR	**4.22**

Benefits by type:		
Mode shift	74.45	0.9%
Health	6611.58	79.2%
Journey quality	1662.73	19.9%

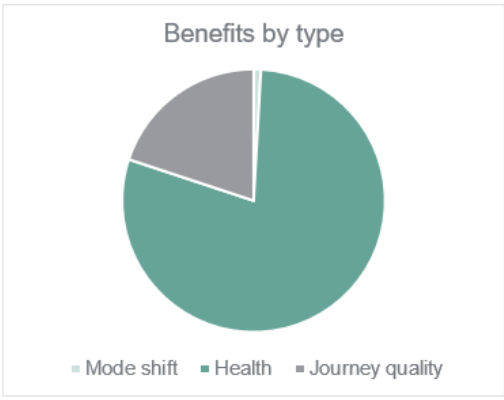


Figure 16: AMAT output for North Path

South Path

Figure 17 shows that the southern alignment returns a similar BCR to the northern alignment, scored at 4.21. It too represents a scheme with a high value for money.

Analysis of Monetised Costs and Benefits (in £'000s)	
Congestion benefit	63.77
Infrastructure maintenance	1.30
Accident	9.37
Local air quality	1.31
Noise	0.48
Greenhouse gases	14.77
Reduced risk of premature death	5933.85
Absenteeism	861.41
Journey ambience	1682.73
Indirect taxation	-14.50
Government costs	2032.90
Private contribution	0.00
PVB	8553.20
PVC	2031.60
BCR	**4.21**

Benefits by type:		
Mode shift	76.52	0.9%
Health	6795.26	79.4%
Journey quality	1682.73	19.7%

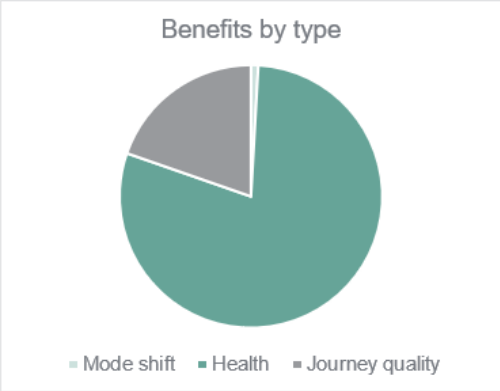


Figure 17: AMAT output for South Path

Other benefits

Other material benefits of the scheme which cannot currently be quantified in AMAT include improvements to townscape as well as an increase in leisure use and tourism. It is important to note that the AMAT focuses on mode shift for utility journeys, looking only at 250 ‘working days’ of the year. Leisure, tourism and sport cycling, which are popular along the NCN 62 and TPT, are underrepresented in the Sustrans usage model and the AMAT.

8. Conclusions and Next Steps

Following the identification of a preferred route and two alignment options and their assessment against site opportunities and constraints, policy and design guidance, ecological impact, and stakeholder concerns, this study concludes that the feasibility of creating a high-quality NCN route between Heslington and Elvington is largely dependent on landowner approval.

The presented route would provide an attractive, safe, accessible, and direct alternative for walking and cycling to B1228 Elvington Lane and it would complement a Heslington to Wheldrake link. It would support both long distance journeys on the NCN and local journeys for work, education and recreation. The route would help to meet CYC's policy objectives of expanding its walking and cycling network beyond the urban core and creating access to villages; linking residential areas and employment sites; and improving the environment for active travel. It would also help to meet the national vision of providing attractive and safe active travel links to encourage more car-free journeys.

The route would broadly be to LTN1/20 standards with some departures owing to site constraints and landowner feedback. Mixed traffic is proposed along existing sections of highway, with minor interventions proposed to increase user safety (speed limit reduction, passing places, tightened geometry, formalised parking). For the new sections of the route, a 3m wide shared-use path is proposed with an adjacent 2m wide trotting strip for equestrians. A semi-bound path to forest track specifications is proposed for sections of the route through Langwith Great Wood and Wheldrake Wood. Lighting is proposed for open land sections but not through the wooded areas. These design compromises create potential accessibility issues for users with limited visibility, limited mobility or safety concerns.

Most landowners were supportive of the route and in principle agreed for the route to cross their land. However, landowners for two sections of the route, one to the west of Wheldrake Wood and one to the east of Wheldrake Lane, were not supportive of the proposals. This could present a challenge to the feasibility of the route.

Ecological constraints were identified for the section through Langwith Great Wood and further ecological assessments and surveys are required to determine the full impact of the alignment and potential mitigation measures.

The creation of the route is largely supported by local interest groups and parish councils following targeted engagement, but a few concerns were identified regarding its impact on landowners and local residents which need to be addressed during further engagement.

The business case analysis also supports the scheme, with benefit-cost ratios for the two alignment options at 4.21 and 4.22, representing high value for money.

The scheme is at an early stage of the development with many assumptions and potential key issues which could impede the scheme. The following next steps are recommended to develop the scheme:

- Resolve the scheme's interaction with the Heslington to Wheldrake scheme. It is recommended that both schemes are designed under a single scheme to avoid duplication and maximise coherence. It needs to be further investigated whether both links could also be delivered under a single scheme. This is particularly relevant as the Heslington to Wheldrake scheme is scheduled for delivery in 2023.
- Resolve the interaction of the scheme with the proposed housing development on Elvington Airfield. It is recommended to impose a condition on the developer to embed a safe and accessible active travel link to LTN 1/20 standards between Heslington and Elvington to ensure walking and cycling links in the long term.
- Negotiate with affected landowners and property owners to obtain approval.
- Carry out preliminary ecological assessment and species surveys identified in the ecological report to determine the feasibility of the alignment and mitigation measures.
- Carry out topographical, utility and traffic surveys to understand site opportunities and constraints and to inform design development.
- Identify funding and delivery methods to ensure that the scheme is deliverable and to understand what the delivery requirements such as planning permission will be.

Appendix A – 2011 Report [redacted]

Appendix B – Route Options Appraisal

Route Options Assessment

Project: DfT4_13252_Heslington - Elvington Feasibility Study
Compiled by: Katharina Kopf
Document ref: 13252-N-XX-02-0004
Date Updated: 26/04/22

Critical	Very Poor	Poor	Average	Good	Very good
0	1	2	3	4	5

If a section scores critical for any measure, it shall be discounted, and no further criteria need be assessed.
Weightings are set on Introduction Sheet. Default value = 1

			Criteria score and weighting							
Alignment reference	**Description of Strengths / Opportunities**	**Description of Weaknesses / Threats**	- User experience	- Strategic potential	- Impact on the natural environment	- Impact on residents and stakeholders along route	- Possible delivery risks	Overall unweighted score	**Overall (weighted) score**	**Comments**
			1	1	1	1	1			
1A-1 Heslington Lane -> golf course access road	Quiet way; use of existing bridleway, connects to Heslington and Fulford, University Campus, Science Park; connects to York Cycle Network; uses existing bridge over A64	Construction required to widen access to Heslington Lane - potential impact on ecology / landowners; potential user conflict with golf club users; steep gradient on A64 bridge	4	5	3	3	4	19	19	Moderate to little ecological impact expected. Potential delivery risk regarding landowner / stakeholder support. Overall, attractive option with good links.
1A-2 golf course access road	Quiet way; use of existing bridleway, links to wider public rights of way network.	Potential conflict with golf course users; resurfacing required to provide smooth, well drained surface.	4	5	4	3	3	19	19	Attractive alignment which links to wider network. Main risk is user conflict. Would have to be discussed with landowner.
1A-3 golf course access road -> public footpath -> public bridleway	Use of existing public bridleway and footpath; traffic-free; direct and attractive; connects to other PROW.	Potential conflict with golf course users; dependent on landowner feedback; path construction required; edge of SSSI - major ecological and planning concerns	4	5	0	3	0	CRITICAL	CRITICAL	Alignment follows edge of SSSI - major ecological and planning concerns mean it is not feasible
1B-1 Heslington roundabout -> Main Street -> Common Lane	Quiet road, no / little construction required; good links into York, Heslington, Fulford; to Campus, Science Park; connects to local cycle network	Does not connect to direct infrastructure link into University / existing NCN - connection is on-road	3	5	5	5	5	23	23	Alignment with excellent links to attractions and wider network which requires little to no construction. Little impact on ecology, stakeholders / landowners expected. No major delivery risks identified.
1B-2 Heslington Main Street -> public bridleway -> new A64 bridge -> golf course access road	Quiet way / traffic-free alignment; use of existing public bridleway; direct and attractive; connects to other PROW; new A64 to LTN 1/20 standard.	Cost of new A64 bridge; potential ecological impact of construction; dependent on landowner and stakeholder feedback.	5	5	3	3	2	18	18	Attractive, accessible traffic-free alignment with main risk regarding construction cost of new bridge
1B-3 access road -> public bridleway on eastern edge of golf course	Traffic-free; use of existing public bridleway; connects to other PROW; attractive and direct	Resurfacing required for smooth, well drained surface; potential user conflict with golf course; onward connections severely limited by ecological / planning concerns associated with SSSI	5	5	2	3	1	16	16	In itself attractive alignment, however, major risk re further connections due to ecological and planning concerns associated with Tillmire SSSI.
1B-4 southbound public bridleway to Fir Tree Farm -> Langwith Stray	Traffic-free; use of existing public bridleway; connects to other PROW; attractive and direct	Path construction required; edge of SSSI - major ecological and planning concerns	5	5	0	3	0	CRITICAL	CRITICAL	Alignment follows edge of SSSI - major ecological and planning concerns mean it is not feasible
1C-1 Common Lane -> Long Lane	Quiet road; little to no construction required; attractive and direct; existing A64 bridge; good link between Heslington and local attractions and services and Langwith; potential link to future housing development; link to existing PROW	Introduction of speed limit or construction of segregated infrastructure required.	4	5	4	4	4	21	21	Alignment with low delivery risk as on adopted highway requiring little construction. Potential objections from some stakeholders to lower speed limit or new infrastructure.
2A-1 Langwith Stray - edge of Elvington Airfield - northwestern corner of Langwith Great Wood (LGW)	Traffic-free; attractive environment; links to exsting PROW network; establishes link between Heslington - Elvington via Wheldrake Wood connection	Path construction required; dependent on landowner feedback; potential ecological impact regarding hedges; potential conflict with with agricultural use of area	4	5	3	3	3	18	18	Alignment partially establishes attractive link between Langwith / Heslington and Elvington / Wheldrake. Delivery risk relates to landowner feedback and potential ecological impact.
2A-2 Western edge of LGW -> southern edge of LGW	Traffic-free; attractive environment; establishes link between Heslington - Elvington via Wheldrake Wood connection	Path construction required; dependent on landowner feedback; potential ecological impact on woodland	5	5	3	3	3	19	19	Alignment partially establishes attractive link between Langwith / Heslington and Elvington / Wheldrake. Delivery risk relates to landowner feedback and potential ecological impact.

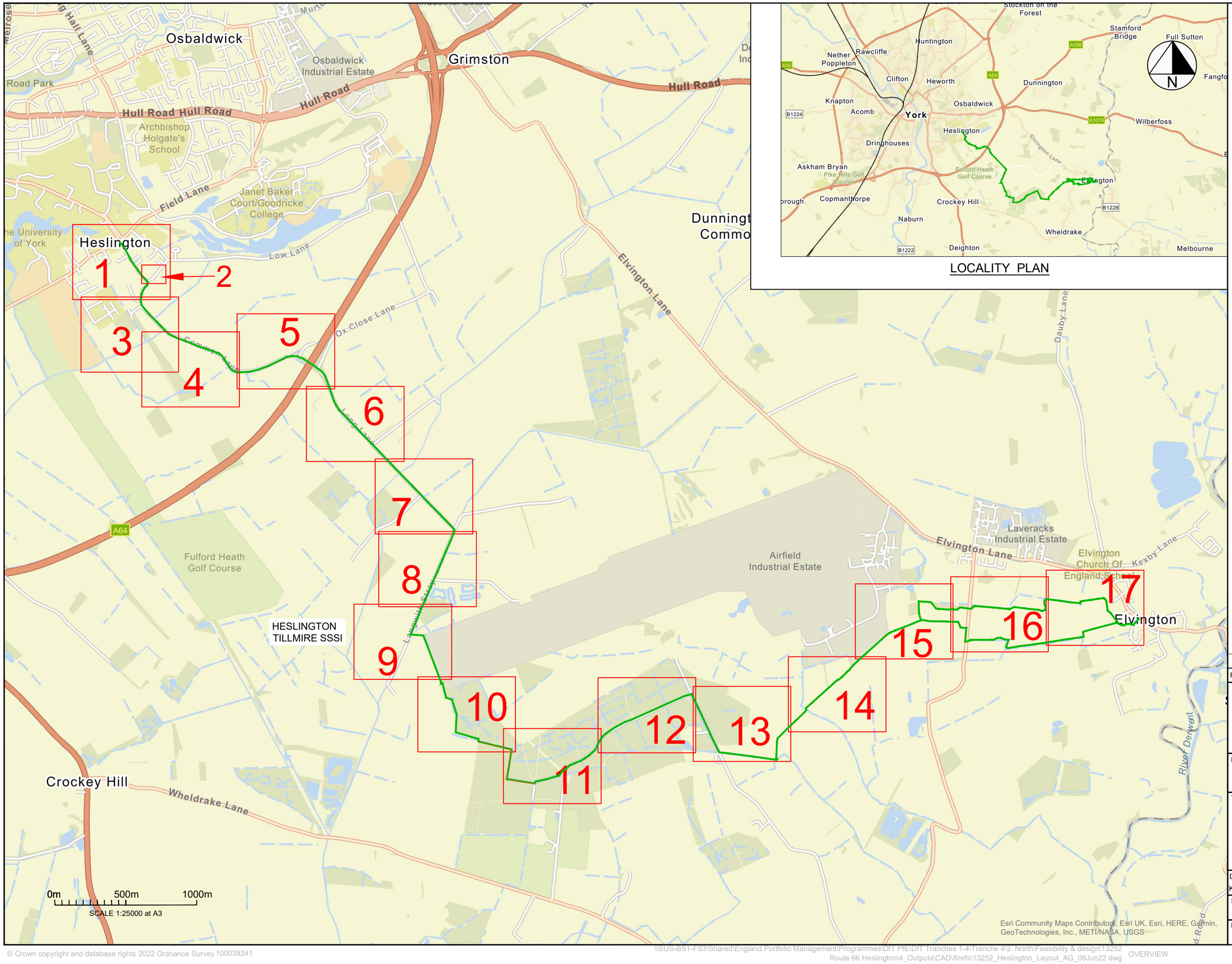
			Criteria score and weighting							
Alignment reference	**Description of Strengths / Opportunities**	**Description of Weaknesses / Threats**	- User experience	- Strategic potential	- Impact on the natural environment	- Impact on residents and stakeholders along route	- Possible delivery risks	Overall unweighted score	**Overall (weighted) score**	**Comments**
			1	1	1	1	1			
2A-3 Southbound track in Wheldrake Wood -> existing forest road	Traffic-free; attractive environment; provides links into Wheldrake.	Dependent on landowner feedback; may not be usable at all times of day/ year due to weather and light as well as forestry operations; potential ecological impact.	4	5	3	3	4	19	19	Alignment has low delivery risk as landowner supportive in past and provides connections to Wheldrake. Potential risk regarding user experience as may not be usable all year round due to weather / seasons/ conditions / forestry operations. Potential ecological impact.
2A-4 Broad Highway -> eastbound path through Glebe Plantation	Traffic-free; attractive and direct; links to Elvington, Wheldrake, local business park and industrial estate.	Dependent on landowner feedback; potential ecological impact; may not be usable at all times of day/ year due to weather and light as well as forestry operations.	4	5	2	3	3	17	17	Alignment provides direct link to Elvington with good links to Wheldrake. Potential impact on landowner; ecology; user experience.
2A-5 northern edge of Glebe Plantation -> field edge -> access road to Cannon House Farm	Quiet way; attractive and direct link; partial use of existing public footpath	Path construction required; resurfacing required for smooth, well drained surface; dependent on landowner feedback; potential impact on residents and agricultural operations; potential ecological impact	5	5	3	2	3	18	18	Attractive alignment along quiet way and existing public footpath. Potential impact on landowner, residents and agricultural operations
2B-1 northern edge of Wheldrake Wood	Traffic-free; attractive and direct; follows forest edge to enable use all-year round	Potential ecological impact as close to forest edge; potential impact on privacy / security of residents; dependent on landowner feedback	5	5	3	2	3	18	18	Traffic-free alignment for all-year-round use but with potential impact on residents' privacy.
2B-2 Broad Highway	Quiet way; use of existing infrastructure; link to Wheldrake	Dependent on landowner feedback; potential impact on stakeholders	4	4	4	4	4	20	20	Alignment with links to Wheldrake and low delivery risk.
2B-3 edge of Glebe Plantation -> field edge -> access road to Dodsworth Farm	Traffic-free; direct and attractive; links to Wheldrake, Elvington, business park and industrial estate; preferred alignment by landowner in 2011 study.	Potential ecological impact; dependent on landowner feedback	4	5	3	4	4	20	20	Alignment which establishes link between Elvington and Wheldrake identified previously as preferred alignment by landowner
2C-1 northern edge of LGW -> southern edge of Elvington Airfield	Traffic-free; direct; establishes link between Langwith and Elvington with potential onward connections to business park and industrial estate, existing PROW; potential link to housing development	Dependent on landowner feedback. Landowner previously against alignment - section of alignment not included in development site allocation - concern re landowner support. Potential ecological impact - adjacent to ancient woodland. User experience depends on alignment / future development.	3	5	3	2	2	15	15	Alignment with considerable constraints regarding landowner feedback and ecological impact. Delivery risk may be lower for long-term route; higher for short-term route.
2C-2 Broad Highway - access road to Dodsworth Farm	Quiet road; use of existing infrastructure; creates link between Langwith and Elvington; link to future housing development.	Dependent on landowner feedback; impact on privacy; resurfacing may be required.	4	4	4	2	3	17	17	Alignment which creates link between Elvington and Wheldrake. Potential risk regarding landowner feedback / privacy.
2C-3 edge of Elvington Airfield -> access road to Dodsworth Farm	Quiet road; use of existing infrastructure; no ecological impact expected; links Elvington to Wheldrake, links to business park and industrial estate.	Dependent on landowner feedback; impact on privacy; resurfacing may be required.	4	5	4	2	3	18	18	Alignment which creates link to Langwith and the future housing development. Potential risk regarding landowner feedback / privacy.
2C-4 eastbound access road to Dodsworth Farm	Quiet road; use of existing infrastructure; direct link into Elvington, business park and industrial estate, establishes connection to Wheldrake	Dependent on landowner feedback; potential ecological impact	5	5	3	3	3	19	19	Alignment creates direct link into Elvington and local attractions. Delivery depends on landowner feedback.
2C-5 access road to Dodsworth Farm -> Brinkworth Rush	Quiet road; existing infrastructure; direct; links to Elvington via business park and industrial estate	Volume and type of traffic on road requires construction of segregated infrastructure	3	5	4	3	4	19	19	Alignment provides good links and has low delivery risk as works confined to carriageway. Potential risk is traffic.
2D-1 Langwith Stray	Quiet way; existing infrastructure; attractive; links to existing PROW	Resurfacing and path widening may be required	5	5	4	4	4	22	22	Attractive alignment with potential onward connections uses existing infrastructure with minimal construction required

			Criteria score and weighting							
Alignment reference	**Description of Strengths / Opportunities**	**Description of Weaknesses / Threats**	- User experience	- Strategic potential	- Impact on the natural environment	- Impact on residents and stakeholders along route	- Possible delivery risks	Overall unweighted score	**Overall (weighted) score**	**Comments**
			1	1	1	1	1			
2D-2 Langwith Stray -> public footpath past fishing lakes -> northern edge of Elvington Airfield	Use of existing public footpath; quiet way; partial use of existing infrastructure; links into future housing development; link to Heslington and local attractions	Dependent on landowner feedback; dependent on housing development; potential conflict of interest - fishing; potential impact on residents; path construction required	4	5	3	3	3	18	18	Alignment provides direct link into future housing development. Proximity to fishing lakes and farm makes it dependent on landowner / stakeholder feedback.
2D-3 Elvington Airfield	Direct; good links to Heslington, Elvington, future housing development	Dependent on housing development	4	5	3	3	3	18	18	Alignment provides direct link between Heslington and Elvington via the housing development. Feasibility depends on timescale of development.
2D-4 southern edge of Elvington Airfield -> woodland -> Halifax Way	Traffic-free; links to future housing development, business park, industrial estate, Elvington.	Dependent on landowner feedback; considerable ecological impact on woodland	4	4	1	3	2	14	14	Alignment provides traffic-free link from future development site to business park / Elvington. Concern regarding considerable impact on woodland and associated delivery risk.
2E-1 Long Lane -> Langwith Stray	Quiet way; existing infrastructure; attractive; links into Heslington; potential link to future housing development	Resurfacing and path widening may be required	5	5	4	4	4	22	22	Attractive alignment with potential onward connections uses existing infrastructure with minimal construction required
2E-2 Long Lane -> northen edge of Elvington Airfield	Direct; good links to Heslington, Elvington, future housing development	Dependent on housing development	4	5	3	3	3	18	18	Alignment provides direct link between Heslington and Elvington via the housing development. Feasibility depends on timescale of development.
2E-3 northern edge of Elvington Airfield	Potential link between Heslington and Elvington via future housing development site	Dependent on housing development; dependent on landowner feedback; onward connection likely via Elvington Lane	4	4	3	3	3	17	17	Alignment follows edge of development site and airfield. Potential for short-term and long-term route; however, less direct and desirable alignment as would link via Elvington Lane.
2E-4 western edge of Gipsey Plantation -> northern edge of Elvington Airfield	Potential link between Heslington and Elvington via future housing development site	Less direct; dependent on housing development; dependent on landowner feedback; potential ecological impact	4	3	3	3	3	16	16	Alignment follows edge of development site. Potential for short-term and long-term route; however less direct alignment.
2E-5 northern edge of Elvington Airfield -> Drome Farm access road	Quiet way; use of some existing infrastructure; attractive and direct; links to future housing development and Elvington	Dependent on landowner feedback - prevous opposition from landowners; onward connection via Elvington Lane	4	4	3	3	3	17	17	Alignment connects to Elvington Lane and has moderate delivery risk with negative landowner feedback in the past
2E-6 Elvington Lane near Elvington Airfield	Potential link to future housing development; link to business park and industrial estate; link to Elvington	Dependent on landowner feedback; potential ecological impact; moderate delivery risk regarding construction and LTN 1/20 compliance; negative user experience	1	4	3	4	3	15	15	Alignment has moderate delivery risks regarding construction and LTN 1/20 compliance as well as negative user experience
2F-1 Long Lane -> Langwith Stray -> public bridleway	Quiet way; existing infrastructure; attractive; links into Heslington; potential link to future housing development	Some resurfacing may be required; onward connections likely via Elvington Lane	5	4	3	4	4	20	20	Alignment follows edge of development site. Potential for short-term and long-term route; however less direct alignment.
2F-2 Langwith Stray -> public bridleway	Traffic-free; use of existing public bridleway; attractive; existing infrastructure; links to Heslington	Dependent on landowner feedback; dependent on future housing development; onward connection likely via Elvington Lane	4	4	3	3	3	17	17	Alignment depends on future housing development with likely onward connection via Elvington Lane
2F-3 field edge near Gipsey Wood	Potential link between Heslington and Elvington via future housing development site	Dependent on housing development; dependent on landowner feedback; potential ecological impact	4	3	3	3	3	16	16	Alignment follows edge of development site. Potential for short-term and long-term route.
2F-4 field edge -> northen edge of Gipsey Plantation -> Elvington Lane	Traffic-free; attractive; potential link to future housing development; link between Elvington - Heslington	Dependent on landowner feedback - prevous opposition from landowners; potential ecological impact; onward connection via Elvington Lane	4	4	3	3	2	16	16	Alignment connects to Elvington Lane and has moderate delivery risk with negative landowner feedback in the past

			Criteria score and weighting							
Alignment reference	**Description of Strengths / Opportunities**	**Description of Weaknesses / Threats**	- User experience	- Strategic potential	- Impact on the natural environment	- Impact on residents and stakeholders along route	- Possible delivery risks	Overall unweighted score	**Overall (weighted) score**	**Comments**
			1	1	1	1	1			
2F-5 Elvington Lane near Gipsey Plantation	Potential link to future housing development; link to business park and industrial estate; link to Elvington	Dependent on landowner feedback; potential ecological impact; moderate delivery risk regarding construction and LTN 1/20 compliance; negative user experience	1	4	3	4	3	15	15	Alignment has moderate delivery risks regarding construction and LTN 1/20 compliance as well as negative user experience
2G-1 Langwith Stray -> public footpath	Traffic-free; use of existing public footpath; attractive; links to Heslington; links to future housing development	Indirect alignment; potential ecological impact; dependent on housing development	4	3	2	3	3	15	15	Alignment follows edge of development site. Potential for short-term and long-term route; however less direct alignment.
2G-2 path towards Gipsey Wood Corner -> Elvington Lane	Attractive traffic-free section; links to future housing development, York Maze.	Dependent on landowner feedback; potential ecological impact; moderate delivery risk regarding construction and LTN 1/20 compliance; negative user experience	3	4	2	3	3	15	15	Alignment has moderate delivery risks regarding construction and LTN 1/20 compliance as well as negative user experience, however, would provide a good link to York Maze.
3A-1 Brinkworth Rush -> southbound dirt track to Cannon House Cottages	Quiet way; use of existing infrastructure; links into business park and industrial estate; links into Elvington	Resurfacing required for smooth, well drained surface; dependent on landowner feedback	4	5	4	3	3	19	19	Alignment provides good links to employment sites and the village Elvington requiring minimal construction. Feasibility depends on landowner feedback.
3A-2 Access road to Cannon House Cottages -> Wheldrake Lane	Quiet way; partial use of existing public footpath; use of existing infrastructure; potential link into business park and industrial estate; links into Elvington	Resurfacing required for smooth, well drained surface; dependent on landowner feedback	5	5	4	3	4	21	21	Alignment follows existing public footpath and provides pleasant connection to Elvington with minimal construction. Depends on landowner feedback.
3A-3 Wheldrake Lane	Potential links into Elvington, employment sites.	User experience and LTN 1/20 compliance dependent on alignment - construction within field boundary preferable; dependent on landowner feedback; potential ecological impact	3	4	3	4	3	17	17	Alignment provides potential links within Elvington but feasibility depends on alignment with considerable construction expected
3A-4 Wheldrake Lane -> existing dirt track -> public footpath ->field edge	Traffic-free; use of existing public footpath; partial use of existing track; potential link to employment sites; attractive link into Elvington	Dependent on landowner feedback; potential ecological impact; path construction required	5	5	3	3	3	19	19	Attractive traffic-free alignment into centre of Elvington via existing public footpath. Feasibility dependent on landowner feedback.
3B-1 Brinkworth Rush -> Hunter Drive	Quiet way; use of existing infrastructure; link to employment sites and Elvington	Volume and type of traffic on road requires construction of segregated infrastructure	3	4	4	4	4	19	19	Alignment provides good links and has low delivery risk as works confined to carriageway. Potential risk is traffic.
3B-2 Hunter Drive -> military track -> Wheldrake Lane	Quiet way; use of existing infrastructure; link to employment sites and Elvington	Indirect alignment; volume and type of traffic on road requires construction of segregated infrastructure; vegetation clearing required; dependent on landowner impact	4	4	4	3	3	18	18	Slightly indirect alignment provides link into business park and industrial estate and uses existing infrastructure. Dependent on landowner feedback.
3B-3 Wheldrake Lane -> northern field edge towards Elvington	Traffic-free; direct and attractive; potential link to sports and play area, industrial estate	Dependent on landowner feedback; potential ecological impact; path construction required	5	5	3	3	3	19	19	Attractive traffic-free alignment into centre of Elvington with potential links to key attractions along Elvington Lane
3B-4 northern field edge -> central alignment across field	Traffic-free; direct and attractive	Dependent on landowner feedback; potential ecological impact; path construction required	5	4	3	3	3	18	18	Attractive traffic-free alignment into centre of Elvington
3B-5 field edge -> Smelly Lane (Sewage Works)	Traffic-free; direct and attractive; potential link to medical practice, church and other services on Elvington Lane	Dependent on landowner feedback; potential ecological impact; path construction required	5	5	3	3	3	19	19	Attractive traffic-free alignment into centre of Elvington with potential links to key attractions along Elvington Lane
3B-6 northern and eastern field edge to Elvington -> Beck Close	Traffic-free; direct and attractive; potential link to medical practice, church and other services on Elvington Lane	Dependent on landowner feedback; potential ecological impact; path construction required	5	5	3	3	3	19	19	Attractive traffic-free alignment into centre of Elvington with potential links to key attractions along Elvington Lane
3B-7 Beck Close -> Beckside -> Main Street	Quiet way; use of existing public footpath; direct; links into centre of Elvington; pub and local shop	Minor ecological impact on hedge	4	5	4	4	5	22	22	Direct, quiet alignment into centre of Elvington via existing public footpath

		Criteria score and weighting								
Alignment reference	**Description of Strengths / Opportunities**	**Description of Weaknesses / Threats**	- User experience	- Strategic potential	- Impact on the natural environment	- Impact on residents and stakeholders along route	- Possible delivery risks	Overall unweighted score	**Overall (weighted) score**	**Comments**
			1	1	1	1	1			
3C-1 Brinkworth Rush -> Halifax Way	Quiet way; use of existing infrastructure; link into business park, industrial estate, Yorkshire Air Museum	Volume and type of traffic on road requires construction of segregated infrastructure; onward connections via Elvington Lane	3	4	4	4	4	19	19	Alignment provides good links and has low delivery risk as works confined to carriageway. Potential risk is traffic.
3C-2 Elvington Lane / Halifax Way junction -> Elvington Lane -> Wheldrake Lane junction	Direct; links to business park, industrial estate, Elvington	Dependent on landowner feedback; potential ecological impact; moderate delivery risk regarding construction and LTN 1/20 compliance; negative user experience	1	5	2	4	3	15	15	Alignment has moderate delivery risks regarding construction and LTN 1/20 compliance; ecological impact (removal of trees) as well as negative user experience
3C-3 Elvington Lane/ Wheldrake Lane junction -> Wheldrake Lane	Links to business park, industrial estates, Elvington	Dependent on landowner feedback; potential ecological impact; moderate delivery risk regarding construction and LTN 1/20 compliance; negative user experience	2	5	2	3	3	15	15	Alignment has moderate delivery risks regarding construction and LTN 1/20 compliance as well as negative user experience
3C-4 Elvington Lane / Wheldrake Lane junction -> eastbound Elvington Lane	Direct; links to industrial estate, sports and play area, as well as other facilities along Elvington Lane	Potential ecological impact; moderate delivery risk regarding construction and LTN 1/20 compliance; negative user experience	2	5	2	3	3	15	15	Alignment has moderate delivery risks regarding construction and LTN 1/20 compliance as well as negative user experience
3C-5 Elvington Lane -> private access road -> northern field edge	Quiet way; links to industrial estate, sports and play area	Dependent on landowner feedback; potential ecological impact	4	5	3	3	3	18	18	Alignment linking into facilities and services along Elvington Lane
3C-6 Elvington Lane near medical centre	Direct; links to industrial estate, church, medical practice, sports and play area and other facilities along Elvington Lane	Potential ecological impact; moderate delivery risk regarding construction and LTN 1/20 compliance; negative user experience	2	5	2	3	3	15	15	Alignment provides good links but has moderate delivery risks regarding construction and LTN 1/20 compliance as well as negative user experience
3C-7 Sewage Works -> Smelly Lane -> Elvington Lane	Quiet way; links to church, medical practice and other facilities along Elvington Lane	Dependent on landowner feedback; potential ecological impact	4	5	3	3	3	18	18	Alignment provides good links to facilities on Elvington Lane
3C-8 Elvington Lane -> Elvington Main Street near Beckside	Links to facilities in centre of Elvington	Potential ecological impact; moderate delivery risk regarding construction and LTN 1/20 compliance	3	5	3	3	3	17	17	Alignment provides good links but has moderate delivery risks regarding construction and LTN 1/20 compliance
3D-1 northern field edge towards Elvington	Traffic-free; direct and attractive; potential link to sports and play area, industrial estate	Dependent on landowner feedback; potential ecological impact; path construction required	5	5	3	3	3	19	19	Attractive traffic-free alignment into centre of Elvington with potential links to key attractions along Elvington Lane
3D-2 northern field edge parallel to footpath -> Beck Close	Traffic-free; partial use of existing public footpath; potential link to employment sites; attractive link into Elvington	Dependent on landowner feedback; potential ecological impact; path construction required	5	5	3	3	3	19	19	Attractive traffic-free alignment into centre of Elvington via section of existing public footpath. Feasibility dependent on landowner feedback.

Appendix C – Drawings



LOCALITY PLAN

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Project:
DfT4 Heslington to Elvington

Title:
Heslington to Elvington
Feasibility Study
General Arrangement Layout

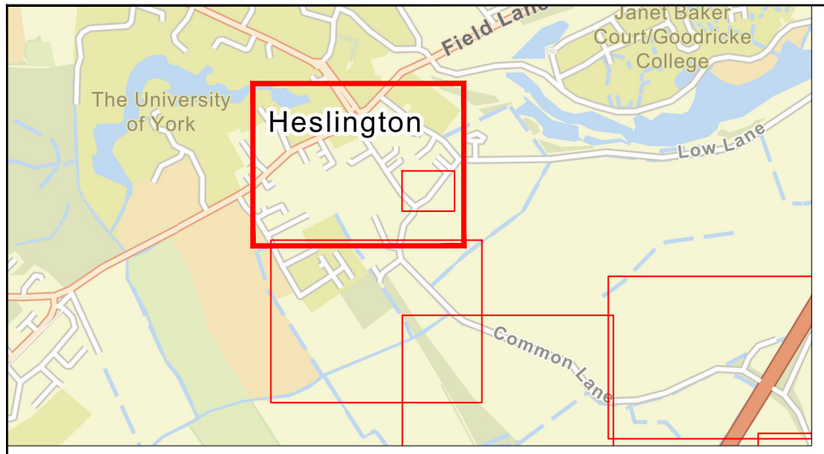
Drawn:	Check:	Appr:	Date:	Scale at A3:
KA/AG	MT	MB	06/06/2022	1:25000

Status: CONCEPT

Drawing No: 13252-N-DR-02-0000
Revision: -

\\SUS-BS1-FS3\Shared\England Portfolio Management\Programmes\DfT PfE\DfT Tranches 1-4\Tranche 4\2. North\Feasibility & design\13252 Route 66 Heslington\4_Outputs\CAD\Xrefs\13252_Heslington_Layout_AG_06Jun22.dwg OVERVIEW

amanda.ginns



LOCALITY PLAN

Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., METI/NASA, USGS

UNIVERSITY ROAD
FIELD LANE
LORD DERAMORE'S PRIMARY SCHOOL
SCHOOL LANE
N
MAIN STREET
HESLINGTON
1
Improvements to be made to road environment to support cycling in mixed traffic
MAIN STREET
LOW LANE
COMMON LANE
See Drawing No. 13252-N-DR-02-0002
See Drawing No. 13252-N-DR-02-0003
0m 50m 100m
SCALE 1:2000 at A3

Key:	
	Proposed route in mixed traffic environment
	PRoW footpath
	Water course
1	Key Constraint or Risk referenced in Report

Notes:
1. Do not scale off plan.
2. Not to be used for Construction.
3. The delivery of this drawing in electronic format shall not be construed to provide any authorisation or right of the receipt or any other person to rely upon, alter or otherwise use the information provided. Any use of this information is at the sole risk and liability of the user and Sustrans assumes no liability for unauthorised use or alteration of the information contained herein.
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6. If Sections are referred to see drawings 13252-N-DR-02-1001 & 1002.

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Title:
Heslington to Elvington
Feasibility Study
General Arrangement 01 of 17

Drawn:	Check:	Appr:	Date:	Scale at A3:
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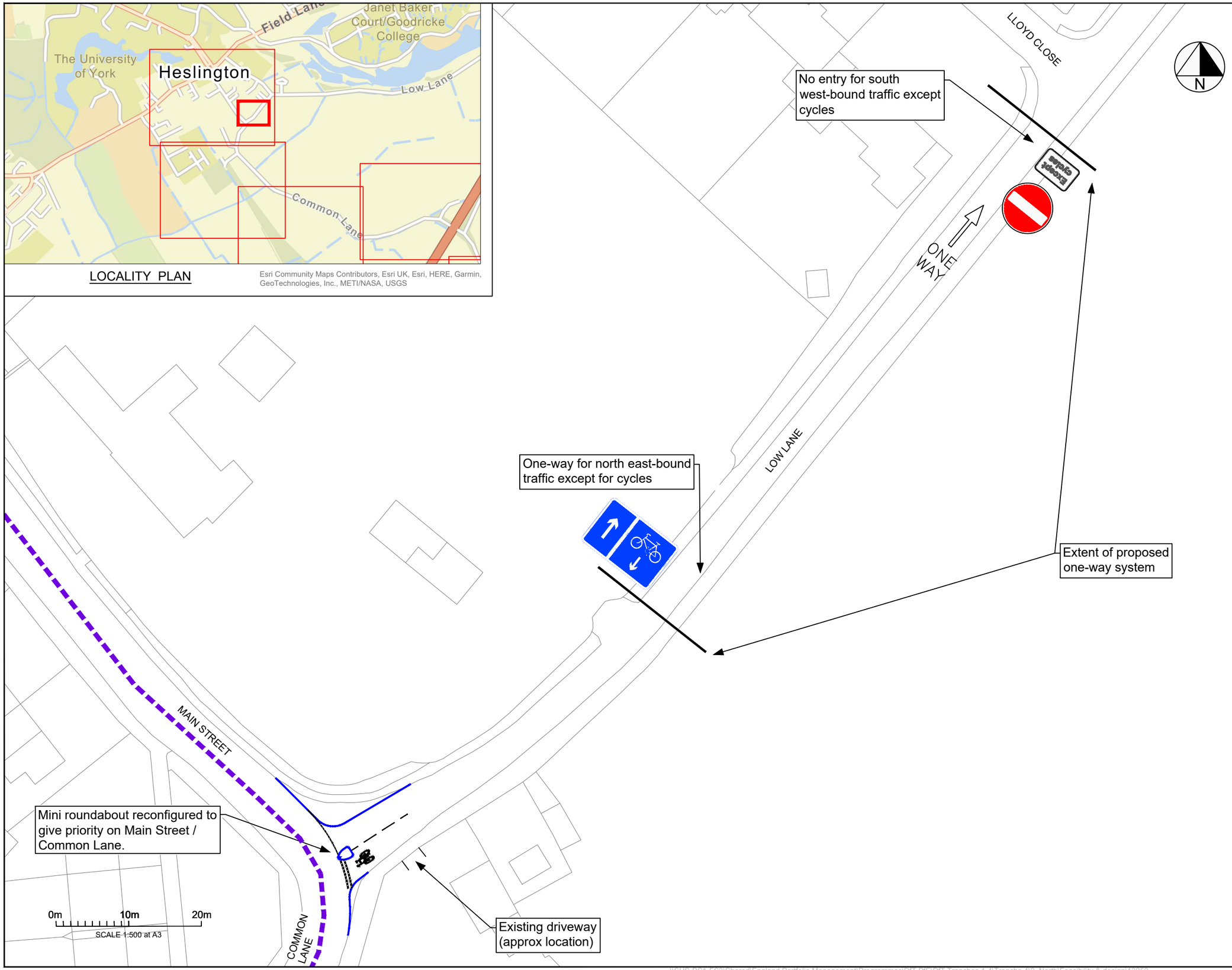
Status: CONCEPT

Drawing No: 13252-N-DR-02-0001
Revision: -

LOCALITY PLAN



Key:

	Proposed route in mixed traffic environment
	Proposed new kerbline
	Proposed 'no entry' for vehicular traffic
	Proposed 'one way' for vehicular traffic

Notes:

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Title:
Heslington to Elvington
Feasibility Study
General Arrangement 02 of 17

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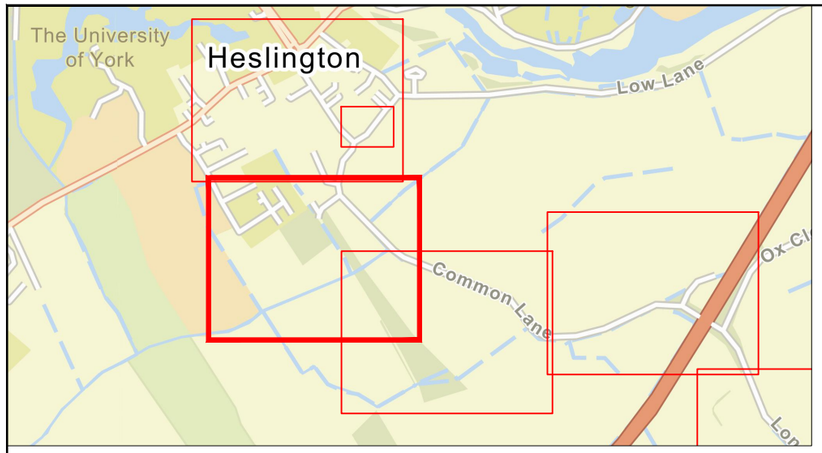
KA/AG	MT	MB	06/06/2022	1:500

Status: CONCEPT

Drawing No: 13252-N-DR-02-0002

Revision: -



LOCALITY PLAN

See Drawing No. 13252-N-DR-02-0001

OUTGANG FARM

RECREATION GROUND

COMMON LANE

PP

PP

Possible alternative route.

TRACK

See Drawing No. 13252-N-DR-02-0004

See Drawing No. 13252-N-DR-02-0004

N

0m 50m 100m

SCALE 1:2000 at A3

Key:	
	Proposed route in mixed traffic environment
	Alternative route
PP	Existing passing place widened to 5.5m
	PRoW footpath
	PRoW bridleway
	Water course

Notes:

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Project:
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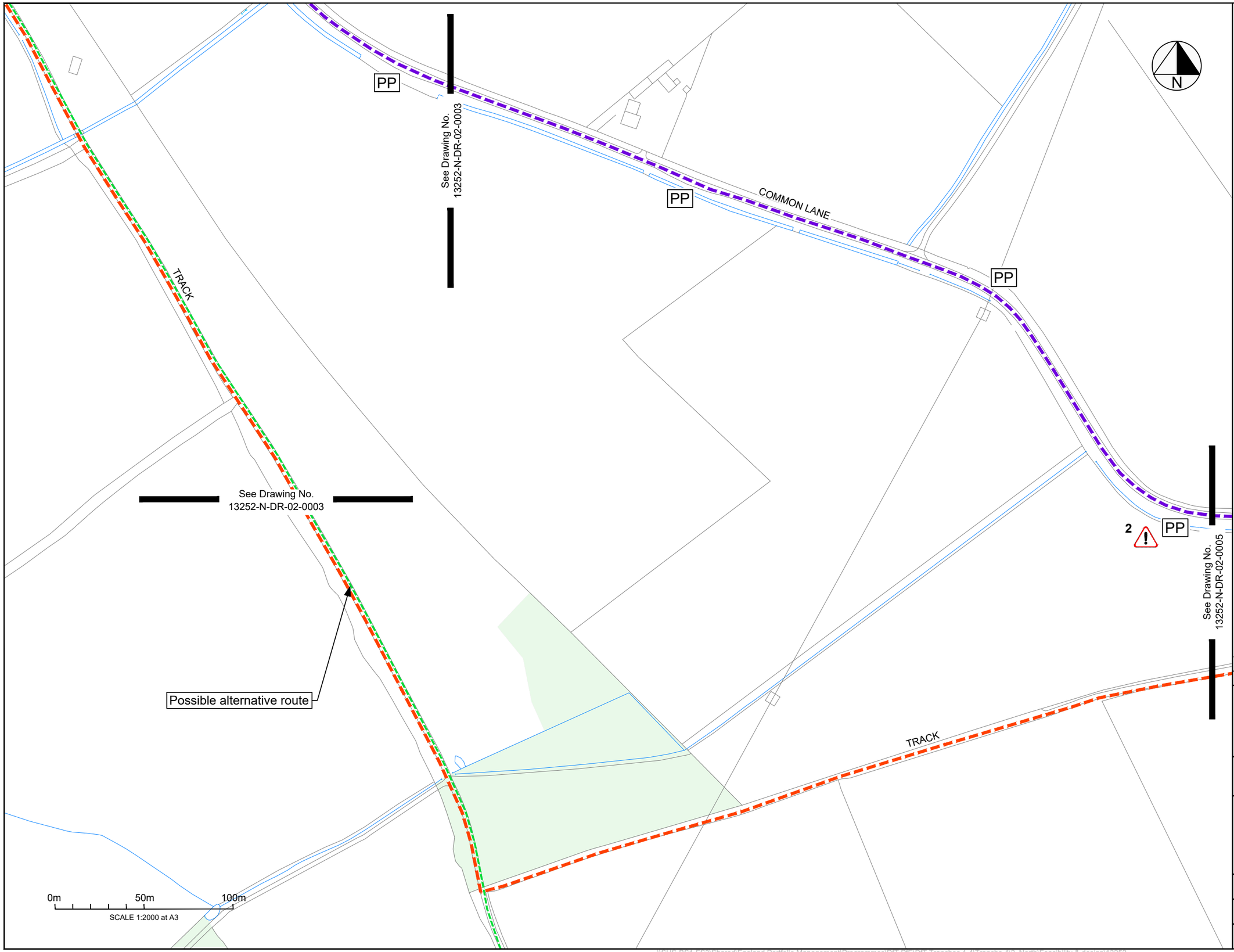
Title:
Heslington to Elvington
Feasibility Study
General Arrangement 03 of 17

Drawn:	Check:	Appr:	Date:	Scale at A3:
KA/AG	MT	MB	06/06/2022	1:2000

Status: CONCEPT

Drawing No:	Revision:
13252-N-DR-02-0003	-



Key:	
	Proposed route in mixed traffic environment
	Alternative route
PP	Existing passing place widened to 5.5m
1	Key Constraint or Risk referenced in Report
	PRoW bridleway
	Water course
	National Forest Inv Woodland

Notes:

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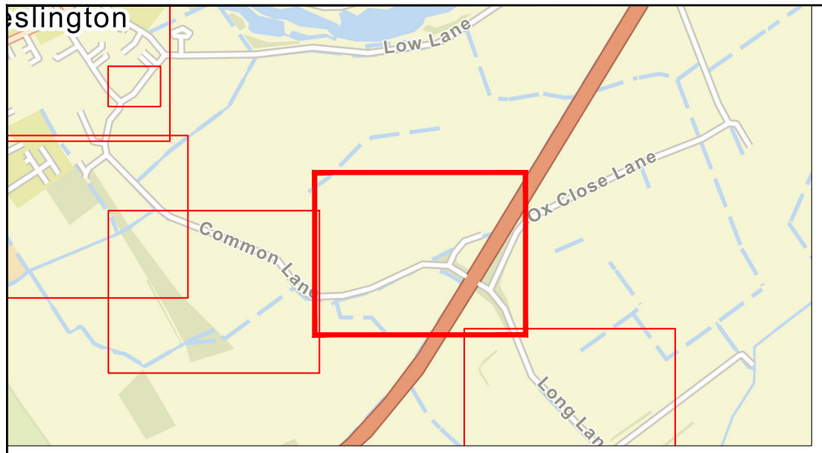
DfT4 Heslington to Elvington

Title:
Heslington to Elvington
Feasibility Study
General Arrangement 04 of 17

Drawn:	Check:	Appr:	Date:	Scale at A3:
KA/AG	MT	MB	06/06/2022	1:2000

Status: CONCEPT

Drawing No:	Revision:
13252-N-DR-02-0004	-



LOCALITY PLAN

N

A64

OX CLOSE LANE

LONG LANE

COMMON LANE

PP

PP

3

Parapet height to be reviewed in detailed design subject to anticipated equestrian use

Drop kerbs provided to allow access to footway from carriageway at bridge

BREND LANE (TRACK)

Possible alternative route

See Drawing No. 13252-N-DR-02-0004

See Drawing No. 13252-N-DR-02-0006

0m 50m 100m

SCALE 1:2000 at A3

Key:	
	Proposed route in mixed traffic environment
	Alternative route
PP	Existing passing place widened to 5.5m
1	Key Constraint or Risk referenced in Report
	PRoW bridleway
	Water course

Notes:

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Title:
Heslington to Elvington
Feasibility Study
General Arrangement 05 of 17

Drawn:	Check:	Appr:	Date:	Scale at A3:
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Status: CONCEPT

Drawing No:	Revision:
13252-N-DR-02-0005	-

\\SUS-BS1-FS3\Shared\England Portfolio Management\Programmes\DfT PfE\DfT Tranches 1-4\Tranche 4\2. North\Feasibility & design\13252 Route 66 Heslington\4_Outputs\CAD\Xrefs\13252_Heslington_Layout_AG_06Jun22.dwg GA 05

amanda.ginns

See Drawing No.
13252-N-DR-02-0005

N

PROSPECT
FARM

PP

LONG LANE

PP

PP

PP

HOLME HILL

MAST
(TELECOMMUNICATIONS)

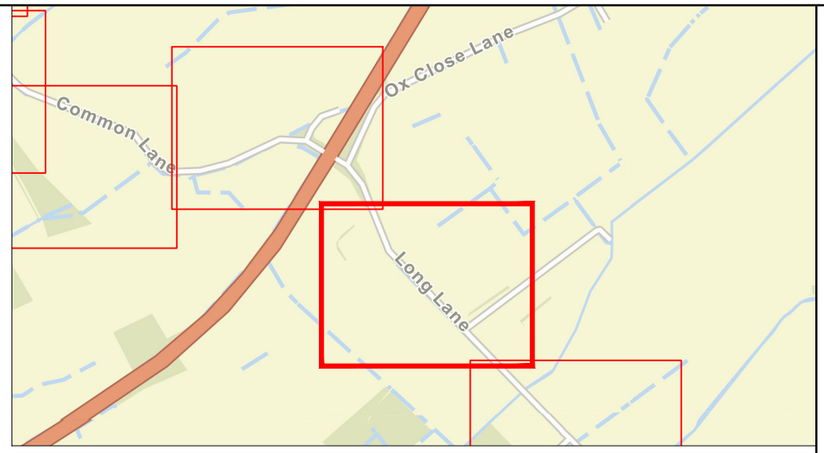
HOLME HILL LANE

PRIMROSE
HILL FARM

New passing places:
150m max spacing. Total width of passing place and carriageway is to be 5.5m to accommodate wider farm vehicles. Max length 36m.

0m 50m 100m
SCALE 1:2000 at A3

See Drawing No.
13252-N-DR-02-0007



LOCALITY PLAN

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Key:	
	Proposed route in mixed traffic environment
PP	Existing passing place widened to 5.5m
PP	Proposed new passing place
	Water course

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Title:
Heslington to Elvington
Feasibility Study
General Arrangement 06 of 17

Drawn:	Check:	Appr:	Date:	Scale at A3:
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Status: CONCEPT

Drawing No: 13252-N-DR-02-0006

Revision: -

See Drawing No.
13252-N-DR-02-0006

N

PP

PP

PP

PP

TILLMIRE DRAIN

LONG LANE

New passing places:
150m max spacing. Total width of passing place and carriageway is to be 5.5m to accommodate wider farm vehicles. Max length 36m.

COOPER'S
PLANTATION

Approximate location of possible junction with development road. Junction type to be confirmed.

4

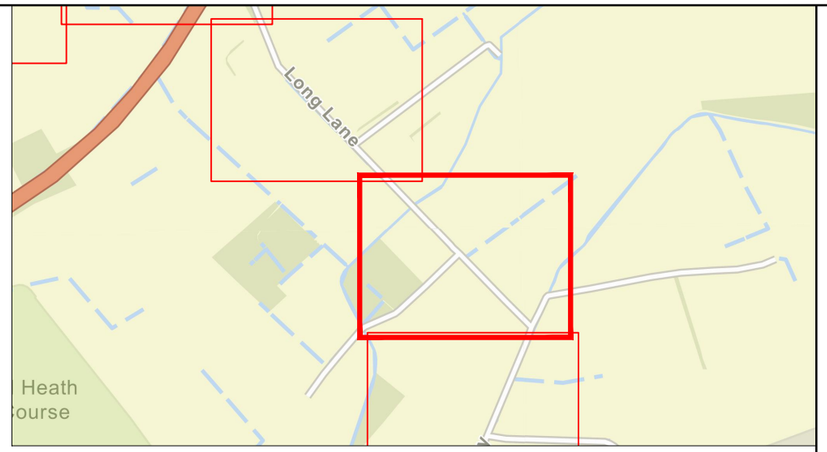
TRACK

Trim vegetation to improve visibility at corner.

5

0m 50m 100m
SCALE 1:2000 at A3

See Drawing No.
13252-N-DR-02-0008



LOCALITY PLAN

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Key:	
	Proposed route in mixed traffic environment
	PRoW footpath
	PRoW bridleway
PP	Proposed new passing place
1 !	Key Constraint or Risk referenced in Report
	Water course
	National Forest Inv Woodland

Notes:
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Title:
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Feasibility Study
General Arrangement 07 of 17

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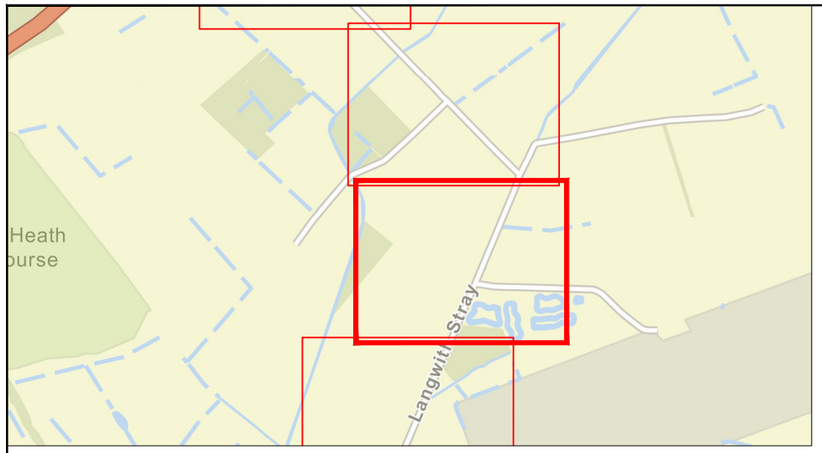
Status: CONCEPT

Drawing No.: 13252-N-DR-02-0007
Revision: -



LOCALITY PLAN

See Drawing No.
13252-N-DR-02-0007

N

LANGWITH STRAY

KEYS
PLANTATION

PP

PP

PP

PP

6

New passing places:
150m max spacing. Total width of passing place and carriageway is to be 5.5m to accommodate wider farm vehicles. Max length 36m.

LANGWITH
LAKES

See Drawing No.
13252-N-DR-02-0009

0m 50m 100m
SCALE 1:2000 at A3

Key:	
	Proposed route in mixed traffic environment
	PRoW footpath
PP	Proposed new passing place
1	Key Constraint or Risk referenced in Report
	Water course
	National Forest Inv Woodland

Notes:
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Feasibility Study
General Arrangement 08 of 17

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Drawing No:	Revision:
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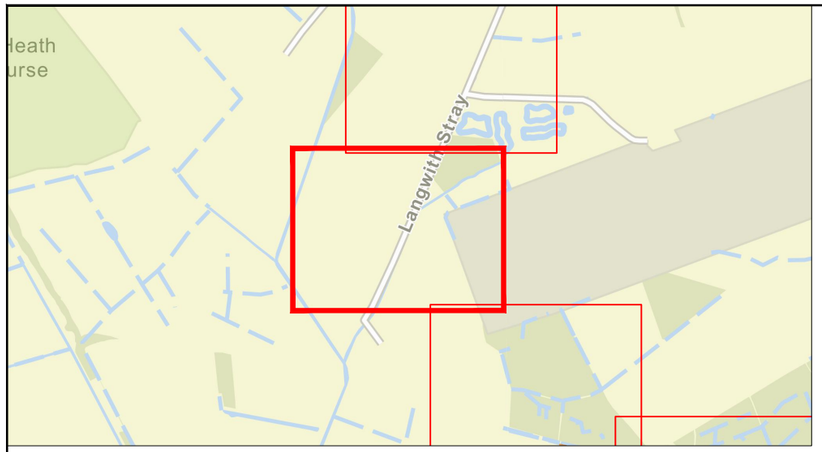

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See Drawing No. 13252-N-DR-02-0008

GILL WOOD

N

PP

New passing place:
150m max spacing. Total width of passing place and carriageway is to be 5.5m to accommodate wider farm vehicles. Max length 36m.

Existing bridge across ditch

Access to forest along path alignment. Path to support occasional vehicle use.

LANGWITH STRAY

7

See Drawing No. 13252-N-DR-02-0010

0m 50m 100m

SCALE 1:2000 at A3

Key:	
	Proposed route in mixed traffic environment
	PRoW bridleway
PP	Proposed new passing place
1	Key Constraint or Risk referenced in Report
	Water course
	Proposed Greenway Section (Bridleway)
	National Forest Inv Woodland

Notes:

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Feasibility Study
General Arrangement 09 of 17

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Status: CONCEPT

Drawing No:	Revision:
13252-N-DR-02-0009	-

See Drawing No.
13252-N-DR-02-0009

N

Existing culvert

LANGWITH GREAT WOOD

Approx. line through forest - exact alignment to avoid mature trees and minimise tree loss and operational inconvenience.

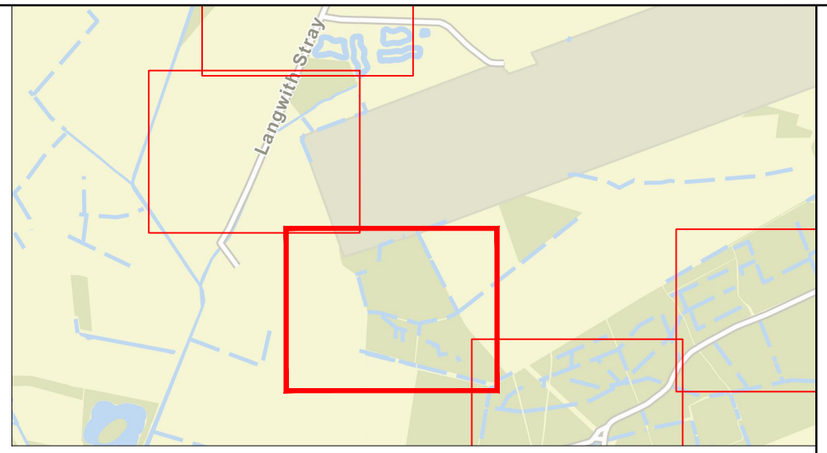
New culvert/bridge over drain

8

New culvert/bridge over drain

See Drawing No.
13252-N-DR-02-0011

0m 50m 100m
SCALE 1:2000 at A3



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Key:	
	Proposed Greenway Section (Bridleway)
	Proposed Greenway Section - Forest Path
	Proposed new structure
1	Key Constraint or Risk referenced in Report
	Water course
	National Forest Inv Woodland

Notes:
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Feasibility Study
General Arrangement 10 of 17

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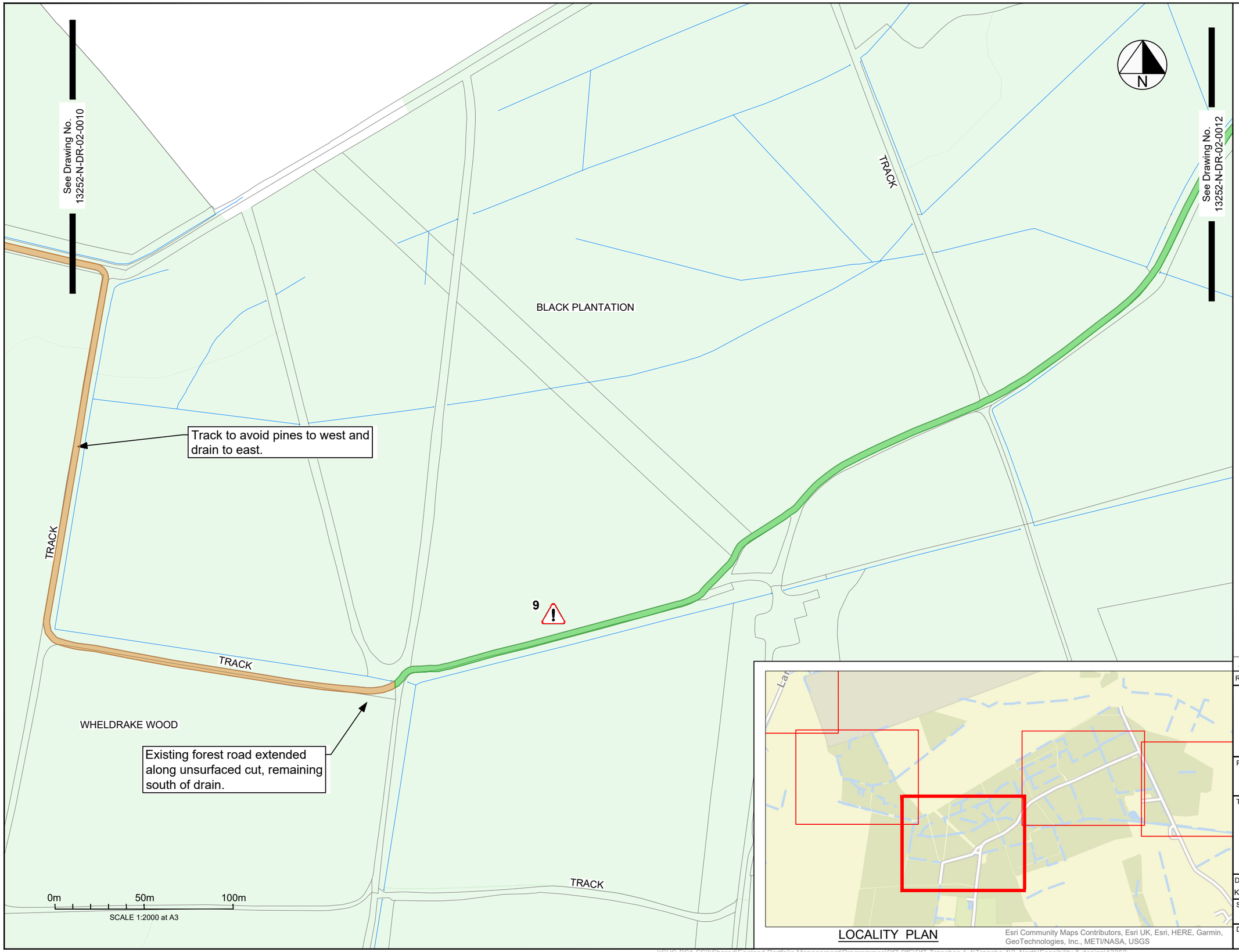
KA/AG	MT	MB	06/06/2022	1:2000

Status: CONCEPT

Drawing No:	Revision:
13252-N-DR-02-0010	-



Key:	
	Proposed Greenway section - Forest Path
	Upgrading of forest track
1 !	Key Constraint or Risk referenced in Report
	Water course
	National Forest Inv Woodland

Notes:

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General Arrangement 11 of 17

Drawn:	Check:	Appr:	Date:	Scale at A3:
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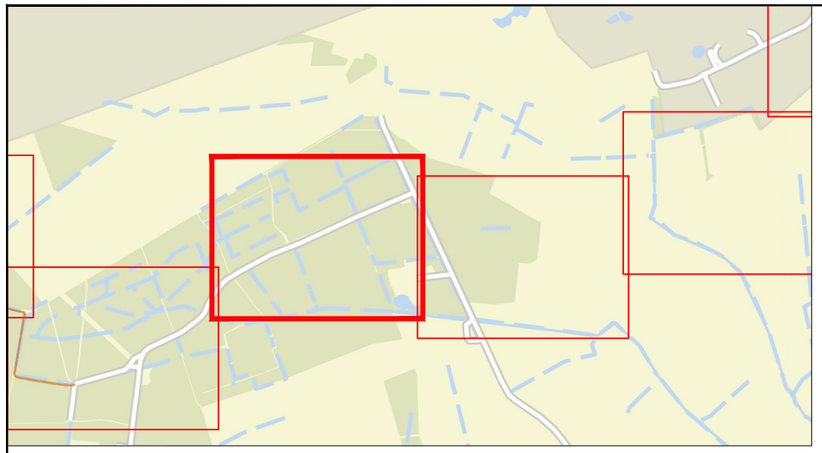
Status: CONCEPT

Drawing No: 13252-N-DR-02-0011

Revision: -



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WHELDRAKE WOOD

BLACK PLANTATION

BROAD HIGHWAY

CAR PARK

PP

HARD MOOR

9

TRACK

TRACK

HARDMOOR PLANTATION

See Drawing No. 13252-N-DR-02-0013

See Drawing No. 13252-N-DR-02-0011

0m 50m 100m

SCALE 1:2000 at A3

N

Key:	
	Proposed route in mixed traffic environment
	Upgrading of forest track
	Water course
	National Forest Inv Woodland

Notes:

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Feasibility Study
General Arrangement 12 of 17

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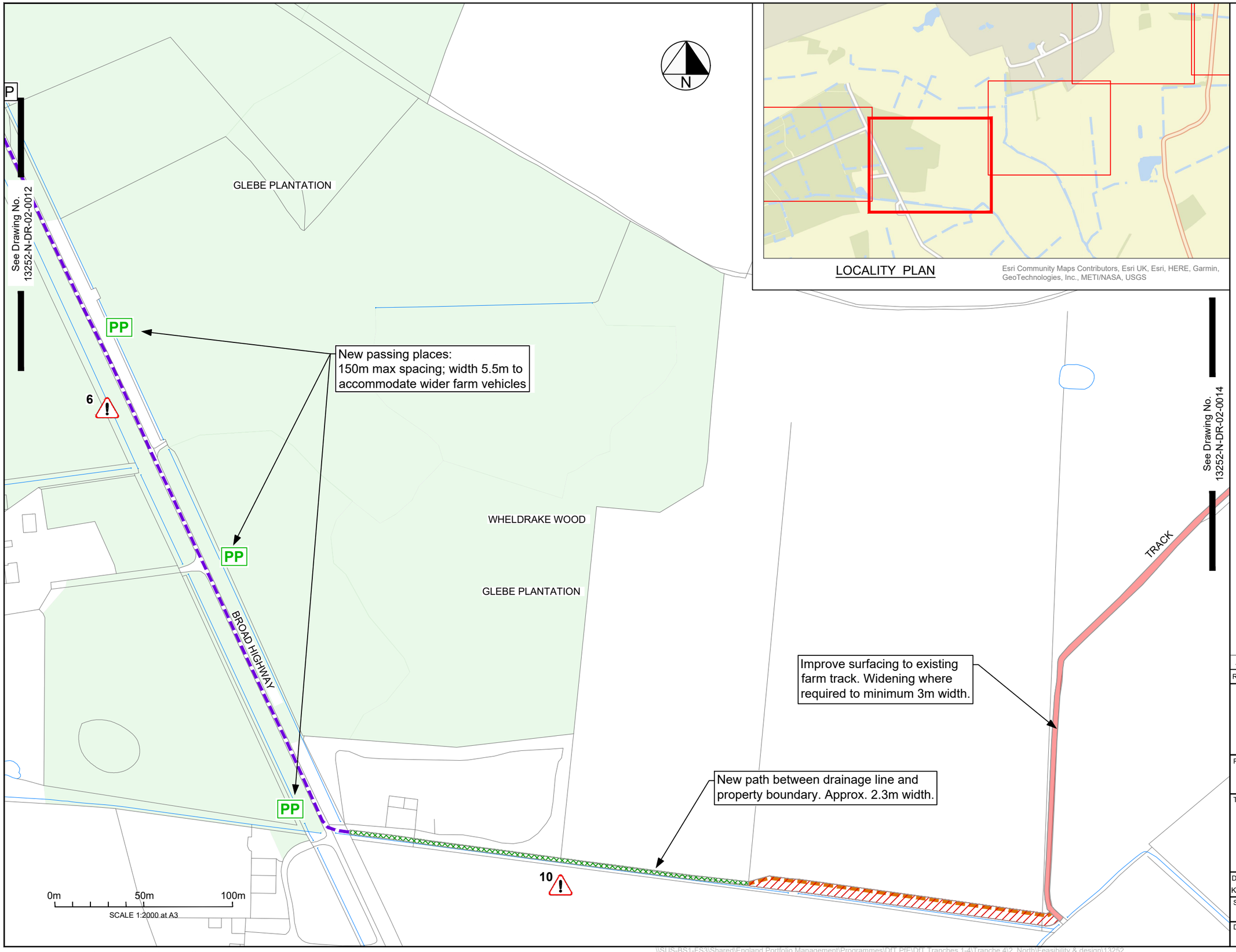

Key:	
	Proposed route in mixed traffic environment
PP	Proposed new passing place
1	Key Constraint or Risk referenced in Report
	Proposed Greenway Section - Shared Use Path
	Resurfacing/widening of existing track
	Water course
	Proposed Greenway Section (Bridleway)
	National Forest Inv Woodland

Notes:
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General Arrangement 13 of 17

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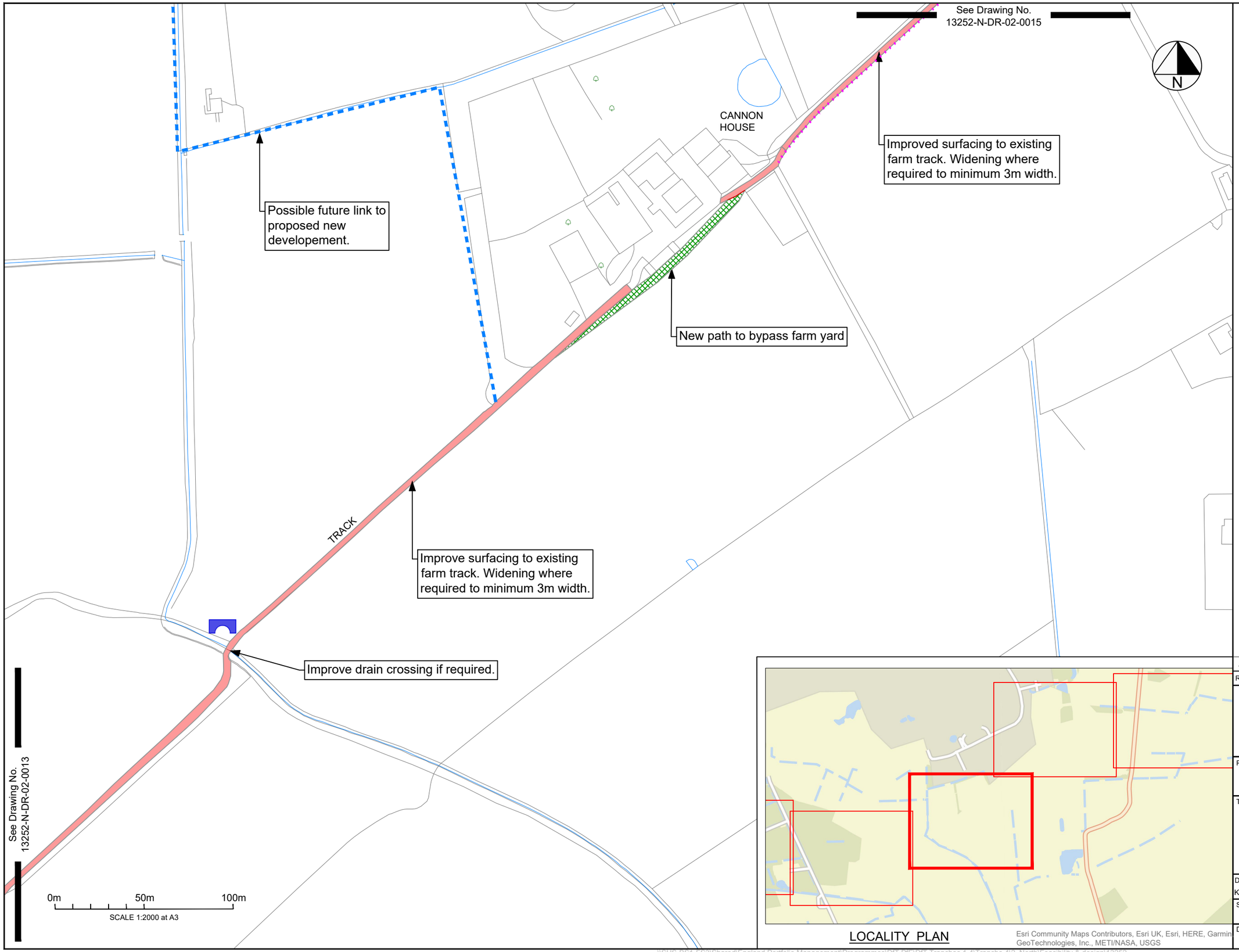
Revision: -



Key:	
	Resurfacing/widening of existing track
	Proposed Greenway Section - Shared Use Path
	Proposed new structure
	PRoW footpath
	Water course
	Possible link

Notes:

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General Arrangement 14 of 17

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Status: CONCEPT

Drawing No: 13252-N-DR-02-0014
Revision: -

BRINKWORTH RUSH

ELVINGTON COMMON

Vegetation trimmed to provide min 3m clearway along existing military road. Resurfacing to provide smooth surface.

Possible link (lighting proposed) to industrial estate, would require further negotiation with landowner.

Link to existing track if Option 1 preferred.

Elvington Fields Option 1 (North Path)

See Drawing No. 13252-N-DR-02-0016

Elvington Fields Option 2 (South Path)

Cattle grid

TRACK

Existing track upgraded to provide smooth sealed surface. Widen to 3m where required.

See Drawing No. 13252-N-DR-02-0014

0m 50m 100m

SCALE 1:2000 at A3

N

Key:

	Resurfacing/widening of existing track
	PRoW footpath
	Possible link
	Water course
	Proposed Greenway Section (Bridleway)
	Lighting proposed along new path
	National Forest Inv Woodland

Notes:

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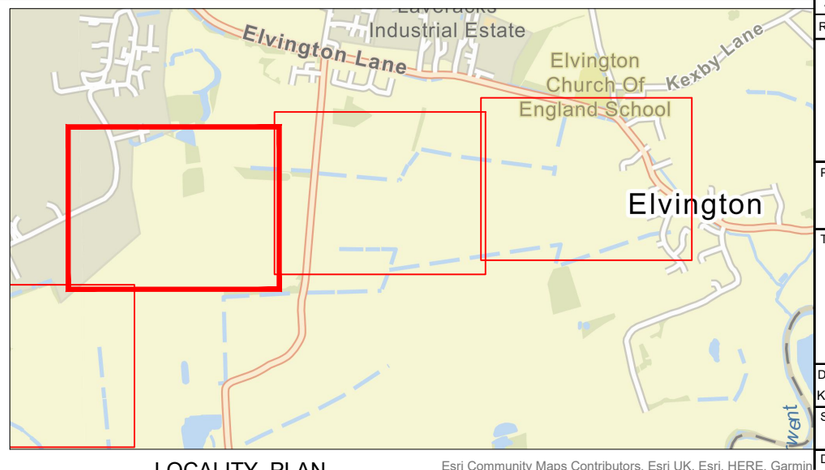

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Title:
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General Arrangement 15 of 17

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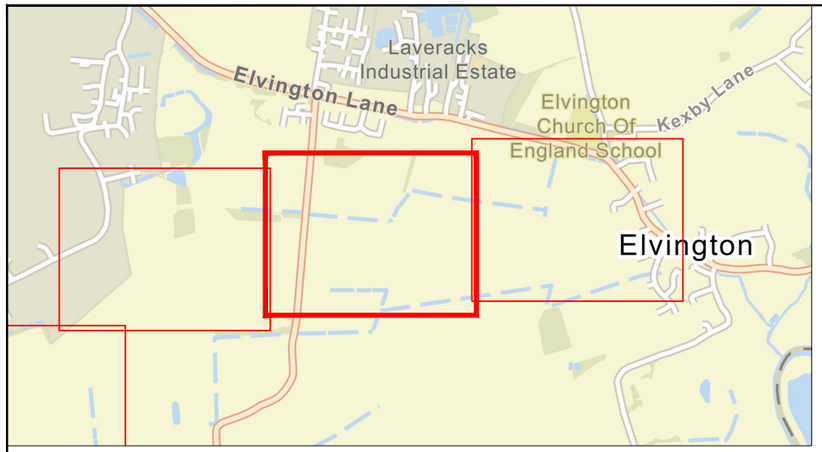
KA/AG	MT	MB	06/06/2022	1:2000

Status: CONCEPT

Drawing No: 13252-N-DR-02-0015

Revision: -



LOCALITY PLAN

N

Key:	
	Resurfacing/widening of existing track
	Lighting proposed along new path
	Proposed new structure
1	Key Constraint or Risk referenced in Report
P	Proposed pegasus crossing
	Proposed Greenway Section (Bridleway)
	PRoW footpath
	Water course
	National Forest Inv Woodland

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See Drawing No. 13252-N-DR-02-0015

See Drawing No. 13252-N-DR-02-0017

11

New culvert over ditch

P

Pegasus crossing to link to existing disused military road.

Elvington Fields Option 1 (North Path)

CANNON HOUSE COTTAGES

Path to follow field edge to minimise land take and operational disruption. Screening placed to shield Cannon House Cottages and compensate for hedge loss at carriageway crossing.

WHELDRAKE LANE

Replace existing bridge over ditch on eastern side of Wheldrake Lane.
New culvert over ditch on western side of Wheldrake Lane.

Track to be resurfaced to provide smooth surface

Elvington Fields Option 2 (South Path)

0m 50m 100m

SCALE 1:2000 at A3

Rev	Description	Drawn	Check	Appr	Date
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Feasibility Study
General Arrangement 16 of 17

Drawn:	Check:	Appr:	Date:	Scale at A3:
KA/AG	MT	MB	06/06/2022	1:2000

Status: CONCEPT

Drawing No: 13252-N-DR-02-0016

Revision: -

Possible link (lighting proposed) to primary school via "Smelly Lane".

Bound surface to link to track edge, with 'give way' line at edge of main path line.

SEWAGE WORKS

WHITE HOUSE GROVE

ELVINGTON LANE

LORRAINE AVENUE

B1228

ELVINGTON

Reduced kerb radius to slow turning vehicles

Elvington Fields Option 1 (North Path)

Improved crossing over drain required.

Removal of short length of hedge for construction will also provide enhanced sight lines.

Possible link (lighting proposed) from "Smelly Lane" if Option 2 preferred.

12

BECK CLOSE

See Drawing No. 13252-N-DR-02-0016

Open fields in this location ensure good visibility. Path to follow field boundaries. Reinforcement at/near corners to allow farm vehicles to pass over track between fields.

Elvington Fields Option 2 (South Path)

0m 50m 100m

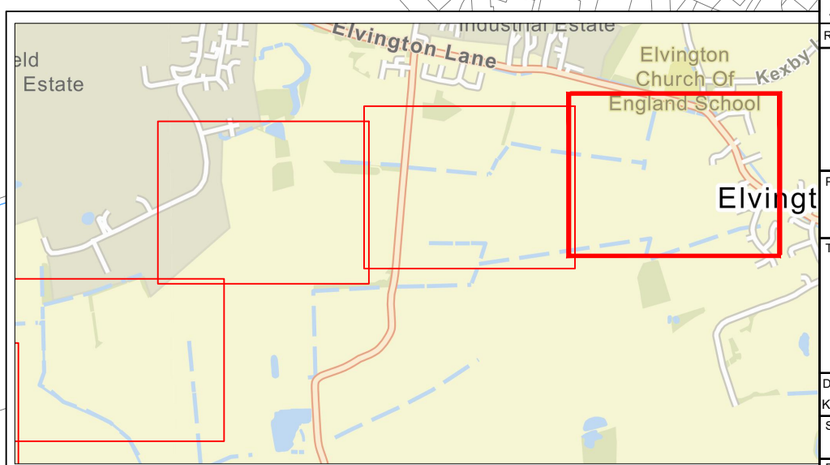
SCALE 1:2000 at A3

N

Key:	
	Proposed Greenway Section (Bridleway)
	Lighting proposed along new path
	Proposed new structure
	Reinforcement in proposed path for use by farm vehicles
1	Key Constraint or Risk referenced in Report
	Possible link
	Proposed route in mixed traffic environment
	PRoW footpath
	Proposed new kerbline
	Water course

Notes:

1. Do not scale off plan.
2. Not to be used for Construction.
3. The delivery of this drawing in electronic format shall not be construed to provide any authorisation or right of the receipt or any other person to rely upon, alter or otherwise use the information provided. Any use of this information is at the sole risk and liability of the user and Sustrans assumes no liability for unauthorised use or alteration of the information contained herein.
4. This drawing has been produced to be read in colour, for the sheet size specified below.
5. These drawings are to be read in conjunction with the design information provided in the Study Report.
6. If Sections are referred to see drawings 13252-N-DR-02-1001 & 1002.



LOCALITY PLAN

Esri Community Maps Contributors, Esri UK, Esri, HERE, Garmin, GeoTechnologies, Inc., METI/NASA, USGS

Rev	Description	Drawn	Check	Appr	Date
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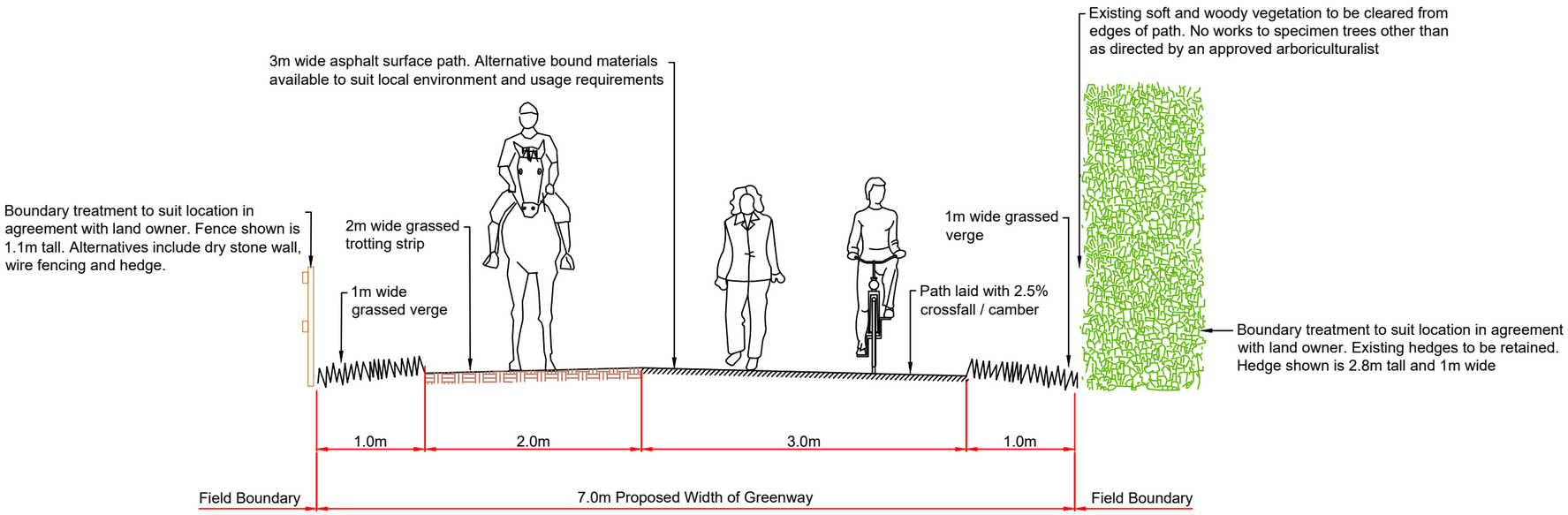
Feasibility Study
General Arrangement 17 of 17

Drawn:	Check:	Appr:	Date:	Scale at A3:
KA/AG	MT	MB	06/06/2022	1:2000

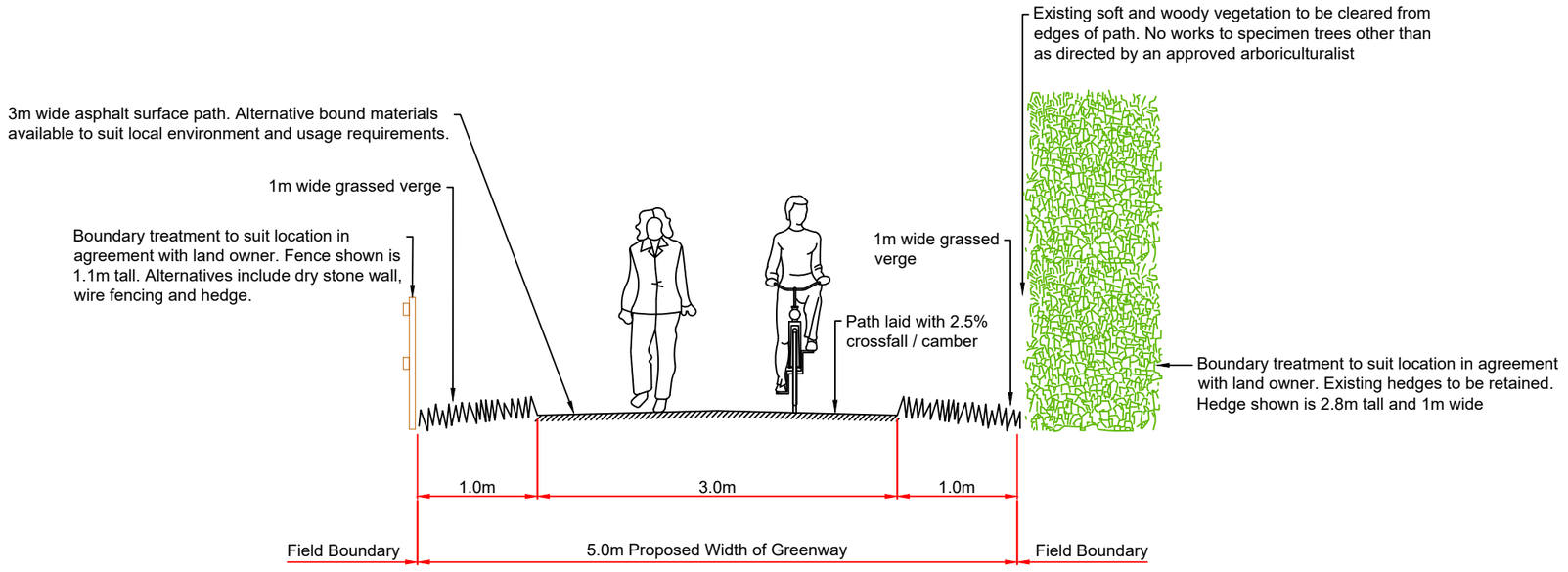
Status: CONCEPT

Drawing No: 13252-N-DR-02-0017

Revision: -



Proposed Greenway Section (Bridleway)



Proposed Greenway Section - Shared Use Path

0m 1m 2m
SCALE 1:50 at A3

Notes:
1. All dimensions are in metres unless noted otherwise.
2. Do not scale from this drawing.
3. These sections are typical details intended for visualisation. Their suitability should be reviewed as the project design is developed and will be subject to site survey. Additional width may be required for drainage or other site constraints.

Rev	Description	Drawn	Check	Appr	Date
-					

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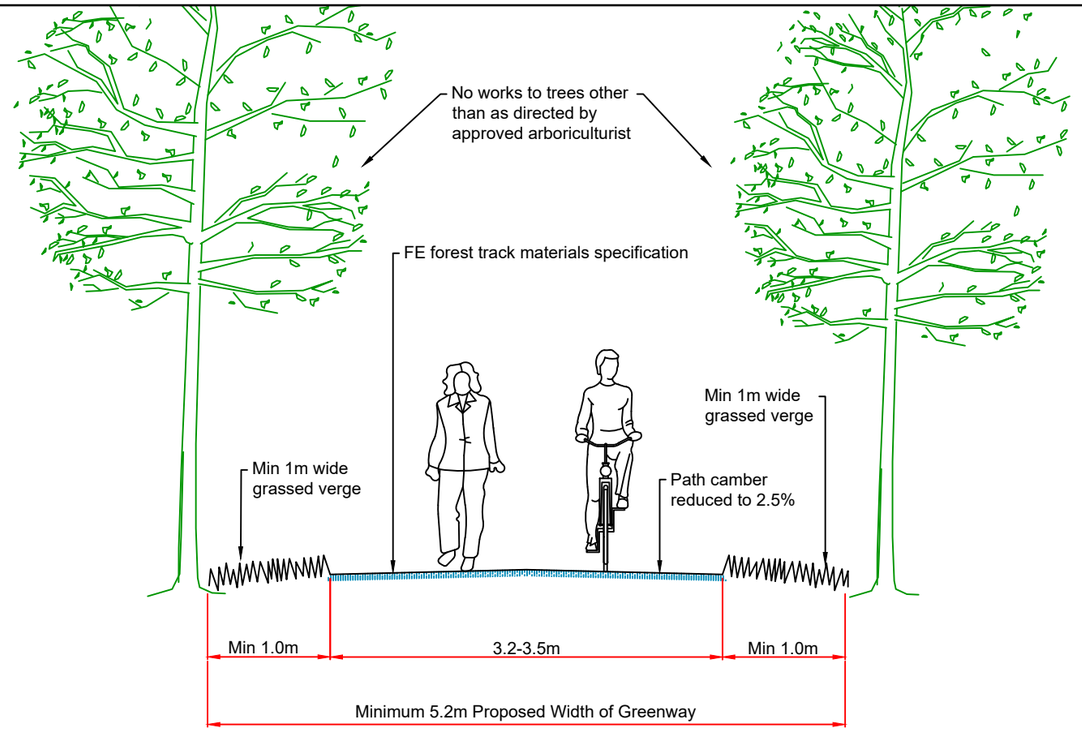
Heslington to Elvington
Feasibility Study
Typical Sections
Sheet 1 of 2

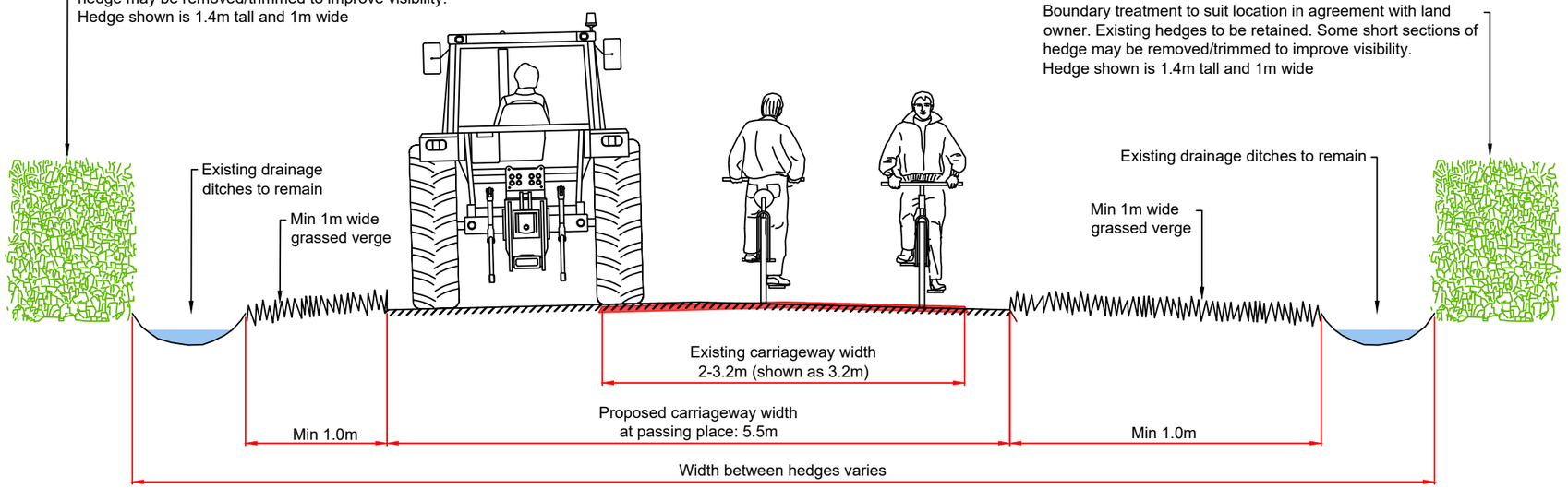
Drawn:	Check:	Appr:	Date:	Scale at A3:
KA/AG	MT	MB	06/06/2022	1:50

Status: CONCEPT

Drawing No: 13252-N-DR-02-1001
Revision: 00



Proposed Greenway Section - Forest Path



Proposed Carriageway at Passing Place

0m 1m 2m
SCALE 1:50 at A3

Notes:
1. All dimensions are in metres unless noted otherwise.
2. Do not scale from this drawing.
3. These sections are typical details intended for visualisation. Their suitability should be reviewed as the project design is developed and will be subject to site survey. Additional width may be required for drainage or other site constraints.

Rev	Description	Drawn	Check	Appr	Date
-					

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Heslington to Elvington
Feasibility Study
Typical Sections
Sheet 2 of 2

Drawn:	Check:	Appr:	Date:	Scale at A3:
KA/AG	MT	MB	06/06/2022	1:50

Status:
CONCEPT

Drawing No:	Revision:
13252-N-DR-02-1002	00

Appendix D – Design Risk Register

Design Risk Register

Project:	**Hestlington-Elvington Feasibilty Study**
Compiled by:	**Katrina Adam**
Document ref:	**13252-N-XX-02-0002**
Date Updated:	**08/06/2022**

Risk categories:	
Ac	Acceptable
Ma	Marginal
Mo	Moderate
Un	Unacceptable

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Hazard Identification					Risk Assessment				Risk Response						Risk Monitoring & Control					
ID No.	Date identified	Identified by	Project phase when hazard may occur	Description of hazard (briefly describe the nature of the hazard and the consequences should it occur)	Severity	Probability	Risk Category	Persons at Risk*	Response organisation	Response action description	Response type (E-STOP hierarchy of control)	Action by (name or role)	Action required at project stage	Review date	Severity	Probability	Risk Category	Update (description of any changes since last review)	Current status
1	13/12/21	Katrina Adam	Construction	Construction within managed forest. Risk of conflict between forestry works and construction, leading to injury or death.	3	2	Mo	Contractor	Contractor	Ensure planned forestry and construction works are not concurrent.	Eliminate	Contractor	Construction				Ac		
2	13/12/21	Katrina Adam	Construction	Working adjacent to statutory undertakers equipment (Including overhead lines). Striking equipment leading to electrocution, fire, explosion, etc.	3	2	Mo	Contractor	Designer	Designers to complete utility searches during future design stages. Infrastructure specification to take account of services where present.	Technical controls	Designer & Contractor	Developed Design				Ac		
3	13/12/21	Katrina Adam	Construction	Working adjacent to statutory undertakers equipment (Including overhead lines). Striking equipment leading to electrocution, fire, explosion, etc.	3	2	Mo	Contractor	Contractor	Contractor to use appropriate construction methods in presence of services.	Operational controls	Contractor	Construction				Ac		
4	13/12/21	Katrina Adam	Construction	Construction over and alongside watercourses, leading to drowning and/or disease.	2	2	Ma	Contractor	Contractor	Contractor to use appropriate construction plan to minimise risk when working alongside watercourses.	Operational controls	Contractor	Construction				Ac		
5	13/12/21	Katrina Adam	Construction	Route passes through acitve industrial estate, leading to risk of collision between users and vehicles and injury or death.	2	2	Ma	Public	Designer	Designer to ensure levels of provision are suitable to protect users as they pass through the industrial estate. Waymarking signs to clearly identify boundaries to route.	Technical controls	Designer	Developed Design				Ac		
6	13/12/21	Katrina Adam	Construction	Construction on active, narrow highway, with regular farm vehicle movements.	2	3	Mo	All	Contractor	It is not possible to eliminate working within the highway. Contractor to develop construction plan to ensure safe working within the highway.	Operational controls	Contractor	Construction				Ac		
7	13/12/21	Katrina Adam	Post-construction	Route passes through managed forest. Risk of conflict between users and forestry works, leading to injury or death.	3	2	Mo	Public	Client	Client to work with Forest landowners to ensure suitable operational controls are in place during foresty works. Public currently have access to the woods, but enhanced controls may be required to take account of new intended use along alignment.	Operational controls	Client	In Use				Ac		
8	13/12/21	Katrina Adam	Post-construction	User isolation on inter-urban paths once opened. Security of users from ambush, injury etc.	3	2	Mo	Public	Designer	Path to be specified to maximise visibility of surroundings where possible. Provision of lighting is specified on stretches of the route most likely to be used in the hours of darkness. Further consideration towards personal security should be given at subsequent design stages.	Technical controls	Designer	Developed Design				Ac		
9	13/12/21	Katrina Adam	Post-construction	Cycling in mixed traffic resulting in collisions between users and vehicles.	3	2	Mo	Public	Designer	Where highway is not already suitable for mixed traffic cycling, designer to specify appropriate measures to bring traffic speeds and volumes into line with guidance for cycling in mixed traffic environment. Information provided to users detailing nature of provision along route.	Technical controls	Designer	Developed Design				Ac		
10	13/12/21	Katrina Adam	Post-construction	Risk of high speed vehicles leaving Elvington Airfield and colliding with route users.	3	1	Ma	Public	Designer	While severity of this risk is high, the probability of it occuring is considered very low. If the risk is assessed as being unacceptable, design to ensure a physical barrier is present between the airfield and path alignment.	Technical controls	Designer	Concept Design				Ac		
11	15/02/22	Katrina Adam	Post-construction	Grip holes and debris prevents users leaving road along Langwith Stray and Common Lane, resulting in risk of interaction with vehicles and farm vehicles.	3	2	Mo	Public	Designer	Designer to take into account road profile along single-track roads. New drainage provision and reprofiling to be specified if necessary.	Technical controls	Designer	Developed Design				Ac		
12	15/02/22	Katrina Adam	Post-construction	Road width does not provide adequate passing space for users, resulting in collisions.	3	3	Un	Public	Designer	Design to specifiy increased road width and or passings places as required.	Technical controls	Designer	Developed Design				Ac		
13	22/02/22	Katrina Adam	Post-construction	Passing places provided to ensure safe passage by vehicles and/or pedestrian and cycle users are used as parking spaces, negating the benefit of providing them and re-introducing collision danger.	2	3	Mo	Public	Client	It is not possible to prevent inappropriate use by the public after scheme completion. Client to develop strategy to deter, monitor *and enforce against* inappropriate use.	Operational controls	Client	In Use				Ac		
14	22/02/22	Katrina Adam	Post-construction	Vehcile numbers on Common Lane and Long Lane are significantly increased after Langwith development constructed, with roads no longer suitable for cycling in mixed traffic.	3	3	Un	Public	Client	Designer to ensure Client is aware of future risk so that Client and Designer for Langwith project can assess impact of new development and provide appropriate mitigation measures to ensure safe use of link by cycles and pedestrians.	Eliminate	Designer	Handover & Close Out				Ac		

Appendix E – Decision Log

Design Decision Log	
Project:	**13252_Heslington-Elvington Feasibility Study**
Compiled by:	**KA**
Document ref:	**13252-N-XX-02-0001 Design Decision Log**
Date Updated:	**08/06/2022**

No.	Decision Type	Location	Design Decision	Standard	Justification	Alternative Solution(s)	Discarded alternatives
1	User numbers	Whole Route	Assumption that cycle and pedestrian numbers will not exceed 300 per hour (each) in peak hour.	LTN1/20: Table 6-3	Based on average daily totals (2016) of ~450 cycles taken from cycle counters at Windmill Lane (88) and Retreat Lane (92)		
2	Design Speed	Whole Route	Cycle track design speed 30kph.	LTN1/20: Table 5-4	General off-carriageway cycle tracks with gradient <3%		
3	Provision	Main Street, Heslington	Cycling in mixed traffic.	LTN1/20:Figure 4.1	Speed limit of general traffic lanes - 20mph. Low vehicle numbers assumed.		
4	Provision	Common Lane, Long Lane, Langwith Stray	Cycling in mixed traffic.	LTN1/20: Fig. 4:1 (Note 3)	Assumption that speed limit will be reduced to 30mph, which is the maximum acceptable speeds for mixed used cycling in rural areas. Due to very low vehicle numbers and no-through nature of roads, this is considered the most appropriate solution for this location.		Retain higher speed limit and provide separated infrastructure. This was rejected because provision of separated infrastructure would have the effect of significantly urbanising this rural link. Additionally, provision of a new cycle track to meet LTN1/20 standard would significantly increase the coverages of impermeable surface (more than doubling along much of Langwith Stray) with associated impacts of drainage and flooding.
5	Provision	Common Lane Bridge	Increase parapet height to 1.5m	BHS advice on Bridges, Gradients and steps, Oct '19	For equestrian use over roads, bridge parapet height is recommended as 1.5m with 1m solid infill, where natural line of travel is greater than 2m from parapet. It is likely that equestrian users will remain in carriageway rather than opt to use footway, so 1.5m is considered acceptable.	1.8m height to allow safe use of footway by equestrians.	
6	Provision	Common Lane, Long Lane, Langwith Stray	Where passing places do not already exist, additional passing places introduced at 150m spacing. New and existing passing places to be provided/widened to 5.5m width.	LTN1/20 (7.3.5), Roads and Transport Guidelines, Highland Council	Narrow carriageway widths are acceptable where it is expected that cycles and vehicles may pass in opposite directions. Provision of wider passing places allows the safe crossing of cycles and larger farm vehicles. Standard passing place width considered appropriate due to most likely passing traffic to be large vehicle and cycle/pedestrian user, rather than two large vehicles. Due to raised banks along much of the lane, passing places may provide the only opportunity for cycles and other users to move away from the centre of the carriageway.		Widening carriageway to allow passing at any point was discarded as it was anticipated that this would have the effect of increasing traffic speeds.
7	Provision	Common Lane, Long Lane, Langwith Stray	Carriage way width limited to 3.2m where existing carriageway is 3.2-3.9m wide.	LTN1/20 Table 7-2	Carriageways of between 3.2-3.9m wide can encourage close overtaking. Carriageways narrowed rather than widened to encourage slower speeds and passing at passing places.		
8	Provision	All new traffic free sections, unless otherwise specified	Min 3m width for shared use (cycles and pedestrians), plus 2m trotting strip	LTN1/20: Table 6-3	Minimum width based on assumption of < 300 cyclists and pedestrians per hour. Provision of trotting strip adds 2m width that could be used by some pedestrian/cycle users as well as equestrians. Given anticipated levels of use, it is unlikely that fully separated corridor would be acceptable to landowners and local community. Paths could be widened at a later stage, if a need for greater width fully demonstrated.	3m shared width surfaces with flexible rubber bound surface, to accommodate all users in narrower corridor, if land-take is an issue.	Provide separated provision from outset. Min 5m required - 3m cycle, 2m pedestrian, separated with trapezoidal strip. It is considered this is unlikely to meet with local approval, and expected usage levels are unlikely to justify this approach.
9	Provision	All traffic free sections, excluding forest tracks	Sealed and bound surface. Material and colour to be decided in conjunction with stakeholders.	LTN1/20: 8.5	A sealed smooth surface is more comfortable for scooters, adapted cycles, wheelchairs etc.		Unbound /semi-bound surface. Not preferred due to limitations on comfort, and higher maintenance requirements.
10	Provision	Forest tracks	Water bound limestone surface.		New tracks in Langwith Great Woods and Wheldrake Woods will extend existing forest tracks built to Forestry England forest road specification.	Sealed, bound surface. This would have maintenance cost implications. Unlike general situations, forest management activity is likely to mean provision of a bound surface would increase, rather than decrease, maintenance costs.	
11	Provision	Wheldrake Lane	Pegasus crossing, no separate corral. Speed limit reduction to 40mph.	LTN1/20 Table 10-2	Current speed limit (60mph) requires grade-separated crossing. Speed limit reduction to 40mph allows use of controlled crossing. Visibility between Wheldrake Lane and traffic free path is likely to be limited.		Without additional changes to road layout, it is unlikely that reduction of speed limit to 30mph to facilitate parallel crossing would be observed.
12	Provision	Beck Close to Airfield Business Park link	Low level motion-sensitive lighting provided.		The use of lighting increases security for users at night. In areas where commuter use is likely, hours of work extend to darkness in winter.	Unlit. Limits feeling of security for users in hours of darkness Likely to reduce commuter use in winter.	
13	Provision	Heslington to Cannon House Farm	Unlit		Existing highway is unlit beyond village boundary. Lighting through Wheldrake Wood unlikely to be viable, for ecological and operational reasons. Lighting through farmland subject to ecological assessment. Based on the uncertainty surrounding the future development and impacts on the links between farmland and Heslington Village, lighting provision in this section is not recommended at this stage. Further consideration of lighting provision should be given as detailed of the development and transport links emerge.	Lighting provided on farm tracks to establish precedent for future link through airfield development.	Provision of lighting along whole stretch. Discarded at this stage based on possible interim nature of link through woodland, Langwith Stray and Long Lane.
14	Level of provision	Beck Close	Cycling in mixed traffic. Signage to indicate presence of cycles and walkers. Speed limit reduction to 20mph.	LTN1/20: Figure 4.1	Existing pedestrian access to footpath. Based on expected traffic levels in Beckside and Beck Close. Reduced speed limit ensures provision is suitable for most people.		
15	Visibility	Elvington Fields	Sight stopping distance is lower than required minimum for cycle design speed of 30kph (31m).	LTN1/20: Table 5-5	Sharp turns required to navigate ditch crossings and field openings mean reduced visibility is acceptable as cycles will be travelling more slowly to make the turns. Reduction of hedge height could also be considered but would have ecological implications.		

Appendix F – Cost Estimate

Design Schedule and Scheme Costs	
Project:	Heslington - Elvington Feasibility Study
Compiled by:	KA
Document ref:	13252-N-XX-02-0003
Date Updated:	21/03/2022

Non-construction up-front costs		
Item	**%**	**How applied**
Ecology	8.5	Calculated as percentage of construction costs without preliminaries. Applied to whole scheme.
Land & Legal	10	Calculated as percentage of construction costs without preliminaries. Applied to whole scheme.
Construction Preliminaries	17	Calculated as percentage of construction costs without preliminaries. Applied to whole scheme.
Design & Development	8	Calculated as percentage of construction costs with preliminaries and contingency. Applied to whole scheme.

Construction phase costs		
Item	**%**	**How applied**
Biodiversity Net Gain	20	Calculated as percentage of construction costs with preliminaries. Applied to whole scheme.
Contingency	10	Calculated as percentage of construction costs with preliminaries. Applied to whole scheme.

Operation and Maintenance	%	How applied
Traffic-free	4	Calculated as percentage of construction costs without preliminaries. Applied to individual links.

Costs - Elvington Fields Option 1 (North Path)			11.57	km
Cycling & walking (C&W) infrastructure				
Construction (without preliminaries)		£	1,618,673.00	
Ecology@ 8.5%	0.085	£	137,587.00	Calculated as percentage of construction costs without preliminaries. Applied to whole scheme.
Land & Legal @ 10%	0.1	£	161,867.00	Calculated as percentage of construction costs without preliminaries. Applied to whole scheme.
Construction Preliminaries @ 17%	0.17	£	275,174.00	Calculated as percentage of construction costs without preliminaries. Applied to whole scheme.
Biodiversity Net Gain (New routes) @20%	0.2	£	378,769.00	Calculated as percentage of construction costs with preliminaries. Applied to whole scheme.
Contingency @ 10%	0.1	£	189,385.00	Calculated as percentage of construction costs with preliminaries. Applied to whole scheme.
Design & Development @ 8%	0.08	£	166,659.00	Calculated as percentage of construction costs with preliminaries and contingency. Applied to whole scheme.
Total Cost (without OB)		£	2,928,114.00	
Optimism Bias @44%	0.44	£	1,288,370.00	Assumed Stage 1
Total Cost with OB		**£**	**4,216,484.00**	
C&W infrastructure maintenance per year		**£**	**39,079.00**	Calculated as percentage of construction costs without preliminaries. Applied to traffic-free path construction elements as shown in design schedule

Costs - Elvington Fields Option 2 (South Path)			11.43	km
Cycling & walking (C&W) infrastructure				
Construction (without preliminaries)		£	1,663,237.00	
Ecology@ 8.5%	0.085	£	141,375.00	Calculated as percentage of construction costs without preliminaries. Applied to whole scheme.
Land & Legal @ 10%	0.1	£	166,324.00	Calculated as percentage of construction costs without preliminaries. Applied to whole scheme.
Construction Preliminaries @ 17%	0.17	£	282,750.00	Calculated as percentage of construction costs without preliminaries. Applied to whole scheme.
Biodiversity Net Gain (New routes) @20%	0.2	£	389,197.00	Calculated as percentage of construction costs with preliminaries. Applied to whole scheme.
Contingency @ 10%	0.1	£	194,599.00	Calculated as percentage of construction costs with preliminaries. Applied to whole scheme.
Design & Development @ 8%	0.08	£	171,247.00	Calculated as percentage of construction costs with preliminaries and contingency. Applied to whole scheme.
Total Cost (without OB)		£	3,008,729.00	
Optimism Bias @44%	0.44	£	1,323,841.00	Assumed Stage 1
Total Cost with OB		**£**	**4,332,570.00**	
C&W infrastructure maintenance per year		**£**	**40,699.00**	Calculated as percentage of construction costs without preliminaries. Applied to traffic-free path construction elements as shown in design schedule

Option (where relevant)	Description	GA Drawing	Approx. length	Width where required	Quantity for costing	Unit	Type of Provision	Rate Ref (2020 CICET)	Bespoke Cost per unit	Standard Cost per unit	Growth rate for 2020 estimates (20% increase based on CPI for total contstruction materials)	Calculated Construction Cost (£)	Construction Cost Estimate Notes	Maintenance Cost Estimate
-	Beck Close		245		245	m	Cycling in mixed traffic, minimal intervention. Treat as quietway.	-		12	0	£2,940.00	Quiet way Treatment. T6 cost estimation tool	
-	Beck Close		-		1	No.	Tighten radii at entrance to Beck Close	**6.5**	£10,000.00		12000	£12,000.00	Priced as £5000/corner reduction (cost equivalent to build outs)	
Elvington Fields Option 1	Field-based path (Beck Close to Wheldrake Lane)		1255		1255	m	3m shared use path plus 2m trotting strip (excludes reinforced sections)			232	0	£291,160.00	Priced as £192/m for new traffic free route (T6 cost estimation), plus £40/m trotting strip (built from earthworks and materials rates taken from 2020 tenders)	£11,646.40
Elvington Fields Option 1	Full option 1 link		1415		1415	m	Low level motion senstive lighting			55	0	£77,825.00	Price based one unit every 4m, with assumed cost of £200/unit, based on publicly available price ranges for solar bollard requiring no trenching or cabling.	£3,113.00
Elvington Fields Option 1	Sewage Works entrance		32		32	m	Reinforced path for farm access		£436.00		523.2	£16,742.40	Priced based on Sustrans standard detail for Concrete Farm crossing pad, and tenders received for similar.	£669.70
Elvington Fields Option 1	Sewage Works culvert		-		1	No.	Culvert for existing drainage	**5.9**	£1,975.00		2370	£2,370.00	Priced as 5m culvert, 450mm diameter (£395/m)	£94.80
Elvington Fields Option 1	Wheldrake Lane crossing		-	-	1	No.	New ditch crossing	**5.9**	£1,975.00		2370	£2,370.00	Priced as 5m culvert, 450mm diameter (£395/m)	£94.80
Elvington Fields Option 1	Wheldrake Lane crossing		-	-	1	No.	Pegasus crossing		£90,000.00		108000	£108,000.00	Priced as 1 No. Toucan Crossing - no corral to be constructed. T6 cost estimation tool	
Elvington Fields Option 1	Military Road		25		25	m	Vegetation clearance and resurfacing	**2.26**		96	0	£2,400.00	Based on £96/m resurfacing of existing traffic free route (T6 estimation tool) plus £10/m vegation clearance	£96.00
Elvington Fields Option 1	Military Road link		135		135	m	3m shared use path plus 2m trotting strip			232	0	£31,320.00	Priced as £192/m for new traffic free route (T6 cost estimation), plus £40/m trotting strip (built from earthworks and materials rates taken from 2020 tenders)	£1,252.80
Elvington Fields Option 2	Field-based path (Beck Close to farm track)		878		878	m	3m shared use path plus 2m trotting strip (excludes reinforced sections)			232	0	£203,696.00	Priced as £192/m for new traffic free route (T6 cost estimation), plus £40/m trotting strip (built from earthworks and materials rates taken from 2020 tenders)	£8,147.84
Elvington Fields Option 2	Full option 2 link		1624		1624	m	Low level motion sensitive lighting			55	0	£89,320.00	Price based one unit every 4m, with assumed cost of £200/unit, based on publicly available price ranges for solar bollard requiring no trenching or cabling.	£3,572.80
Elvington Fields Option 2	Field boundary crossing		43		43	m	Reinforced path for farm access		£436.00		523.2	£22,497.60	Priced based on Sustrans standard detail for Concrete Farm crossing pad, and tenders received for similar.	£899.90
Elvington Fields Option 2	Farm track		276		276	m	Resurfacing existing track			96	0	£26,496.00	Costed as higher of £85/m provision of tarmac surface to stone track (CAS 4 Cost plan, 2019) and £96/m resurfacing exsting traffic free route (T6 cost estimation tool)	£1,059.84
Elvington Fields Option 2	Wheldrake Lane crossing		-	-	1	No.	New ditch crossing	**5.9**	£1,975.00		2370	£2,370.00	Priced as 5m culvert, 450mm diameter (£395/m)	£94.80
Elvington Fields Option 3	Wheldrake Lane crossing				1	No.	Replacement bridge			48000	0	£48,000.00	Priced as new bridge (small span <5m) T6 estimation tool	£1,920.00
Elvington Fields Option 2	Wheldrake Lane crossing		-	-	1	No.	Pegasus crossing		£90,000.00		108000	£108,000.00	Priced as 1 No. Toucan Crossing - no corral to be constructed. T6 cost estimation tool	
Elvington Fields Option 2	Field-based path (Wheldrake Lane to Cannon House Cottages farm track)		200		200	m	3m shared use path plus 2m trotting strip			232	0	£46,400.00	Priced as £192/m for new traffic free route (T6 cost estimation), plus £40/m trotting strip (built from earthworks and materials rates taken from 2020 tenders)	£1,856.00
Elvington Fields Option 2	Cannon House Cottage Farm Track		270		270	m	Resurfacing existing track			96	0	£25,920.00	Costed as higher of £85/m provision of tarmac surface to stone track (CAS 4 Cost plan, 2019) and £96/m resurfacing exsting traffic free route (T6 cost estimation tool)	£1,036.80
-	Farm Track (Cattle Grid to Cannon House Farm)		636		636	m	Resurfacing existing track			96	0	£61,056.00	Costed as higher of £85/m provision of tarmac surface to stone track (CAS 4 Cost plan, 2019) and £96/m resurfacing exsting traffic free route (T6 cost estimation tool)	£2,442.24
-	Cannon House Farm		117		117	m	3m shared use path (no trotting strip)			192	0	£22,464.00	Priced as £192/m for new traffic free route (T6 cost estimation)	£898.56
-	Farm Track (West of Cannon House Farm)		722		722	m	Resurfacing existing track			96	0	£69,312.00	Costed as higher of £85/m provision of tarmac surface to stone track (CAS 4 Cost plan, 2019) and £96/m resurfacing exsting traffic free route (T6 cost estimation tool)	£2,772.48
-	Field-based path		180		180	m	3m shared use path plus 2m trotting strip			232	0	£41,760.00	Priced as £192/m for new traffic free route (T6 cost estimation), plus £40/m trotting strip (built from earthworks and materials rates taken from 2020 tenders)	£1,670.40
-	Existing track to Broad Highway		226		226	m	Resurfacing existing track			96	0	£21,696.00	Costed as higher of £85/m provision of tarmac surface to stone track (CAS 4 Cost plan, 2019) and £96/m resurfacing exsting traffic free route (T6 cost estimation tool)	£867.84
	Broad Highway		460		460	m	Quiet Lane Treatment			12	0	£5,520.00	Quiet way Treatment. T6 cost estimation tool	
-	Broad Highway		-	-	3	No.	Provision of passing places at 150m intervals	**Various**	15000		18000	£54,000.00	Built up from CICET estimates assuming specification suitablel for HGV load. Includes ditch works.	
-	Wheldrake Woods		1256		1256	m	Resurfacing existing forest track			30	0	£37,680.00	Based on £25.60/linear metre in 2015 (forestry scotalnd grand for forest track) +12% increase (CPI)	£1,507.20
-	Wheldrake Woods		653		653	m	Creation of new forest track			160	0	£104,480.00	Priced as £160/m for new traffic free route (T6 cost estimation). Lower rate to account for lack of bitmac surfacing.	£4,179.20
-	Langwith Great Woods		578		578	m	Creation of new forest track, no existing cut	**12.2**		142	0	£82,076.00	Priced as £112/m (£32/m^2@3.5m wide) root protection path construction plus £30/m forest track construction (estimate based on Forestry Association Grant £25.60/linear metre for new forest road uplifted to 2020 price using CPI chart, and roudned. Index 2015 = 100, 2020 = 112)	£3,283.04
-	Langwith Great Woods		-	-	3	No.	New ditch crossing	**5.9**	£1,975.00		2370	£7,110.00	Priced as 5m culvert, 450mm diameter (£395/m)	£284.40
-	Langwith Great Woods to Langwith Stray		443		443	m	3m shared use path plus 2m trotting strip			232	0	£102,776.00	Priced as £192/m for new traffic free route (T6 cost estimation), plus £40/m trotting strip (built from earthworks and materials rates taken from 2020 tenders)	£4,111.04
-	Entrance to Langwith Stray		-	-	1	No.	New ditch crossing	**5.9**	£1,975.00		2370	£2,370.00	Priced as 5m culvert, 450mm diameter (£395/m)	£94.80
-	Langwith Stray to Common Lane		-	-	12	No.	New passing places		£15,000.00		18000	£216,000.00	Priced as £65/m2 carriageway resurfacing	
-	Langwith Stray to Main Street		3954		3954	m	Quiet Lane Treatment			12	0	£47,448.00	Quiet way Treatment. T6 cost estimation tool	
-	Main Street/Low Lane junction		-	-	1	No.	Junction reconfiguration	**6.5,6.9, 6.19**	£35,700.00		42840	£42,840.00	Priced as 1 No. Splitter Island (£9,450) and 2 No. buildouts (£5000/unit) plus 250m2 resurfacing @ £65/m2)	
-	Main Street		345		345	m	Cycling in mixed traffic, minimal intervention. Treat as quietway.			12	0	£4,140.00	Quiet way Treatment. T6 cost estimation tool	
-	Low Lane		-	-	4	No.	Traffic signs indicating one way	**8.1**	£347.00		416.4	£1,665.60	Priced as £347/ new traffic sign under 0.5m2	
Elvington Fields Option 1	Whole Scheme Ancilliaries		-	-	-	-	Ancilliary items - fencing, drainage, signs		-	-	-	£147,152.10	Calculated as 10% of total elements in whole scheme or Elvington Fields Option 1	
Elvington Fields Option 2	Whole Scheme Ancilliaries		-	-	-	-	Ancilliary items - fencing, drainage, signs		-	-	-	£151,203.32	Calculated as 10% of total elements in whole scheme or Elvington Fields Option 2	

Appendix G – Land Registry Information [redacted]

Appendix H – Ecological Assessment

Ecological Assessment

Heslington to Elvington Route Options

01 March 2022

Commissioned by Sustrans

Reference: 13252

To find out more, please contact: Derek Hilton-Brown
email.derek.hilton-brown@sustrans.org.uk

Contents

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Useful links

Link 1: www.sustrans.org.uk

1 Introduction

1.1 Background

Sustrans is examining the feasibility of creating a new NCN quality standard route between Heslington (York) and Elvington village (B1228) and will produce concept designs for the agreed option in discussion with the City of York Council and landowners.

The project intends to improve accessibility and user experience along the path whilst also increasing the capacity and enable an uplift in user numbers.

This Ecological assessment has been produced to review the proposed route options. It provides a summary of potential ecological risks and constraints associated with each option.

The principal author of this report is Derek Hilton-Brown, who is an experienced ecologist and full member of the Chartered Institute of Ecology and Environmental Management (CIEEM), with over 25 years professional experience. Derek holds Natural England survey licenses for bats and great crested newts.

1.2 Site Location and Description

This proposed route would provide a strategic greenway link between Heslington to the south of York and the village of Elvington. Much of the route would involve existing lanes and public rights of way but new alignments would also be required.

The proposed route would pass predominately through rural areas consisting of arable farmland enclosed by mature native hedgerows and interspersed with plantation woodlands, watercourses and country lanes.

The proposed alignments under consideration are shown in Figure 1 below.

1.3 Proposals

The following design parameters have been used to assess the anticipated ecological impacts of the scheme:

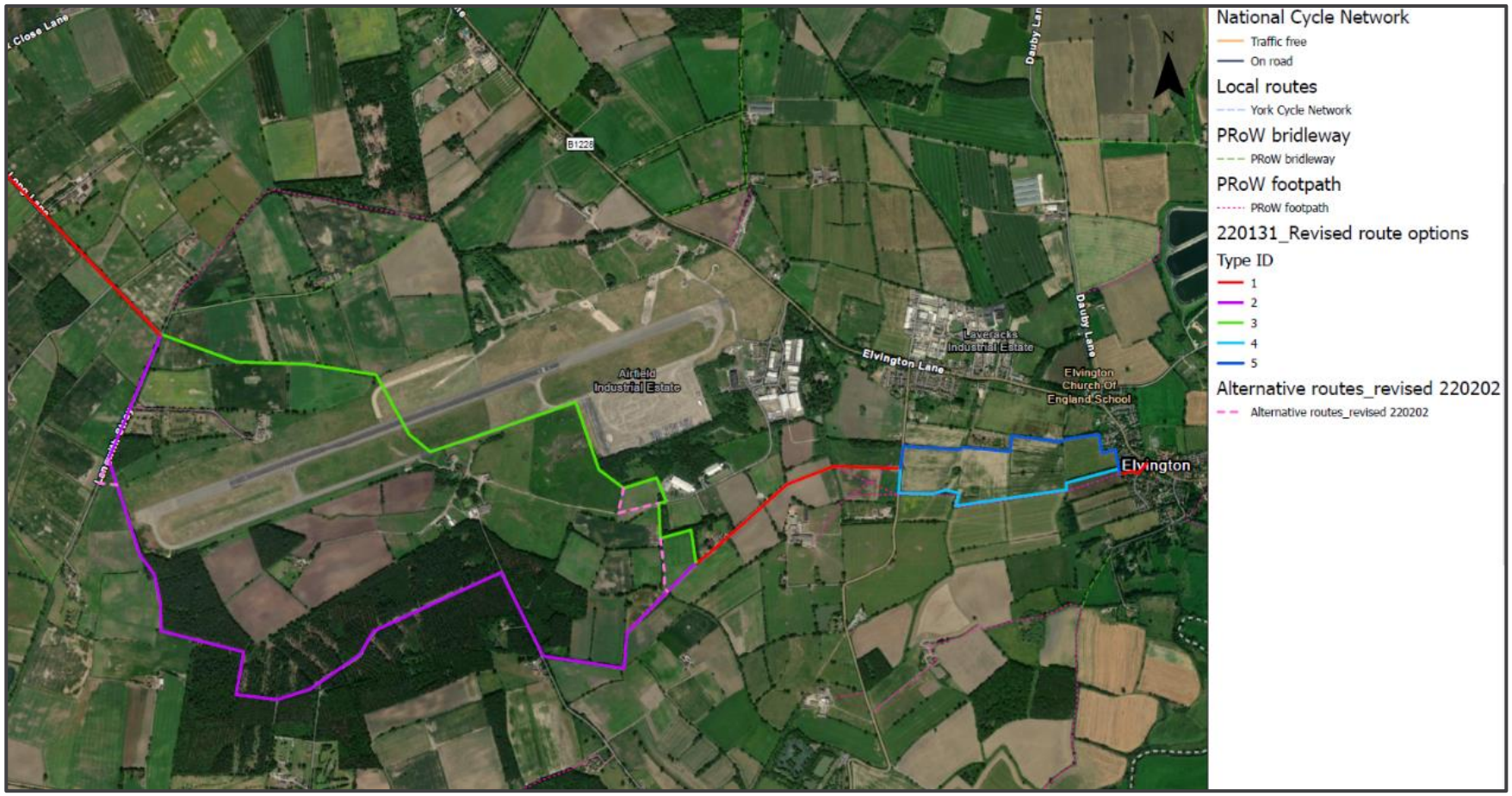
- Path to be of a minimum of 3m width, with 1m verge on either side, with preferably a sealed tarmac surface, or equivalent suitable surface dressing.

1.4 Scope of Assessment

The following ecological assessment of the Heslington to Elvington route options was carried out through a desktop survey and an ecological walkover assessment. No detailed ecological surveys were undertaken during the site visit at this stage and this information only provides

a broad overview of ecological risks and constraints of the cycleway options. The report does however consider the potential for ecological impacts to occur in the context of relevant legislation and planning policy.

Figure 1: Heslington to Elvington Route Options plan 1.



2 Methodology

The method for carrying out this assessment is based upon standard guidance published by the Chartered Institute of Ecology and Environmental Management (CIEEM, 2017).

2.1 Desk study

This appraisal has involved the initial collation and review of contextual information such as designated sites occurring within the potential zone of influence of the proposed route options.

Natural England (MAGIC website) and the National Biodiversity Network Atlas (NBN) were consulted in January 2022 and the following information examined:

- Designated sites of international importance within a 5km radius of the route;
- Other statutory designated sites within a 1km radius of the route;
- Non-statutory sites within 500m of the route;
- Priority habitats and landscape classifications present at the site and the surrounding environs (50m); and
- Protected and priority species recorded within 500m of the route.

2.2 Site Walkover

The sections of the proposed route shown in Figs 1 and 2 were walked by Derek Hilton-Brown (Sustrans Ecologist) on 11 February 2022, as referenced above, a full ecological survey was not undertaken at this time.

2.3 Legal and Planning Context

Legal Context

A range of habitats and species that may actually or potentially be relevant to the application site are afforded legal protection under national and international legislation (**Appendix 1** refers).

Planning Context

National and Local Planning policy have also been considered within the assessment (**Appendix 1** refers).

3 Results and Discussion

3.1 Statutory Designated Sites

Statutory designations often represent the most important ecological features, being of recognised importance at an international and/or national level.

Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites are now incorporated into a National Site Network within the UK territory following Brexit. National designations include Sites of Special Scientific Interest (SSSIs) and National Nature Reserves (NNRs) and Local Nature Reserves (LNR).

The proposed route is located within 5km of 9 National Site Network sites, as summarised below.

Table 1: Statutory Designated Sites within the proposed alignment's potential Zone of Influence.

Name of Site and Designation	Location relative to the site	Reasons for designation
Heslington Tillmire SSSI	500m to west	Heslington Tillmire is situated on silt and clay drift deposits on low lying, flat land in the Vale of York. It is important for its tall herb fen plant community and for its marshy grassland and associated assemblage of breeding birds. The marshy grassland provides a breeding habitat for a range of wetland bird species. Up to ten species have bred in any one year including lapwing, snipe, curlew, redshank, teal, shoveler and pintail.
Lower Derwent Valley SAC, SPA.	600m to east	A seasonally inundated river floodplain between two villages. Dominant vegetation is grassland

Including Newton Mask and River Derwent SSSIs		that is determined by the extent of winter flooding. The site includes one of the most important examples of traditionally managed species-rich alluvial flood meadow habitat remaining in the UK. The site is of particular importance for several species of breeding waders, and nationally important numbers of ducks and swans breed or winter at the site.
Lower Derwent Valley NNR	1300m to the south-east	The Lower Derwent Valley National Nature Reserve comprises a series of flood meadows, pastures and woodlands supporting a rich diversity of plant species and outstanding populations of breeding and wintering birds.
Derwent Ings SSSI	3200m to the east	The Derwent Ings consists of a series of neutral alluvial flood meadows, fen and swamp communities and freshwater habitats lying adjacent to the River Derwent between Sutton upon-Derwent and Menthorpe. The Derwent Ings represents one of the most important examples of agriculturally unimproved species-rich alluvial flood meadow habitat remaining in the UK
Melbourne and Thornton Ings SSSI	3300m to the east	Melbourne and Thornton Ings comprise of a series of flood meadows, pasture and woodland associated with the Beck and the Pocklington Canal, supporting a rich diversity of plant species and of outstanding ornithological interest.
Fulford Ings SSSI	3700m to the west	Fulford Ings is an important example of flood plain mire located on low lying land between the River Ouse and Fulford village. It supports a sequence of plant communities which reflect the topography and hydrology, with alluvial grassland on higher ground, adjacent to the flood bank, a transitional zone of rich fen meadow and swamp in the most low-lying areas

		furthest from the river. Such a sequence of plant communities is now uncommon.
Naburn Marsh SSSI	4200m to the west	The flood meadows at Naburn marsh are contained within a bend of the River Ouse about 4 km south of the centre of the City of York. The site comprises a mosaic of species-rich flood meadow grassland with swamp and inundation communities. This type of flood meadow grassland is now nationally rare and further threatened by conversion to arable land or more intensive grassland.

Given the distance and scale of the proposed works it is not anticipated that there will be any direct impact on the designated sites by the proposals, and the proposed works will not disrupt any functional links across the landscape.

However, the alignment of all the proposed routes do fall within the SSSI Impact Risk Zone and any transport proposal (excluding routine maintenance) trigger this risk, therefore the Local Planning Authority (LPA) should consult Natural England (NE) on likely risks of this scheme and seek their agreement when assessing the planning application.

3.2 Non-Statutory Designated Sites: County and Local Importance

Non-statutory designations are 'local sites' which are commonly of at least County level importance and which receive planning policy protection only. Non-statutory designated sites within 500m of the proposed routes are summarised in the table below:

Table 2: Non-Statutory Designated Sites within the proposed alignment's potential Zone of Influence.

Name of Site and Designation	Location relative to the site	Reasons for designation
Elvington Airfield SINC	Route passes through site	This site comprises of a mosaic of acid and neutral grassland, fen, scrub and seasonal pools. It reportedly has a sizeable population of skylarks and significant invertebrate interest. It also provides habitat for species such as little ringed plover and snipe.

Dodsworth Farm Candidate SINC	Route passes through site	Site of possible bird interest (Guideline B5). No further details available.
Wheldrake Wood SINC	Route passes through site.	Lowland acid grassland.
Brinkworth Rush and Elvington Air Museum SINC	150m north	Old, established seminatural neutral grassland, Rich-fen, Mixed habitat with high structural diversity, good population of great crested newt
Church Lane Meadows SINC	320m south	Old, established seminatural neutral grassland.
Broad Highway Verges SINC	100m south	Old, established seminatural neutral grassland
Elvington Tilmire Green Infrastructure Corridor	Route is within this corridor	
SINC = Site of Importance for Nature Conservation		

Additional designated sites which should be considered at this level include Ancient and Semi Natural Woodland (ASNW) and Plantation on Ancient Woodland Soils (PAWS) where these are not covered by other designations. Sections 13 and 14 (see Fig 3 and Table 3 below) of the proposed routes passes through or directly adjacent to a PAWS known as Langwith Great Woods.

3.3 Habitats

A full assessment of the habitats present along the routes has not been conducted at this phase of the project due to the early stage of proposals. However, a review of the Priority Habitats Inventory available through Magic Maps, aerial photography and the site walkover have been used to assess the habitats and ecological constraints.

The proposed route options have been divided into sections for ease of reporting and these are shown in Figs 1 and 2 below. The habitats and ecological constraints encountered on each section are set out in Table 3 and target notes (TN) referenced in Figs 1 and 2 are also included.

Fig 3: Heslington to Elvington Route Sections plan 1.

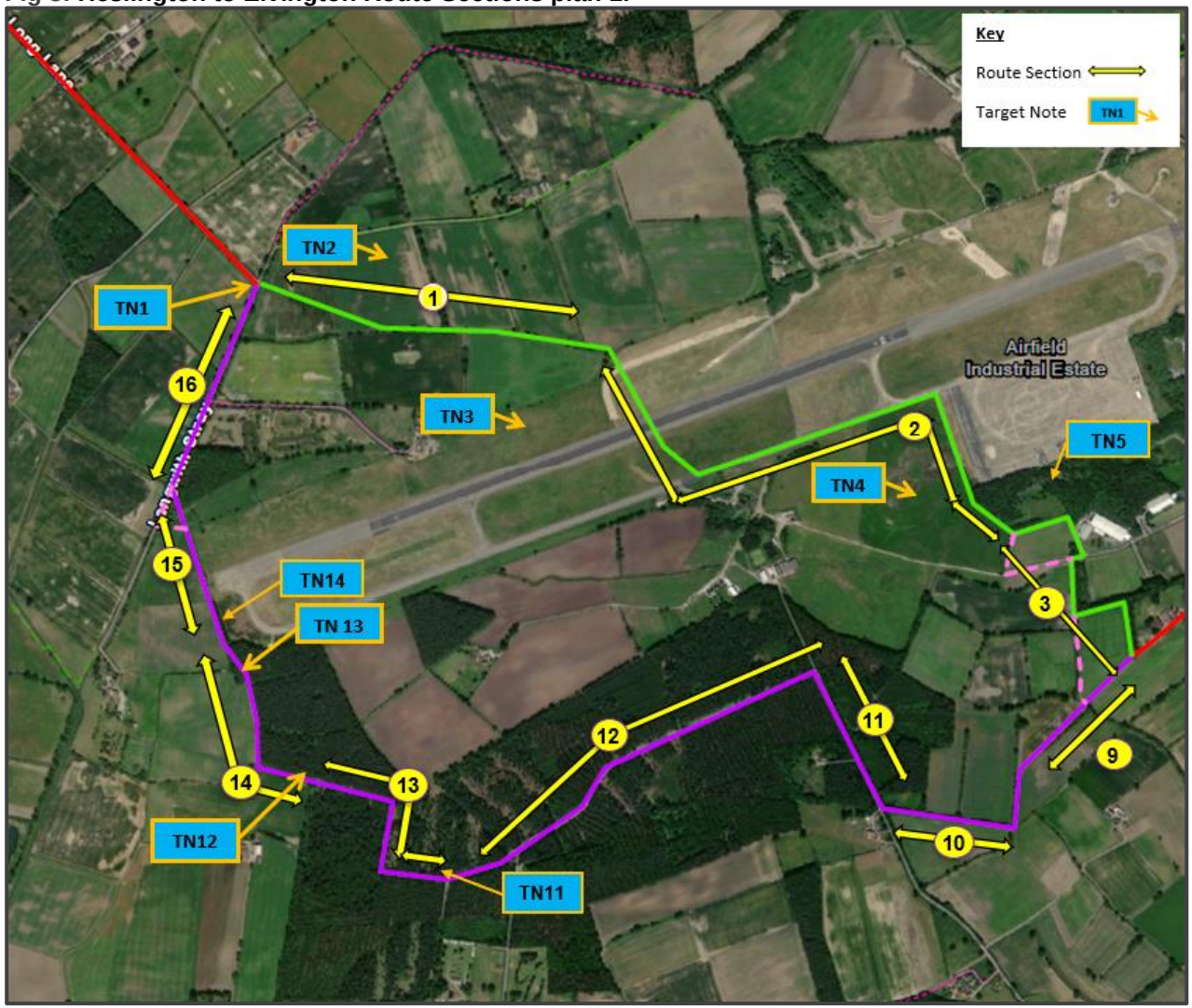


Fig 4: Heslington to Elvington Route Sections plan 2.

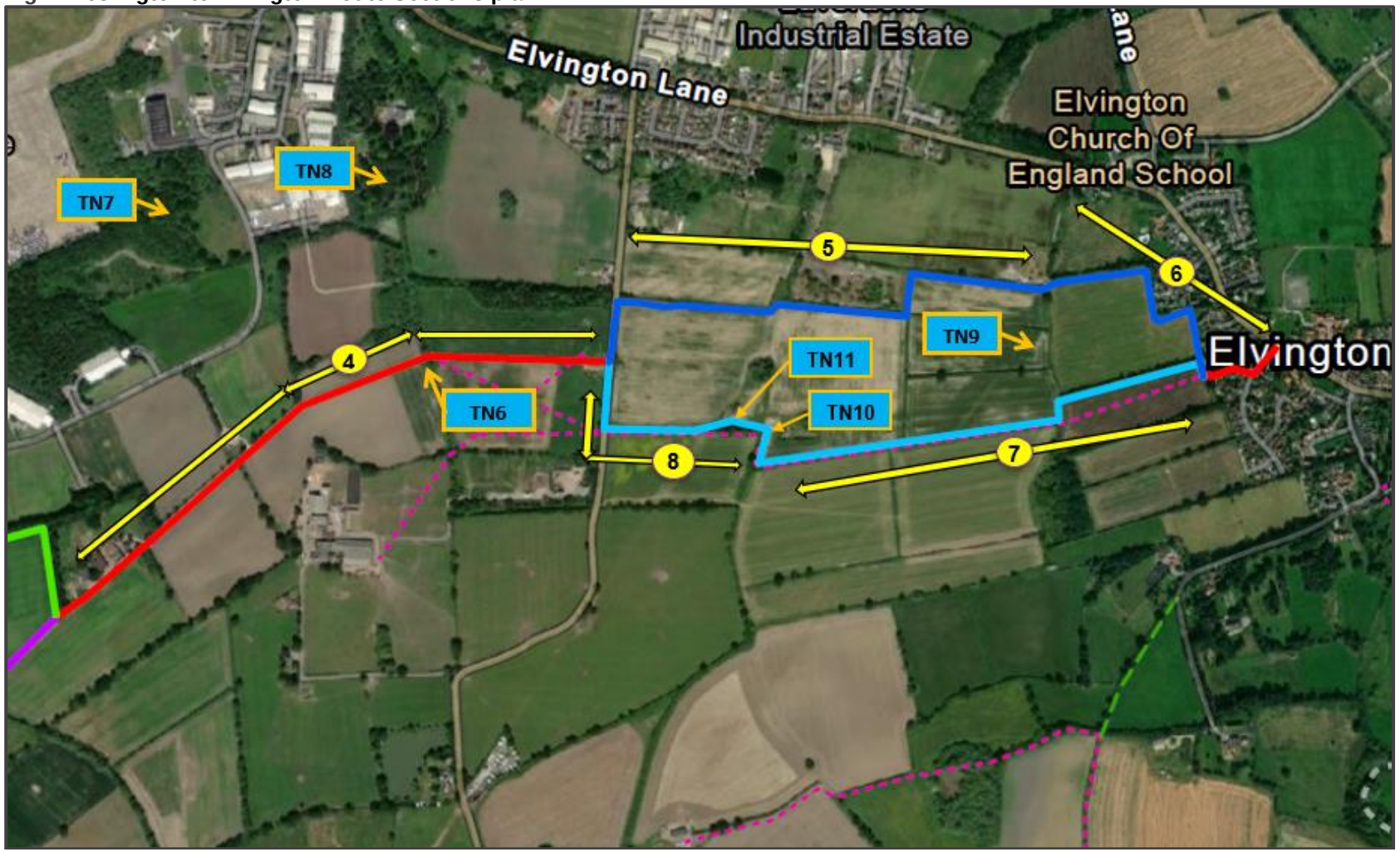


Table 3: Habitats and Ecological Constraints within the proposed alignment's potential Zone of Influence.

Section Number	Habitats and ecological constraints along route options
Section 1	This portion of the proposed route would cross over areas of arable and pasture landscape enclosed by native hedgerows and trees. Access through the existing hedgerows would be required which would lead to the loss of small sections of this priority habitat. Mitigation for the loss of these sections of hedgerow would be required. It is recommended that existing gaps in the hedgerows are used wherever possible. A new bridge would also be required over the existing watercourse (**TN1**). This watercourse provides suitable habitat for water vole (*Arvicola amphibius***)** and therefore, surveys and appropriate mitigation would be required to ensure no impacts on this or other species. The arable and pasture land is likely to be of low ecological importance, although it may provide nesting and foraging habitat for ground nesting birds such as skylark (*Alauda arvensis*) and lapwing (*Vanellus vanellus)* which are both priority species. Skylark were observed during the walkover assessment (**TN2**). To reduce impacts on ground nesting birds the alignment would need to remain close to existing field boundaries. New hedgerows could be planted parallel with the cycle way to further reduce disturbance and provide mitigation for loss of hedgerows.
Section 2	No direct access was possible on this section. Elvington Airfield is designated as a Site of Importance for Nature Conservation (SINC) and therefore protected under the City of York planning policies NE5a: Local Nature Conservation Sites and NE5b (See Appendix 1). This site comprises of a mosaic of acid and neutral grassland, fen, scrub and seasonal pools. It reportedly has a sizeable population of skylarks and significant invertebrate interest. It also provides habitat for species such as little ringed plover (*Charadrius dubius***)** and snipe (*Gallinago gallinago***)**. Mitigation for the loss of SINC habitat and disturbance to priority species would be required as part of any proposals for a new cycle route. It is noted that a large residential development (**TN3**) is proposed on land West of Elvington Lane (York Local Plan Site ST15). The indicative proposed route alignment would fall within this residential development site. It is therefore important to consult with the LPA to see what green infrastructure proposals are

	included within their masterplan for this area and how they aim to retain and mitigate for the SINC. The land directly to the south of this section is identified as Dodsworth Farm, a Candidate SINC for its bird interest (**TN4**). This area appears to be regularly flooded and contains standing water. It is likely that it is used by species of wading birds, it may also have great crested newt (*Triturus cristatus*) potential and botanical interest. Additional recreational use of this track could cause disturbance to ground nesting, foraging and overwintering birds as well as loss of important ecological habitats. Ecological surveys would be required to establish its importance and consultation with the LPA and the City of York's ecologist is strongly recommended.
Section 3	No direct access was possible on this section. The section directly south of the Airfield appears to follow the edge of an arable field, possibly with boundary hedgerows and trees which would need to be retained and protected. A great crested newt (GCN) breeding pond has been identified approximately 125m to the north of this proposed route (**TN5**) It then joins a surfaced track down past York Maling and onto Brinkworth Rush before entering arable fields which are bordered by deciduous woodland and hedgerows. These hedgerows and trees should be protected as they are likely to have moderate ecological importance. The arable fields are presumed to have a low ecological importance but may provide foraging and nesting areas for farmland birds. Although it should be noted again that access to this area was not possible during the site visit. The route then leaves the arable land and enters onto Canon House Farm access road, which is wide and hard surfaced with negligible ecological importance
Sections 4	This section between Brinkworth Rush and Wheldrake Lane is a wide hard surfaced lane/ highway with negligible ecological value and no ecological impacts are likely. A pond (**TN6**) is present directly adjacent to this access road to Cannon House Farm. Direct impacts on this waterbody are unlikely. A GCN survey is recommended.

	It should be noted that GCN are present in 2 locations to the north of this route (**TN7**), both recordings are within Brinkworth Rush and Elvington Air Museum SINCs. Any works within 250m of these ponds would require surveys. Ponds are also present to the north of this section (**TN8**). Although, it is unlikely that this section of the route would have any impacts on GCN.
Sections 5 & 6	It should be noted that full access to this section was not possible, and observations were made from the neighbouring PRoW, highways and aerial photographs. The recreational route would be required to cross Wheldrake Lane and create a new route through arable fields, running parallel with the existing hedge lines towards the sewage works and onto Beck Close in Elvington. Ecological impacts should be low provided the route stays within the arable fields (low ecological importance) and does not have any adverse effects on the existing boundary hawthorn hedgerows which are priority habitats. Once again, creation of a new recreational route could cause disturbance to ground nesting, foraging and overwintering birds. Large flocks of yellowhammer (*Emberiza citronella*) were observed using hedgerows and foraging within the fields during the field assessment (**TN9**). These birds are a species of principal importance and on the Birds of Conservation Concern red list. New native hedgerows could be planted along the new alignment to reduce disturbance and provide mitigation. It is recommended, that wherever possible, existing gaps in the hedgerows are used. If removal of sections is required for access, then replacement planting and enhancement of existing hedgerows would be required.
Section 7	This part of the cycle way would run along the boundaries of arable fields following the existing PRoW. These fields are again considered to be of low ecological value and importance but do have value for ground nesting farmland birds.
Section 8	A shallow watercourse/ drainage ditch runs alongside the footpath. A new bridge crossing and a small section of hedge removal would be required at one point along the proposed route (**TN10**). Full ecological surveys would be required for the watercourse and surrounding area. Mitigation would be required for the loss of native scrub/ hedgerow. Once again new native hedgerows could be planted along the new alignment to provide mitigation.

	A small area of dense blackthorn scrub and outgrown hedgerow is present along this section which has a moderate to high ecological importance and would require protection (**TN11**). I would recommend avoiding this habitat and going south around this area of scrub. A brick-built structure with an asbestos roof is also present within this area of scrub. This building has low potential bat roosting features which would require assessment if the structure were to be removed. The alignment then rejoins Wheldrake Lane (negligible ecological importance) and then connects with section 4.
Section 9 & 10	These sections carry on from Cannon House Farm and follow the existing access road before becoming an unsurfaced track for farm vehicles accessing the arable fields. The section consists predominately of arable fields bordered by hawthorn hedges (priority habitat) and bare muddy tracks. Ecological impacts are likely to be low providing the existing hedgerows are retained, protected and enhanced. The route would require a new access onto Broadway which may require the removal of a small section the existing outgrown hedge/ scrub. Mitigation would be required for the loss of any of this habitat. Mitigation should be possible within the locality.
Section 11	Broad Highway is an existing tarmacked highway with negligible ecological importance. The woodland on the east of Broad Highway is known as Glebe Plantation. There appeared to be permissive paths through this Forestry England woodland. The plantation is relatively immature and consists mostly of pine with areas of planted or self-sett, immature, native deciduous trees and shrubs. There is a clear route through the woodland which has probably been retained as a firebreak. The path is narrow and unsurfaced, consisting of neutral grassland underfoot. This area of wood is not covered under the SINC designation and is not a priority habitat, but full ecological data searches, surveys and proposed mitigation would be required prior to final designs. If a new route through this area was required, it could have significant adverse ecological impacts which would require considerable mitigation.

Section 12	All of Wheldrake Woods is designated as a SINC for its lowland acid grassland and is therefore protected by local planning policies NE5a and NE5b. This section of the Wheldrake Wood, from the Forestry England's Hard Moor car park already contains a wide surfaced path. Ecological impacts on this stretch of the route are likely to be low. Wheldrake Wood is predominately a pine woodland but there are some mature deciduous trees along the edge of the footpath which should be retained and protected. No-dig construction methods should be used to protect these trees during any works. Large drainage ditches were present adjacent to the existing footpaths. The route did not appear to cross any of these watercourses. However, these would require protection during construction works.
Section 13	This part of the proposed route is presently unsurfaced. There is a wide existing and well used path through the woodland on this section. However, acid grassland, bracken, native scrub and young deciduous trees were present on both sides of the path. Retention of these habitats is recommended. Mitigation for removal should be incorporated within any designs. Mitigation should be possible within Wheldrake Woods. A line of mature oak (*Quercus robur*) trees was identified at the beginning of this section which should be fully protected (**TN11**).
Section 14	The path becomes considerably narrower (desire line only) as it enters Langwith Great Wood. These woods are identified as a Plantation on Ancient Woodland Site (PAWS). Often such sites have been replanted with commercial stands of timber, such as conifers, as is the case in this situation. However, much of the value of ancient woodland lies in the soils and many remnants of the ancient habitat still remain. Areas of acid grassland and bracken were present. Ecological surveys and mitigation would be required for all sections within Langwith Great Wood. Rows of mature/ veteran English oaks were observed on the southern and western boundaries of this woodland (**TN12 & TN13**). These trees are considered to be irreplaceable, and therefore should be fully protected during development. Paragraph 175(c) of the National Planning Policy Framework (NPPF), states; "*When determining planning applications, local planning authorities should apply the following principles: development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists*".

	Many of the oaks had potential bat roosting features and therefore bat surveys would be required if pruning works to these trees is necessary. Arboricultural Impact Assessments (AIA) would be required for works within this woodland. No-dig construction measures would be essential to protect these trees. A route through this woodland would also require felling and removal of many pine trees. Signs of badgers were present within the woodland. A badger survey would be required prior to final designs. A shallow drainage ditch was present within these woods which would require culverting or crossing. A row of mature poplar (P*opulus* Sp) trees was identified between the arable fields and Elvington Airfield (**TN14)**. These should be retained and protected, and no-dig construction measures may be likely if the path is in close proximity to these trees. It is recommended that the cycle route does not enter Langwith Great Woods, but circumvents it by remaining in the surrounding arable fields which are of low ecological importance.
Section 15	The section from Langwith Great Woods to Langwith Stray is arable land of low ecological value. Although, ground nesting birds should be taken into consideration. It is recommended that the cycle route uses an existing access point onto Langwith Stray. This would prevent damage to the native hedgerow and negate the requirement for a new bridge which could have impacts on the watercourse and its associated species.
Section 16	The Langwith Stray section is a wide surfaced lane with negligible ecological value. However, the drain and surrounding grass banks and verges have moderate ecological importance and should be protected. The watercourse would require assessment for water vole and otter. Sections of Langwith Stray are within Flood Zones 2 and 3 and would therefore require a Flood Risk Assessment (FRA) to comply with local planning policy GP15a: Development and Flood Risk.

3.4 Species and Species Groups

Certain species receive legal protection in the United Kingdom and are commonly known as 'protected species'. The level of protection for different species varies considerably, from protection solely against 'killing and injury' to full protection of the species and their places of refuge. Where pertinent, details of legal protection afforded to species/species-groups are provided below.

Prior to Brexit certain species were safeguarded through European legislation and designated as European Protected Species (EPS). This legislation has been superseded by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. For England, amendments to the Habitats Regulations will be largely limited to ‘operability changes’ that will ensure the regulations can continue to have the same working effect. These species therefore still receive the same level of protection under these adopted regulations.

Due to the length of route and early stage of the project, data search for species records has not been conducted, nor have any on-site surveys been conducted.

Species groups that could or are known be present from readily available information are considered below.

Amphibians

GCN have full legal protection under The Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019.

Under Section 41 of the NERC Act 2006, GCN and common toads (*Bufo bufo)* are listed as species of principal importance (SPI) for the purpose of conserving biodiversity.

The MAGIC search included review of extant and expired European Protected Species Mitigation Licenses (EPSML), the closest granted EPSML for GCN is located adjacent to the proposed route on Brinkworth Rush near York Mailing.

This study identified ponds and other waterbodies within 250m of the proposed route. Two ponds containing GCN were also identified within the MAGIC search. Therefore, GCN and common toad will need to be considered and if any ponds or ditches are identified as a breeding site for GCN then an EPSML may be required from Natural England.

Badgers

Badgers (*Meles meles)* are protected from harm under the Protection of Badgers Act 1992, including damaging or destroying a sett or obstructing access routes.

Badgers are known to use woodland, grassland and urban edge habitats which are present along the route sections. Badger setts and trails were observed during this survey and so badgers can be reasonably expected to form a constraint to development.

Badgers can be affected by work within 30m of a sett and will require further consideration and survey to establish if the proposals will impact upon a sett.

Where the route will lead to unavoidable impacts on badgers, a license for the work must be obtained from NE and suitable mitigation provided.

Bats

Bats are a rare and declining group of species, and as such all species are protected under national and international law by the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. Bats are protected from intentional and reckless disturbance. In addition, bats' breeding, resting, and sheltering places are protected from damage and disturbance, even while not in use.

Bats are widespread in the York area and should be considered likely to be present within the wider landscape and may present a constraint to the proposals.

The proposed route intersects with a range of habitats important for bats including deciduous woodland, hedgerows and grassland.

The MAGIC search included review of extant and expired EPSML. One expired EPSML was recorded at Elvington and one extant EPSML identified at Mount Pleasant, 350m and 1800m respectively from the proposed route. However, the proposed route options would not be located within the boundary of any historic, or active bat EPSML.

Bats can be impacted by destruction and disturbance of roosts (e.g. tree removal or intervention to structures), loss and degradation of foraging, sheltering and connecting habitat, loss of habitat connectivity (e.g. creating gaps in hedgerow or removal of trees in closed canopy woodland), and changes to lighting. If lighting is proposed, then extensive further survey work in respect to bat activity will be required.

Mature trees with bat roosting potential were identified along sections of the routes. Individual trees subject to works as part of the proposals would need to be assessed for bat roost

potential and possibly subject to nocturnal activity surveys. If works are required to a bat roost, an EPSML will be required from NE.

One small derelict building was identified on section 10 which would require a risk assessment.

Birds

The proposed alignment will potentially impact upon deciduous woodland, hedgerow, grassland and scrub habitats that are likely to support a range of birds.

All wild birds (including both eggs and nests) are protected by law and nesting birds will form a constraint to development. Some species are afforded additional protection from disturbance during nesting and others are afforded additional consideration due to their rarity.

Birds can be affected by loss of habitat such as hedgerow removal or removing ground nesting habitat with activities like soil stripping, and increased disturbance caused by recreation.

Where possible important habitat for birds should be retained. Works should be planned to fall outside of the breeding bird season (March to August inclusive). Loss of nesting habitat should be compensated by creating new habitat by planting native trees, shrubs or plants, improving links to habitats, or installing artificial nesting sites e.g., through installing nest boxes.

Disturbance to ground nesting species should be reduced by ensuring new routes hug the edge of arable and pasture fields. Additional mitigation could be provided by planting of new hedgerows to screen the proposed routes and reduce disturbance.

Invertebrates

Certain invertebrate species are either legally protected, identified as a priority species for conservation action and/or are rare and endangered. These are material considerations in a planning decision. There are 400 priority species of conservation importance listed under Natural Environment and Rural Communities Act (Section 41).

Notable invertebrate species may be associated with the deciduous woodland, hedgerows, and any area of higher quality grassland.

Plant species

Certain rare and declining plant species are protected under Schedule 8 of the Wildlife and Countryside Act. In addition, other scarce and localised plant species, such as those listed as threatened on the Red Data List (Stroh et al, 2014) may be given additional protection when considered through the planning system.

The scheme design should avoid impacting on habitat supporting protected and notable plants. Where this is not possible, mitigation will be required in the form of improving habitats, creating new areas of habitat, or translocating plants to a new location, but only as a last resort.

It is possible there are invasive plant species listed on Schedule 9 of the Wildlife and Countryside Act which could pose a constraint to construction. Should any Schedule 9 species be identified they will require remediation prior to any construction activity to prevent spreading them further.

Reptiles

Reptiles are protected under Schedule 5 of The Wildlife and Countryside Act (1981). These species may be associated with habitat along the proposed route including grassland and woodland edge.

Reptiles therefore may form a constraint to the proposals and could require further consideration as part of the design process. Further assessment for these species is required to determine their presence.

If the project requires the removal of habitat supporting these species, sensitive methods of work or in some cases reptile translocation prior to works commencing may be required. Mitigation in the form of supplementary habitat may also be required.

Water Vole and Otter

Water vole and otter are fully protected under the Wildlife & Countryside Act 1981 (as amended) and otter are also a European Protected Species protected under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019.

Suitable habitat is present for these species along much of the route. Therefore, any works within 5m of a watercourse will require further assessment to determine the location, seasonality and extent of usage of the watercourse by water vole and otter. This assessment may identify the requirement for an otter Mitigation Licence to be sought from Natural England to allow the proposed construction works to take place.

Other Species

Once a Habitat survey is undertaken it may identify additional species to the ones listed above which will require consideration and further survey. Until a Habitat survey is undertaken it is not possible to predict ecological constraints in full.

4 Biodiversity Net Gain

The requirement for Biodiversity Net Gain is embedded in the National Planning Policy Framework (NPPF, Para 170(d) and Para 175(d)). The Environment Bill (2021) specifies a mandatory 10 % BNG to be maintained for a period of at least 30 years.

Scope for habitat enhancement, restoration and creation to achieve this net gain should be considered at an early stage within the proposed scheme design. Impacts to high biodiversity habitats such as woodland or good quality grassland should be avoided as it will be difficult and costly to achieve BNG when losing high quality habitat. As the scheme is brought forward a BNG calculation should be undertaken to ensure that the scheme is achieving this gain. This will bring the scheme forward in line with current National Planning Policy which must be met if this scheme requires planning permission.

Appropriate compensation will need to be identified for the biodiversity units lost due to the proposals, such as planting new hedgerow or woodland, or changing management of grassland for the benefit of wildflowers.

Given the scale of the scheme, the range of habitats that could potentially be lost and the likely requirement on the project to see compensatory habitats maintained to maturity (min 30 years), achieving BNG presents a potentially considerable constraint to the scheme. Where there is not space to implement biodiversity enhancements on site then biodiversity offsetting may be purchased, however this is expensive. As an example, Cornwall County Council ecologists have created an averaged Habitat Creation Cost for all habitats of £28,679 per unit. This is an average cost calculated from research costs across the spectrum of habitat creation (woodland, grassland, heathland, wetland), and is likely to be applicable outside of Cornwall. This cost includes land procurement / rental for the 30 year period.

Early consultation with the City of York Council's ecologist and planning department is recommended to agree if the scheme would be required to achieve BNG and if it would be classed as a major or minor scheme. This would then determine which BNG calculator would need to be used to calculate the schemes loss and gains and the percentage of gain required.

The design process should look for opportunities to minimise loss of habitat, especially priority habitat, to reduce this constraint, and should seek to identify as many opportunities for enhancement as possible.

5 Recommendations

Preliminary Ecological Appraisal (PEA)

It is recommended that a PEA which encompasses all the proposed works (including access and storage areas) should be prepared at an early stage. This will further refine ecological constraints and opportunities that may be present and outline the further ecology survey works that will be required to support the scheme. This should include a Habitat survey accompanied by a detailed desk study including purchasing ecology data from the Local Environmental Record Centre.

The PEA will identify if further species surveys are required to inform the design of the scheme.

Trees and Woodlands

It is recommended that the cycle route does not enter Langwith Great Woods, but circumvents it by remaining in the surrounding arable fields which are of low ecological importance.

Arboricultural Impact Assessments (AIA) should be carried out for Langwith Great Woods and Wheldrake Woods. This should be implemented at an early stage to inform the design and layout of the development. This survey would take into account tree root protection zones and likely changes to site levels.

To safeguard the habitats adjacent to site, adherence to an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) will be required, to prevent damage to boundary features and retained trees.

Further Assessment

It is recommended that any further assessment specified within the PEA is undertaken. Further assessment (e.g. badger, bats, water vole, otter and GCN surveys etc.) is best undertaken in accordance with the latest published best practice guidance and by suitably qualified, and where necessary licenced ecologists.

The findings of the PEA and further surveys should feed into the scheme design. For example, higher value habitats will be identified or any locations where alterations to the design proposals would significantly reduce potential adverse ecological impacts.

The findings of the PEA and further surveys (where required) should be combined, along with the finalised designs for the scheme into an Ecological Impact Assessment (EcIA) report. An EcIA is suitable for submission as part of any future planning application to LPA. In accordance with industry guidance, this report will evaluate potential effects of the proposals on ecological features. The report will also incorporate detail of measures to avoid, reduce and compensate for ecological impacts.

It is recommended that a Construction Environmental Management Plan (CEMP) is prepared prior to construction (including vegetation clearance) commencing. Typically, a CEMP would incorporate the findings of all ecology survey work completed to date and demonstrate how all legal requirements with respect to ecology will be met, including details of any Wildlife Licences issued by the relevant statutory authority or ecological supervision during construction to be undertaken.

Consultation with the City of York Council's Planning Department and Ecologist

An early discussion about the requirement for achieving Biodiversity Net Gain with City of York Council's planning department and ecologist is recommended. This would enable the financial implications of incorporating mitigation and enhancement measures into route delivery to be determined at an early stage. Discussion about the route passing through a SINC and PAWS would also be required, and the level of further survey work established to support designs and comply with planning policies.

Biodiversity Net Gain

The requirement for developments to achieve a Net Biodiversity Gain should be considered throughout the design process. Following the PEA, a Biodiversity Net Gain Assessment should be conducted using detailed designs.

Additional land or maintenance agreements to deliver Biodiversity Net Gain off-site may be required and should be considered during land negotiations.

6 Summary of Potential Impacts

Feature	Route Section
1. Planning Policy	
Impact upon non designated sites – City of York Local Plan, Planning Policies: • **NE5a: Local Nature Conservation Sites,** • **NE5b: Avoidance of, Mitigation and Compensation for Harm to Designated Nature Conservation Sites**	Sections 2, 12 and 13 pass through designated sites (Elvington Airfield, and Wheldrake Woods SINCS and Dodsworth Farm Candidate SINC) and therefore must comply with local planning policies. Some loss of habitat is anticipated. Sensitive scheme design and mitigation will be required to reduce impact. Consultation with York Council's ecologist and planning department are recommended at an early stage. Sections 3 and 4 are situated in close proximity to SINCs, indirect impacts are likely.
Irreplaceable habitat – Paragraph 175(c) of the National Planning Policy Framework (NPPF): *"planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats"*	Section 14, Langwith Great Woods contains mature/veteran oak trees in close proximity to the proposed route. These trees are considered irreplaceable. Impacts are anticipated, sensitive scheme design will need to be informed by extensive ecology and arboricultural surveys. Planning permission likely to be rejected for this section on the basis of impacts to irreplaceable habitat.
Biodiversity Net Gain – NPPF, Para 170(d) and Para 175(d)). The Environment Bill (2021) specifies a mandatory 10 % biodiversity net gain to be maintained for a period of at least 30 years.	Sections 12 to 14 pass through woodland with some areas of broadleaved deciduous woodland which is a priority habitat. Sections 1, 3, 5, 6, 7, 8, 10 and 15 of the routes passes through areas containing native hedgerows which may require sections to be removed for improved access. Sensitive scheme design will be required to limit impacts and achieving a BNG may be difficult/expensive.

Feature	Route Section
2. Priority Habitats	
City of York Local Plan, Planning Policies: • **NE1: Trees, Woodlands and Hedgerows** Trees, woodlands and hedgerows, which are of landscape, amenity, nature conservation or historical value, will be protected. • **NE7: Habitat Protection and Creation** Development proposals will be required to retain important natural habitats and, where possible, include measures to enhance or supplement these and to promote public awareness and enjoyment of them.	
Hedgerows	Removal of areas of hedgerow (Sections 1, 3, 5, 6, 7, 8, 10 and 15) to allow path alignment may be required. Will require assessment and mitigation.
Broadleaved deciduous woodland	Impacts may occur between sections 11 to 14 (Glebe Plantation, Wheldrake Wood and Langwith Great Wood). Although it should be noted that much of these woodlands are coniferous and therefore not priority habitat, but some impacts on broadleaved deciduous woodlands and trees is likely, especially Langwith Great Woods which is a PAWS. This will require further assessment and mitigation. An AIA will be required. It is recommended that the cycle route does not enter Langwith Great Woods, but circumvents it by remaining in the surrounding arable fields which are of low ecological importance.
Grasslands	Section 2 goes through Elvington Airfield which is designated as a SINC for its species rich grasslands. Sections 12, 13 and 14 are woodland areas but also important for areas of acid grasslands. Further assessments would be required to ascertain the quality of grasslands in these areas and the level of mitigation required.
3. Species	
City of York Local Plan, Planning Policies:	

Feature	Route Section
• **NE6: Species Protected by Law** Where a proposal may have a significant effect on protected species or habitats, applicants will be expected to undertake an appropriate assessment demonstrating their proposed mitigation measures.	
Amphibians (GCN)	Several ponds were identified within 250m of the route, assessment of these for GCN and common toad is required. GCN were recorded at several sites in close proximity to sections 2, 3 and 4. GCN are also known to be present within other areas of Elvington, Wheldrake and Heslington.
Badger	Woodland offers high suitability for badger; signs of badger were recorded during walkover survey. Badger assessment required.
Bats - roosting	Mature/ veteran trees were recorded in Langworth Great Woods and Wheldrake Woods (sections 13 and 14), these trees had potential bat roosting features. If tree removal is required, this could impact upon roosting bats and cause loss in connectivity across the landscape. If roosting bats are identified and will be impacted, then a European Protected Species Mitigation Licence (EPSML) will be required. A structure was identified in section 8. If works are required to this building, then a bat risk assessment would be required and potentially bat activity surveys depending on the results of the risk assessment.
Bats - Commuting	If lighting is proposed, then extensive survey work and mitigation feeding into a sensitive lighting strategy would be required.
Birds	Possible loss in nesting habitat and disturbance to ground nesting species (sections 1, 2, 3, 5, 6, 7 and 8) due to recreational pressures. Construction works should be sensitively timed outside of breeding bird season (March to August inclusive). Surveys and mitigation for farmland ground nesting species would be required.

Feature	Route Section
Invertebrates	Notable invertebrate species may be associated with the areas of deciduous woodland, hedgerows, and any area of higher quality grassland. Further surveys may be required.
Reptiles	Common reptile species may be associated with habitat along the proposed route including grassland, scrub and woodland edge. Surveys may be required to inform if sensitive methods of work are required in respect to reptiles.
Water vole and otter	Suitable aquatic and terrestrial habitat for water vole and otter was identified in sections 1, 15 and 16. Further assessment would be required for works within 5m of these watercourses.
Other species	Once a Habitat survey is undertaken it may identify additional species to the ones listed above which will require consideration and further survey.
4. **Flood Risk**	
GP15a Development and Flood Risk: There will be a presumption against built development (except for essential infrastructure) within the functional floodplain outside existing settlement limits. Section 16 (Langwith Stray) is within a Flood Zone 2 and 3 and would therefore require a Flood Risk Assessment (FRA) for planning. GP15a states that all applications in the Flood Risk areas 2 and 3 should submit an FRA providing an assessment of additional risk arising from the proposal and the measures proposed to deal with these effects.	

Note: Once a Habitat survey is undertaken it may identify additional species and priority habitats to the ones listed above which will require consideration and further survey. Until a Habitat survey is undertaken it is not possible to predict ecological constraints in full.

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CIEEM (2017) Guidelines for Preliminary Ecological Appraisal, 2nd edition. Chartered Institute of Ecology and Environmental Management, Winchester.

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HMSO (2006). Natural Environment and Rural Communities Act 2006.

HMSO (2010). The Conservation of Habitats and Species Regulations 2010 (as amended).

IEA (1995) Guidelines for Baseline Ecological Assessment. E & F Spon, London

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NBN Atlas website at https://species.nbnatlas.org/species/NHMSYS0000080214. Accessed 17th September 2021.

Natural Environment and Rural Communities Act 2006. Priority species include those of Principal Importance listed in Section 41.

Appendix 1 – Relevant Wildlife Legislation and Policy

Legislation

Principal pieces of legislation protecting wild species are Part 1 of the Wildlife and Countryside Act 1981 (as amended) (WCA) and the Conservation of Habitats and Species Regulations 2017. Some species, for example badgers, also have their own protective legislation (Protection of Badger Act 1992). The impact that this legislation has on the Planning system is outlined in ODPM 06/2005 Government Circular: Biodiversity and Geological Conservation – Statutory Obligations and their Impact within the Planning System.

This guidance states that as the presence of protected species is a material consideration in any planning decision and it is therefore essential that the presence or otherwise of protected species, and the extent to which they are affected by proposals, is established prior to planning permission being granted. Furthermore, where protected species are present and proposals may result in harm to the species or its habitat, steps should be taken to ensure the long-term protection of the species, such as through attaching appropriate planning conditions for example.

In addition to protected species, there are those that are otherwise of conservation merit, such as those listed as species of principal importance for the purpose of conserving biodiversity under the Natural Environment and Rural Communities (NERC) Act 2006.

The Hedgerow Regulations 1997 (HMSO, 1997) were introduced to protect 'important' hedgerows in the countryside by controlling their removal through a system of notification. The Regulations apply to lengths of hedgerow greater than 20m in length, not adjoining residential curtilages. 'Important' hedgerows are defined within the Regulations on a variety of historical and/or ecological criteria.

Tree Preservation Orders (TPOs) are made under the Town and Country Planning (Tree Preservation) (England) Regulations 2012. They are made by local planning authorities to protect selected trees and woodlands if their removal would have a significant impact on the local environment and its enjoyment by the public. The criteria do not incorporate any specific

considerations of ecological value. TPOs, however, provide legal protection to trees prohibiting the cutting down, uprooting, topping, lopping, willful damage or willful destruction.

Species

Prior to Brexit certain species were safeguarded through European legislation and designated as European Protected Species (EPS). This legislation has been superseded by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. For England, amendments to the Habitats Regulations will be largely limited to 'operability changes' that will ensure the regulations can continue to have the same working effect. These species therefore still receive the same level of protection under these adopted regulations.

Badgers

Badgers are protected under the Protection of Badgers Act 1992. The act is based on the need to protect badgers from baiting and deliberate harm or injury and makes it an offence to; willfully kill, injure, take possess or cruelly ill-treat a badger, or attempt to do so, and to intentionally or recklessly interfere with a sett. Sett interference includes disturbing badgers whilst they are occupying a sett, as well as damaging or destroying a sett or obstructing access routes.

A sett is defined as "Any structure or place which displays signs indicating current use by a badger"

Works that disturb badgers whilst occupying a sett is illegal without a licence; badgers may be disturbed by works near a sett even if there is no direct interference or damage to the sett. Generally, the types of activity which may result in disturbance and require a licence include:

- Using heavy machinery (i.e. tracked vehicles) within 30m of any entrance to an active sett;
- Using lighter machinery (i.e. wheeled vehicles), particularly for any digging operations; within 20m;
- Light works such as scrub clearance, felling of trees or hand digging within 10m.

Previous guidance issued from Natural England indicates that the potential for disturbance may not be as great as previously assumed due to their relatively high tolerance levels and when determining if disturbance will be caused, factors such as sett characteristics, current

usage and the extent of works should be taken in consideration when assessing the need for a licence.

Bats

All species of British bat receive full protection under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. This affords bats and their roosts strict protection under the Regulations. Additional protection for bats is also afforded under the Wildlife and Countryside Act 1981 (as amended) and a subset of the British bat assemblage are listed as 'Species of Principal Importance' within Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006.

Birds

The Wildlife and Countryside Act 1981 (as amended) is the principal legislation affording protection to UK wild birds. Under this legislation all birds, their nests and eggs are protected bylaw and it is an offence, with certain exceptions to recklessly or intentionally:

- Kill, injure or take any wild bird;
- Take, damage or destroy the nest of any wild bird while in use or being built;
- Take or destroy the egg of any wild bird.

Species listed on Schedule 1 of the Wildlife and Countryside Act 1981 (as amended) are specially protected at all times.

In addition, certain conservation concern species are listed as priority species within Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006.

Great crested newts

Great crested newts are afforded full legal protection under the Conservation of Habitats and Species Regulations (Amendment) (EU Exit) Regulations 2019 and the Wildlife and Countryside Act 1981 (as amended). In summary these pieces of legislation combined make it an offence to disturb, capture, injure and kill a great crested newt or damage and destroy its habitat.

Reptiles

All common reptile species, including grass snake, common lizard, slow worm and adder are partially protected under Schedule 5 of The Wildlife and Countryside Act 1981 (as amended),

under part of Section 9(1) and all of Section 9(5). As such it is an offence to; intentionally kill or injure an individual of these species, transport for sale or exchange, or offer for sale or exchange live or dead an individual or any part of an individual of these species.

All native reptile species are listed as Species of Principal Importance on S41 of the NERC Act 2006

Otter and Water vole

Otter and water vole are fully protected under Schedule 5 of the Wildlife & Countryside Act 1981 (as amended). This makes it an offence to intentionally or recklessly kill, injure or take these species; possess or control live or dead species or derivatives; intentionally or recklessly damage, destroy or obstruct access to any structure or place used for shelter or protection; intentionally or recklessly disturb these species whilst occupying a structure or place used for that purpose.

Otter is also protected by the Habitats and Species Regulations (Amendment) (EU Exit) 2019. This legal protection makes it an offence to deliberately kill, take or injure an otter; damage or destroy a place of shelter of an otter; and disturb an otter whilst using such a place.

Protected Sites

Special Areas of Conservation (SACs)

SACs are designated nature conservation sites of international importance. SACs are designated under The Conservation of Habitats and Species Regulations (Amendment) (EU Exit) Regulations 2019 which implements The European Community Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora 92/43/EEC (the 'Habitats Directive', EEC, 1992). Lists of candidate SACs (cSACs) have been submitted to the European Commission for approval. Both possible SACs (pSACs) and cSACs are treated by the planning system as if fully designated.

Special Protection Areas (SPAs)

SPAs are designated nature conservation sites of international importance. SPAs are classified in accordance with the European Community Directive on the Conservation of Wild Birds (79/409/EEC) (the 'Birds Directive', EEC, 1979). Under this Directive, SPAs protect rare and vulnerable birds (as listed on Annex I of the Birds Directive), and regularly occurring migratory species. The provisions of the Birds Directive are implemented in England through the Wildlife and Countryside Act 1981 (as amended) and the Habitats Regulations (Amendment) (EU Exit) Regulations 2019.

Ramsar Sites

Ramsar sites are designated nature conservation sites of international importance. The Ramsar Convention (UNESCO, 1987) requires signatory states to protect wetlands that are of international importance, particularly as waterfowl habitats.

Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites are now incorporated into a National Site Network within the UK territory following Brexit.

Natura 2000 sites (now known as National Sites Network)

Natura 2000 is a network of sites selected to ensure the long-term survival of Europe's most valuable and threatened species and habitats. Under the Habitats Directive, Member States designate Special Areas of Conservation (SACs) to ensure the favourable conservation status of each habitat type and species throughout their range in the EU. Under the Birds Directive, the network must include Special Protection Areas (SPAs) designated for 194 particularly threatened species and all migratory bird species.

Sites of Special Scientific Interest (SSSIs)

SSSIs are designated nature conservation sites of national importance. The Wildlife and Countryside Act 1981 (as amended 1991 and varied 1998) (HMSO, 1981, 1991, 1998) requires Natural England, the Government body with authority for nature conservation in England, to designate areas which make a significant contribution to a national network of sites of nature conservation value as SSSIs.

The Countryside and Rights of Way Act 2000 (HMSO, 2000) came into force in full on 30 January 2001. The Act is in five parts. Part III relates to Nature Conservation and amends existing legislation (i.e. the Wildlife and Countryside Act 1981) through improved protection and management of SSSIs, improved legal protection for threatened species and the provision of a statutory basis for biodiversity conservation.

National Nature Reserves (NNR)

NNR are designated nature conservation sites of national importance. NNRs were established to protect some of our most important habitats, species and geology. Natural England manages about two thirds of England’s NNRs. The remaining reserves are managed by organisations approved by Natural England, for example, the National Trust, Forestry Commission, RSPB, Wildlife Trusts and local authorities.

Local Nature Reserves

LNRs are designated nature conservation sites of local importance. Local Nature Reserves are designated under Section 21 of The National Parks and Access to the Countryside Act 1949 (HMSO, 1949) by principal local authorities. The declaring local authority must have a legal interest in the land concerned. Local Nature reserves are designated for people and wildlife. They are places with wildlife or geological features of special interest locally and that give people special opportunities to study and learn about them or simply enjoy them and have contact with nature.

Local Wildlife Sites; County Wildlife Sites; Sites of Nature Conservation Interest

The majority of Local Authorities have a system of 'second tier' sites which do not wholly fulfil SSSI designation criteria, but which are, nonetheless, of local or regional value. The policies, encouraged by Government advice, recognise that protection should be extended beyond the statutory sites to include the best examples of wildlife habitats, populations of rare species and geological features remaining in the area and are particularly valuable in supplementing and supporting the national framework for SSSIs.

Habitats

Habitats of Principal Importance

The UK countries are obliged by their individual laws to maintain lists of species and habitats of principal importance for biodiversity conservation. Public bodies, including local authorities now have a legal duty to have regard to conserving biodiversity in the exercise of their normal functions. In England, this obligation derives from the Natural Environment and Rural Communities (NERC) Act 2006, and Habitats of Principal Importance are listed on Section 41 of this Act. They mainly derive from lists originally drawn up for the UK Biodiversity Action Plan (UK BAP).

Irreplaceable Habitats

Irreplaceable habitat is habitat that, once lost, cannot be recreated elsewhere, within a reasonable timeframe.

The Revised NPPF lists the following habitats as irreplaceable:

- Ancient woodland
- Ancient and veteran trees
- Blanket bog
- Limestone pavement

- Sand dunes
- Lowland fen

Under the Revised NPPF, a planning application which would lead to the loss or damage to any irreplaceable habitat should be refused (Section 175 c).

Planning

National Planning Policy Framework (NPPF)

The NPPF (MHCLG, 2019) emphasises that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing sites of biodiversity value (in a manner commensurate with their statutory status or identified quality in the development plan) and "minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures" (paragraph 170 refers).

The NPPF advises that when determining planning applications, local planning authorities should aim to protect and enhance biodiversity by applying the following principles (paragraph 175 refers):

"*a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;*

b) development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;

c) development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons 58 and a suitable compensation strategy exists; and

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity."

National Planning Policy Guidance (NPPG)

The NPPG (DCLG, 2014) will be updated in due course, where necessary, to reflect the 2019 NPPF. Current NPPG advises that information on biodiversity impacts and opportunities should inform all stages of development, from site selection and design, to include any pre-application consultation as well as the application itself. The guidance notes that:

"*An ecological survey will be necessary in advance of a planning application if the type and location of development are such that the impact on biodiversity may be significant and existing information is lacking or inadequate. Pre-application discussion can help scope whether this is the case and, if so, the survey work required*."

The guidance also notes that:

"*Local planning authorities should only require ecological surveys where clearly justified, for example if they consider there is a reasonable likelihood of a protected species being present and affected by development. Assessments should be proportionate to the nature and scale of development proposed and the likely impact on biodiversity*."

Local Planning Policy

City of York, Draft Local Plan (2005).

NE1: Trees, Woodlands and Hedgerows

Trees, woodlands and hedgerows, which are of landscape, amenity, nature conservation or historical value, will be protected by:

a) refusing development proposals which will result in their loss or damage; and

b) requiring trees or hedgerows which are being retained on development sites to be adequately protected during any site works; and

c) making tree preservation orders for individual trees and groups of trees which contribute to the landscape or local amenity; and

d) making hedgerow retention notices where appropriate to protect important hedgerows and;

e) ensuring the continuation of green/wildlife corridors

All proposals to remove trees or hedgerows will be required to include a site survey indicating the relative merits of individual specimens. An undertaking will also be required that appropriate replacement planting with locally indigenous species will take place to mitigate

against the loss of any existing trees or hedgerows. Developments should make proper provision for the planting of new trees and other vegetation including significant highway verges as part of any landscaping scheme. In addition, other proposals to bring forward such provision will be actively encouraged.

NE5a: Local Nature Conservation Sites
Development likely to have an adverse effect on a Local Nature Reserve or a non-statutory nature conservation site will only be permitted where the reasons for the development clearly outweigh the substantive nature conservation value of the site.

NE5b: Avoidance of, Mitigation and Compensation for Harm to Designated Nature Conservation Sites
In exceptional circumstances where development is allowed under policies NE4a or NE5a, which would have an adverse effect on the nature conservation value of the site, the council will ensure that the appropriate use of planning conditions and planning obligations is undertaken in order to protect and enhance the site's nature conservation interest and to provide appropriate compensatory measures and site management.

NE6: Species Protected by Law
Where a proposal may have a significant effect on protected species or habitats, applicants will be expected to undertake an appropriate assessment demonstrating their proposed mitigation measures.

Planning permission will only be granted for development that would not cause demonstrable harm to animal or plant species protected by law, or their habitats. The translocation of species or habitats will be an approach of last resort.

NE7: Habitat Protection and Creation
Development proposals will be required to retain important natural habitats and, where possible, include measures to enhance or supplement these and to promote public awareness and enjoyment of them.

Within new developments measures to encourage the establishment of new habitats should be included as part of the overall scheme.

Biodiversity Net Gain (BNG)

The requirement for Biodiversity Net Gain is already embedded in the National Planning Policy Framework (NPPF, Para 170(d) and Para 175(d)). The Environment Bill (2021) specifies a mandatory 10 % biodiversity net gain to be maintained for a period of at least 30 years.

Making Space for Nature

The UK Government published a White Paper 'Making Space for Nature: securing the value of nature' in June 2011 (Lawton, 2011). This document sets out a series of commitments relating, in particular, to the protection and improvement of the natural environment, the development of a green economy and strengthening the connection between people and nature. Many of the commitments and principles identified in the White Paper are of particular relevance to this proposed development:

- The establishment of coherent ecological networks;
- The creation/use of urban green infrastructure to complete the links in the ecological networks, with green spaces managed to provide a diverse range of functions, benefitting people and wildlife, by delivering ecosystem services; and
- Re-connecting people to nature through education, by providing neighbourhood access to nature and the countryside, and encouraging voluntary participation in nature conservation activities.

Appendix 2 – Ecological Assessment Criteria

Ecological features are evaluated and assessed with due consideration for the Chartered Institute of Ecology and Environmental Management (CIEEM) 2018 Guidelines for Ecological Impact Assessment (EcIA). For clarity, the evaluation and assessment process adopted within this EcIA is set out below:

Classifying potentially Important Ecological Features (IEF)

Ecological features are assessed where they are considered to be important, and where they may be impacted by a proposed development. A feature may be considered important for a variety of reasons, such as quality, extent, rarity and/or statutory protection. Table E.1 below sets out a non-exhaustive list of ecological features that are typically considered, along with key examples:

Table 3.1 Potentially important ecological features (adapted from CIEEM 2018)

Potentially Important Ecological Features	Typical examples
Statutory designated sites under international conventions, or European Legislation	Ramsar sites (wetland habitat of international importance), Special Areas of Conservation (SAC), Special Protection Areas (SPA), including land which is functionally linked to these designations. Also includes candidate SAC and proposed SPA, SAC and Ramsar sites.
Statutory designated sites under national legislation	Sites of Species Scientific Interest (SSSI), National Nature Reserve (NNR), Local Nature Reserves (LNR), Marine Conservation Zones (MCZ)
Non-statutory, locally designated sites	Local Wildlife Sites (LWS), County Wildlife Sites (CWS), Sites of Importance for Nature Conservation (SINCS)

Country biodiversity lists	Habitats or Species of Principle Importance for the Conservation of Biodiversity (Section 41, NERC Act 2006), Ancient woodland inventories
Local biodiversity lists	Local Biodiversity Action Plan (BAP) priority species or habitats
Red Listed / Rare Species	Species of conservation concern, Red Data Book (RDB) species, Birds of Conservation Concern, Nationally Rare and Nationally Scarce Species
Legally Protected Species	E.g. species listed under Sch.5 of the W&C Act 1981, or Sch.2 of the Hag. Regs. 2010
Legally Controlled Species	Legally Controlled Species

It should also be noted that the social, community, economic or multifunctional importance attributed to ecological features are not assessed as they fall outside the scope of this assessment

Geographic Context

The importance of ecological features, as well as the significance of any likely impacts and their effects, are considered here within a defined geographic context:

- International and European
- National
- Regional (e.g. East Anglia)
- County
- Local (this can be sub-divided into district and borough where appropriate)
- Site

The size, conservation status and the quality of features are all relevant in determining their importance and assigning this to the geographic scale.

Characterising Ecological Impacts and their Effects

Where likely ecological impacts are identified in connection with the proposed project, these are considered and described with reference to the following characteristics (where this is helpful in accurately portraying the ecological effect and determining the significance):

- Positive or negative (i.e. does the anticipated change accord with nature conservation policies and objectives?)
- Extent (i.e. the spatial area over which the impact or effect may occur)
- Magnitude (i.e. the quantified size, amount, intensity or volume)
- Duration (i.e. the timeframe over which the impact or effect may occur, in both human and ecological terms)
- Frequency and timing (i.e. the number of times an activity occurs, where this is likely to influence the effect)
- Reversibility (i.e. is spontaneous recovery possible or may the effect be counteracted by mitigation?)

An effect is considered to be *significant* where this either supports or undermines biodiversity conservation objectives for an important ecological feature.

Appendix I – AMAT

Active Mode Appraisal Toolkit User Interface Intervention

Intervention-specific information

User input required for all interventions

Intervention name	R66_Heslington_Elvington_North Path
Intervention promoter	City of York Council

Key

- User input required for all interventions
- User input required for all cycling interventions
- User input required for all walking interventions
- Default assumptions (can be revised with supporting justification)

Please fill in the 'Intervenion details' to obtain a benefit cost ratio for an intervention. If local evidence is avaliable, users may revise the default assumptions below but must also provide additional sources or supporting evidence to justify any changes (column H).
A worked example is provided in the accompanying AMAT User Guidance document to provide the user with a step-by-step guide to completing an assessment using AMAT

Intervention details

Appraisal year	2022		Current year
Intervention opening year	2027		
Last year of funding	2027		
Appraisal period	25	years	The appraisal period should correspond to the expected asset life. This should not exceed 60 years.
Local area type	Rural		For applying Marginal External Costs used in mode shift calculations. Choices: London, Inner and Outer Conurbations, Other Urban, Rural, National Average

Mode information

Please fill out the cycling and walking sections where relevant. If a intervention does not directly affect the number of users of a specific mode, the relevant section should be left blank.
Ideally, forecast trip numbers should be based on counts representing an average weekday in spring or autumn to avoid seasonal bias. Both automatic and manual counts can be used.
The number of trips currently (without the intervention in place) and expected (with the intervention in place).
These sections require projections of the number of users in a 'Do-something' scenario (with the intervention in place) can be based on data from evaluations of historical interventions, case studies, or surveys.
If the user does not have current or proposed numbers, please refer to the AMAT User Guide on potential sources of data to inform your assessment.
For behaviour change schemes: 'How much of an average...trip will use the intervention?' should be set to zero and there should be no change in the Current and Proposed infrastructure.

Cycling

User input required for all cycling interventions

			Evidence/Source
Number of trips without the proposed intervention	332	per day	Current user estimate provided by RMU
Number of trips with the proposed intervention	871	per day	Capital Fund Uplifts Tool.v3, high estimate
How much of an average cycling trip will use the intervention?	50.00%	%	maximum 100%; approx.10km long route; capped at 50%
Current cycling infrastructure for this route	No provision		
Proposed new cycling infrastructure for this route	Off-road segregated cycle track		Off-road shared use path; mixed traffic on quiet lanes
Are any additional shower facilities being added?	No		
Are any additional secure storage facilities being added?	No		

Walking

User input required for all walking interventions

Number of trips without the proposed intervention	931	per day	Current user estimate provided by RMU
Number of trips with the proposed intervention	1689	per day	Capital Fund Uplifts Tool.v3, high estimate
How much of an average walking trip will use the intervention?	40.00%	%	maximum 100%; approx.10km long route; capped at 40%

Current walking infrastructure for this route

Street lighting	No	No lighting
Kerb level	No	No level crossing points
Crowding	Yes	Along Elvington Lane
Pavement evenness	No	No surfaced route
Information panels	No	
Benches	No	
Directional signage	No	

Proposed walking infrastructure for this route

Street lighting	Yes	Proposed along route; subject to ecological assessment
Kerb level	Yes	Dropped kerbs, level crossing points, tactile paving proposed
Crowding	Yes	Alternative route to Elvington Lane proposed to ease crowding
Pavement evenness	Yes	Resurfacing proposed to create smooth, well-drained surface; not possible along all sections of route (Wheldrake Wood)
Information panels	No	
Benches	No	
Directional signage	Yes	Signage and wayfinding proposed

Assumptions

Default assumptions (can be revised with supporting justification)

Default TAG assumptions have already been entered. Users should only revise these if they can provide supporting evidence.
Any additional evidence should be described in column H.

Decay rate	0.00%	%	

TAG A5.1 explains that the impact of a cycling intervention is likely to diminish year by year following investment.
The decay rate has been set at 0% for an infrastructure investment.
For revenue-funded initiatives, such as cycle training or personalised travel planning, the decay rate may be positive.
The default assumption is that 0% of new users are already active. This means all new users experience intervention-related health impacts.

Cycling

Average length of trip	4.84	km	National Travel Survey Data 2012-14
Average speed	15	km/h	National Travel Survey Data 2016
Proportion of cyclists who are employed	56.40%	%	National Travel Survey Data 2018
Proportion otherwise using a car	11.00%	%	Literature Review carried out by RAND Europe/Systra for DfT
Proportion otherwise using a taxi	8.00%	%	Literature Review carried out by RAND Europe/Systra for DfT

Walking

Average length of trip	1.1	km	National Travel Survey Data 2012-2014
Average speed	5	km/h	National Travel Survey Data 2016
Proportion of pedestrians who are employed	56.40%	%	National Travel Survey Data 2018
Proportion otherwise using a car	11.00%	%	Assumed to be the same as cycling diversion factors
Proportion otherwise using a taxi	8.00%	%	Assumed to be the same as cycling diversion factors

Additional Information

Return journeys	90%	%	National Travel Survey Data 2018

A return journey involves going to and from your destination using the same route.Trips that make up return journeys will appear twice in the daily trip count (opposite directions).

Background growth rate in trips	0.75%	%	National Travel Survey Data 2006-2016
Period over which this growth rate applies	20	years	Assumption based on TAG

This is an annualised growth rate for increases in active travel trips. This could be due to a increase in population, changes in demographics or travel trends.

Number of days for which intervention data is applicable per year	253	per year	Number of working days per year (365 minus weekends minus public
Car occupancy rate	1.6		Source: National Travel Survey 2002-16
Taxi occupancy rate	2.4		Source: TAG Data Book 2010

Promoters may want to change this depending on the intervention. For example, if the intervention is designed to shift modes from car to walking or cycling the occupancy rates may be higher.

Costs

Please provide estimates for the upfront costs, as well as any future maintenance costs in the table below.
Please enter the full costs of the intervention in Column D and any private sector contributions in Column E.
All costs should be in nominal prices (unadjusted for inflation).
Note: unless specified otherwise, all funding sources are assumed to derive from local or central government.

Default assumptions (can be revised with supporting justification)

Optimism bias 15%

Please refer to TAG unit A1.2 to set optimism bias.
Otherwise, 15% is the default assumed uplift.

Key

User input required for all interventions
Default assumptions (can be revised with supporting justification)

User input required for all interventions

Year	Total intervention costs '000£	Private sector contributions '000£
2020		
2021		
2022		
2023	843.297	
2024	843.297	
2025	843.297	
2026	843.297	
2027	843.297	
2028		
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2031		
2032		
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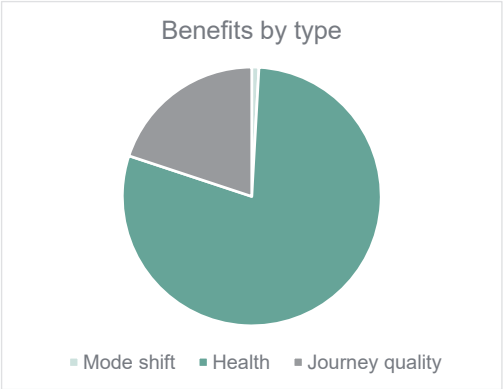
2069		
2070		

Analysis of Monetised Costs and Benefits (in £'000s)	
Congestion benefit	62.05
Infrastructure maintenance	1.27
Accident	9.12
Local air quality	1.27
Noise	0.47
Greenhouse gases	14.37
Reduced risk of premature death	5773.45
Absenteeism	838.13
Journey ambience	1662.73
Indirect taxation	-14.11
Government costs	1978.43
Private contribution	0.00
PVB	8347.48
PVC	1977.17
BCR	**4.22**

Benefits by type:		
Mode shift	74.45	0.9%
Health	6611.58	79.2%
Journey quality	1662.73	19.9%



Active Mode Appraisal Toolkit User Interface Intervention

Intervention-specific information

User input required for all interventions

Intervention name	R66_Heslington_Elvington_South Path
Intervention promoter	City of York Council

Key

- **User input required for all interventions**
- **User input required for all cycling interventions**
- **User input required for all walking interventions**
- **Default assumptions (can be revised with supporting justification)**

Please fill in the 'Intervenion details' to obtain a benefit cost ratio for an intervention. If local evidence is avaliable, users may revise the default assumptions below but must also provide additional sources or supporting evidence to justify any changes (column H).
A worked example is provided in the accompanying AMAT User Guidance document to provide the user with a step-by-step guide to completing an assessment using AMAT

Intervention details

Appraisal year	2022		Current year
Intervention opening year	2027		
Last year of funding	2027		
Appraisal period	25	years	The appraisal period should correspond to the expected asset life. This should not exceed 60 years.
Local area type	Rural		For applying Marginal External Costs used in mode shift calculations. Choices: London, Inner and Outer Conurbations, Other Urban, Rural, National Average

Mode information

Please fill out the cycling and walking sections where relevant. If a intervention does not directly affect the number of users of a specific mode, the relevant section should be left blank.
Ideally, forecast trip numbers should be based on counts representing an average weekday in spring or autumn to avoid seasonal bias. Both automatic and manual counts can be used.
The number of trips currently (without the intervention in place) and expected (with the intervention in place).
These sections require projections of the number of users in a 'Do-something' scenario (with the intervention in place) can be based on data from evaluations of historical interventions, case studies, or surveys.
If the user does not have current or proposed numbers, please refer to the AMAT User Guide on potential sources of data to inform your assessment.
For behaviour change schemes: 'How much of an average...trip will use the intervention?' should be set to zero and there should be no change in the Current and Proposed infrastructure.

Cycling

User input required for all cycling interventions

			Evidence/Source
Number of trips without the proposed intervention	332	per day	Current user estimate provided by RMU
Number of trips with the proposed intervention	886	per day	Capital Fund Uplifts Tool.v3, high estimate
How much of an average cycling trip will use the intervention?	50.00%	%	maximum 100%; approx.10km long route; capped at 50%
Current cycling infrastructure for this route	No provision		
Proposed new cycling infrastructure for this route	Off-road segregated cycle track		Off-road shared use path; mixed traffic on quiet lanes
Are any additional shower facilities being added?	No		
Are any additional secure storage facilities being added?	No		

Walking

User input required for all walking interventions

Number of trips without the proposed intervention	931	per day	Current user estimate provided by RMU
Number of trips with the proposed intervention	1710	per day	Capital Fund Uplifts Tool.v3, high estimate
How much of an average walking trip will use the intervention?	40.00%	%	maximum 100%; approx.10km long route; capped at 40%

Current walking infrastructure for this route

Street lighting	No	No lighting
Kerb level	No	No level crossing points
Crowding	Yes	Along Elvington Lane
Pavement evenness	No	No surfaced route
Information panels	No	
Benches	No	
Directional signage	No	

Proposed walking infrastructure for this route

Street lighting	Yes	Proposed along route; subject to ecological assessment
Kerb level	Yes	Dropped kerbs, level crossing points, tactile paving proposed
Crowding	Yes	Alternative route to Elvington Lane proposed to ease crowding
Pavement evenness	Yes	Resurfacing proposed to create smooth, well-drained surface; not possible along all sections of route (Wheldrake Wood)
Information panels	No	
Benches	No	
Directional signage	Yes	Signage and wayfinding proposed

Assumptions

Default assumptions (can be revised with supporting justification)

Default TAG assumptions have already been entered. Users should only revise these if they can provide supporting evidence.
Any additional evidence should be described in column H.

Decay rate	0.00%	%	

TAG A5.1 explains that the impact of a cycling intervention is likely to diminish year by year following investment.
The decay rate has been set at 0% for an infrastructure investment.
For revenue-funded initiatives, such as cycle training or personalised travel planning, the decay rate may be positive.
The default assumption is that 0% of new users are already active. This means all new users experience intervention-related health impacts.

Cycling

Average length of trip	4.84	km	National Travel Survey Data 2012-14
Average speed	15	km/h	National Travel Survey Data 2016
Proportion of cyclists who are employed	56.40%	%	National Travel Survey Data 2018
Proportion otherwise using a car	11.00%	%	Literature Review carried out by RAND Europe/Systra for DfT
Proportion otherwise using a taxi	8.00%	%	Literature Review carried out by RAND Europe/Systra for DfT

Walking

Average length of trip	1.1	km	National Travel Survey Data 2012-2014
Average speed	5	km/h	National Travel Survey Data 2016
Proportion of pedestrians who are employed	56.40%	%	National Travel Survey Data 2018
Proportion otherwise using a car	11.00%	%	Assumed to be the same as cycling diversion factors
Proportion otherwise using a taxi	8.00%	%	Assumed to be the same as cycling diversion factors

Additional Information

Return journeys	90%	%	National Travel Survey Data 2018

A return journey involves going to and from your destination using the same route.Trips that make up return journeys will appear twice in the daily trip count (opposite directions).

Background growth rate in trips	0.75%	%	National Travel Survey Data 2006-2016
Period over which this growth rate applies	20	years	Assumption based on TAG

This is an annualised growth rate for increases in active travel trips. This could be due to a increase in population, changes in demographics or travel trends.

Number of days for which intervention data is applicable per year	253	per year	Number of working days per year (365 minus weekends minus public
Car occupancy rate	1.6		Source: National Travel Survey 2002-16
Taxi occupancy rate	2.4		Source: TAG Data Book 2010

Promoters may want to change this depending on the intervention. For example, if the intervention is designed to shift modes from car to walking or cycling the occupancy rates may be higher.

Costs

Please provide estimates for the upfront costs, as well as any future maintenance costs in the table below.
Please enter the full costs of the intervention in Column D and any private sector contributions in Column E.
All costs should be in nominal prices (unadjusted for inflation).
Note: unless specified otherwise, all funding sources are assumed to derive from local or central government.

Default assumptions (can be revised with supporting justification)

Optimism bias 15%

Please refer to TAG unit A1.2 to set optimism bias.
Otherwise, 15% is the default assumed uplift.

Key

User input required for all interventions
Default assumptions (can be revised with supporting justification)

User input required for all interventions

Year	Total intervention costs '000£	Private sector contributions '000£
2020		
2021		
2022		
2023	866.514	
2024	866.514	
2025	866.514	
2026	866.514	
2027	866.514	
2028		
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2031		
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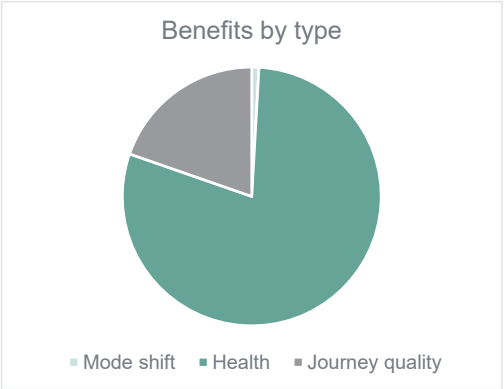
Analysis of Monetised Costs and Benefits (in £'000s)	
Congestion benefit	63.77
Infrastructure maintenance	1.30
Accident	9.37
Local air quality	1.31
Noise	0.48
Greenhouse gases	14.77
Reduced risk of premature death	5933.85
Absenteeism	861.41
Journey ambience	1682.73
Indirect taxation	-14.50
Government costs	2032.90
Private contribution	0.00
PVB	8553.20
PVC	2031.60
BCR	**4.21**

Benefits by type:		
Mode shift	76.52	0.9%
Health	6795.26	79.4%
Journey quality	1682.73	19.7%



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A1237 Bridges Active Travel Scheme

Assessment of design proposals

City of York Council

April 2022

5194767

ATKINS
Member of the SNC-Lavalin Group

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This document has 19 pages including the cover.

Document history

Document title: Assessment of design proposals

Document reference: 5194767

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	For information	VK	JL	FA	JC	April 2022

Client signoff

Client	City of York Council
Project	A1237 Bridges Active Travel Scheme
Job number	5194767
Client signature/date	

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Contents

Figures

1. Introduction

This active travel scheme on the A1237 bridges forms part of City of York Council's (CYC) Active Travel Programme of Works. The scheme is to be partially funded by the Department for Transport's Emergency Active Travel Fund (EATF), Tranche 2, with the remainder topped up by CYC funds.

To receive the EATF funding the scheme, designed by another design consultancy, needs to be designed in accordance with LTN 1/20: Cycle Infrastructure Design. The City of York Council has asked Atkins to review the design and determine if the current design can be progressed or if significant, or wholesale, changes are required to the design to enable the client's objectives to be achieved. This report sets out the current state of the design proposals in relation to design standards and safety risk and the options considered feasible for the continuation of the project.

The scheme extents span two bridges: Rawcliffe Ings Bridge and Millfield Railway Bridge. These bridges sit side by side on a section of the A1237 between Millfield Lane roundabout and the A1237 / A19 Shipton Road roundabout. This report will refer to the scheme as the 'A1237 bridges' scheme.

2. Scheme Objectives

The scheme's aim is to encourage more walking and cycling trips by installing measures along the A1237 bridges to make it easier and safer for pedestrians and cyclists to travel over the bridges.

The additional design objective is the completion of active travel designs that are in accordance with LTN 1/20 and can claim funding from the Active Travel Emergency Fund (Tranche 2).

3. Background

CYC have submitted a bid to the government for EATF Tranche 2 funding and this includes funding for a scheme on A1237 bridges described as follows[1]:

> *'A1237 outer ring road bridges – permanent provision of a cycle lane and improved footways over a 1km viaduct where provision is currently poor – linking suburbs on the northern and southern banks of the River Ouse, including a school on the southern bank and retail on the northern*
>
> *The carriageway width allocated to vehicles on the existing A1237 viaduct over the River Ouse and East Coast Main Line will be narrowed with the space released used to provide a cycleway at carriageway level on the "city centre" side of the viaduct. The speed limit on the road will be reduced and measures provided to segregate Active Travel users from vehicles.'*

The bid states a scheme cost of £120,000 for design and construction.

4. Review of Existing Situation

A comprehensive report on the current situation and the options for improving cycle facilities on the A1237 bridges has been compiled by WSP (dated 26th May 2021). This report should be referred to for background information on the scheme with only key points re-iterated here. A copy of the report is embedded in **Appendix A.**

The scheme location is shown in Figure 4-1 and the scheme extents are shown in Figure 4-2.

The total distance between the A1237 / Millfield roundabout and the A1237 / A19 Shipton Road roundabout is circa 1000m and the length across the two bridges that is being considered for protective measures for cyclists is approx. 425m.

[1] emergency-active-travel-fund---tranche-2-survey (york.gov.uk)

Figure 4-1 – Location Plan

Figure 4-2 - Scheme extents

4.1. Highway Layout

The scheme extents span two bridges: Rawcliffe Ings Bridge and Millfield Railway Bridge. The bridges carry the A1237 over the River Ouse and the East Coast Mainline (ECML) respectively and are approximately 48m apart. The WSP report included a typical existing cross section arrangement for the A1237 over both bridges which is duplicated here in Figure 4-3 for information. Figure 4-4 is a photograph showing a view of the existing arrangement with the shared use path along the south side of the carriageway.

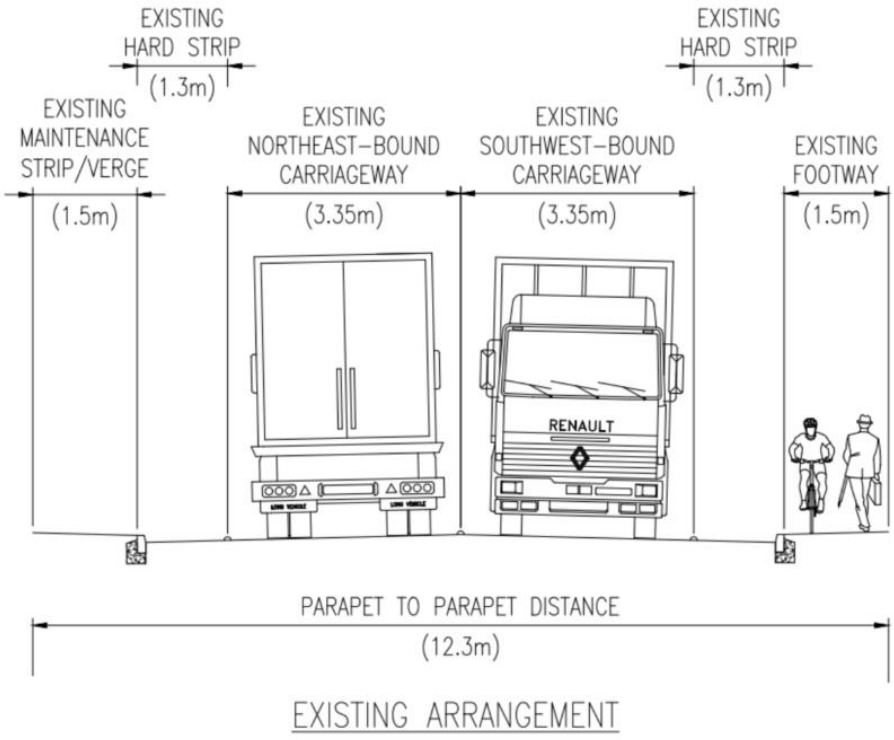

Figure 4-3 - Extract from WSP's Options Report showing existing cross section arrangement

Figure 4-4 - View of existing shared use path looking east

The footway alongside the A1237 links a commercial and residential area to the south-west with the mainly residential area of Rawcliffe to the north-east. A senior school, Manor Church of England Academy, is situated to the south-east of the bridges and some pupils are anticipated to use the footway on the bridges to travel between homes in Rawcliffe and the academy, both on foot and on cycles.

The kerbline along the bridge decks is a side inlet drainage system with a vertical face and inset gullies at intervals.

4.2. Key Findings

Based on the review of existing information and a desktop assessment the key issues are:

- The A1237 carries a high volume of traffic (53,673[2] AADT in 2019) and has a 60mph speed limit.
- The total distance between roundabouts is circa 1000m and the distance across the two bridges where there is no grassed separation strip is approx. 425m.
- The traffic surveys indicate that cyclists use the route throughout the day (05:00 to 23:00) with peaks showing around 08:00 and 17:00. During the AM peak the two-way flows are circa 61 cyclists and in the PM peak the two-way flows are circa 41 cyclists.
- No survey data is available for pedestrian usage.
- The A1237 is not lit.
- In the past five years there have been no collisions on this section of the A1237 between the A1237 / A19 and A1237 / Millfield Lane roundabouts. There have been two serious collisions involving cyclists at the A1237 / A19 roundabout and two slight collisions involving cyclists at the A1237 / Millfield Lane roundabout.

[2] Taken from '31 Channel 1 North' and '31 Channel 1 South' combined AADF for schooldays neutral months

5. Key Design Parameters in LTN 1/20

LTN 1/20 is national guidance that provides a recommended basis for design of local authority roads based on five overarching design principles which are that networks and routes should be:

1. coherent,
2. direct,
3. safe,
4. comfortable, and
5. attractive.

LTN 1/20 encourages the provision of separate space for cyclists to protect them from busy and fast roads, with a fully kerbed cycle track being the optimum provision, followed in suitability based on safety for cyclists, by:

- stepped cycle tracks
- light segregation
- cycle lanes
- mixed traffic – cyclists and motorised traffic on the carriageway

Figure 4.1 in LTN 1/20 summarises the appropriate protected space for cyclists based on different traffic conditions. Tables 5-2 and 5-3 set out the recommended desirable and absolute minimum widths for the different cycle route provisions.

6. Review of Current Design Proposals

The current design proposals have been reviewed against the guidance in LTN 1/20: Cycle Infrastructure Design for the cycling elements and against the Design Manual for Roads and Bridges (DMRB) CD 143: Designing for walking, cycling and horse-riding for the walking elements.

6.1. Current Design Proposals

The current design proposals are contained in the design drawings found in **Appendix B.**

The proposed cross section below has been extracted from WSP's Option Report. In summary the proposals are to reduce the speed limit to 40mph and to install light segregation alongside a new bi-directional cycle lane (2.1m wide) that utilises reallocated road space. Traffic lanes would be reduced to 3.35m[3] wide and hardstrips removed. To avoid intrusive work on the bridge decks the light segregation element is to be formed by temporary traffic management barriers that can sit on top of the carriageway surface. The temporary barriers proposed are MASS barriers which require non-permanent fixing as the barriers are anchored with sandbags[4]

[3] This lane width is to be reduced to 3.15m with a 200mm wide marginal strip following the RSA1 recommendations -See section 6.2.

[4] https://www.safesitefacilities.co.uk/products/road-barriers-traffic-management/street-works-barriers/mass-crash-tested-barrier

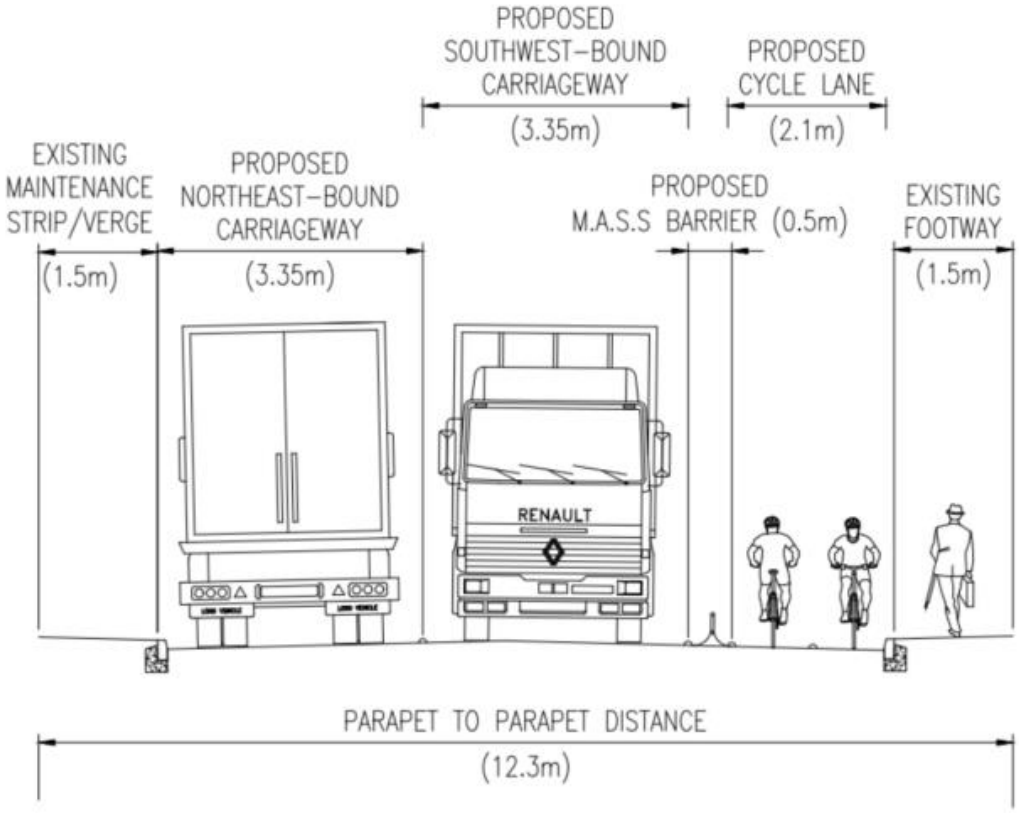

Figure 6-1 - Extract from WSP's Options Report showing proposed cross section

6.2. Stage 1 Road Safety Audit Review

A Stage 1 Road Safety Audit has been carried out for CYC (Ref. 70081506-WSP-RSA-0001 P01) and a Designers Response has been produced (Ref. 70081506-WSP-RSA-0001 P01 Designers Response P02). Problems relevant to this assessment and their agreed actions are summarised below:

- Removal of the hard strips may result in conflicts if a broken-down vehicle is unable to leave the carriageway. Agreed action is to provide warning signs of the narrow carriageway.
- Removal of the hard strips may result in conflicts, especially between large vehicles in opposing traffic streams. The agreed action is to provide 200mm marginal strips and reduce lane widths to 3.15m.
- Longitudinal carriageway joint will sit in the south-westbound traffic lane and may create a hazard for powered two wheelers. Also, a section of high friction surfacing will extend into the south-westbound traffic lane and could cause differential skidding and loss of control collisions. The agreed action is to resurface the carriageway as part of the scheme.
- Loss of control hazard for cyclists from untreated surfaces / lack of maintenance. Agreed action is for a maintenance plan to be agreed at detailed design stage.
- Loss of control hazard for cyclists traveling over the expansion joints. The agreed action is the provision of cycle-friendly expansion joints or cover plates to be considered at the detailed design stage and during the carriageway resurfacing programme (if approved).
- Loss of control hazard from ponding in the cycle lane. The agreed action to review the drainage provision at detailed design stage.

The agreed actions alter the scheme proposals by reducing traffic lanes from 3.35m wide to 3.15m wide and reallocates the space gained for 200mm wide marginal strips along both carriageway edges. They also add to the scheme proposals by requiring carriageway resurfacing and modifications to the expansion joints and potentially add to the proposals if modifications to the drainage system are required to resolve ponding issues.

6.3. Site Visit Observations

A site visit was undertaken by the assessment team on Wednesday 23rd February 2022. The team were on site between 0900 and 1000 when the weather was mild with overcast skies. Temperature on the day was approximately 8°C.

The assessment team walked along the footway between the A1237/A19 Rawcliffe roundabout and Manor Church of England Academy on Millfield Lane.

The following sets out the observations made by the assessment team whilst out on site.

- The A1237 is a busy road and queues from both the A1237 / A19 and A1237 / Millfield Lane roundabouts back up to and over the bridges.
- During the site visit five pedestrians and one cyclist used the shared path over the bridges (both directions). No cyclists were observed using the carriageway.
- The surfacing of the road and shared use path is poor on and around all bridge deck joints.
- Surfacing of the shared use path over the bridges was in poor condition in places.
- The bridges are in an exposed site which experiences high winds.

6.4. Review of Current Design Proposals

Following a review of the current design proposals, the road safety audit and designers' response reports, and a site visit several concerns have been raised relating to:

- Loss of hardstrips and reduction in traffic lane widths
- Type of cycle route protection
- Width of the cycle lane
- Width of the footway
- Maintaining structural integrity of the bridge deck/structure

These concerns are discussed below.

6.4.1. Loss of hardstrips and reduction in traffic lane widths

The reallocation of road space has resulted in the loss of the 1.0m wide hardstrips. Following the RSA Stage1 the proposals are to provide marginal strips to replace the hardstrips. These marginal strips are to be 200mm wide and the space take from the lane widths, reducing the lane widths from 3.35m to 3.15m.

Providing 3.15m wide lanes on a busy all-purpose road with a 40mph speed limit raises the following safety concerns:

- The increased risk of vehicle collisions between large vehicles traveling in opposing directions.
- The increased risk of vehicle collisions on the narrow lanes caused by lack of street lighting and / or high winds.
- The increased risk of vehicles colliding with the temporary barriers.

If a collision occurred on this section of road the road would be blocked, and the resulting traffic tailbacks would impede emergency vehicles from reaching the collision site.

The total carriageway width would be 6.7m wide with a 1.5m wide paved verge on the north side. This provides a total useable width of 8.2m. This section of road regularly experiences traffic congestion with traffic queues forming on both roundabout approaches and backing up to and over the bridges. This is a concern as any emergency vehicles needing to travel along this section of road to an incident elsewhere could be held up, or even stopped, as the 8.2m useable width may not be sufficient space for vehicles that are stationary, or moving on the bridge, to move aside and let the emergency vehicle through.

6.4.2. Cycle Route Protection

The following describes the proposed cycle route protection and how it aligns with LTN 1/20 values:

- The proposals provide light segregation alongside a carriageway with a 40mph speed limit. This does not align with the guidance in LTN 1/20 (Table 4-1) which recommends fully kerbed cycle tracks in 40mph speed limits. The table indicates that the provision of light segregation can exclude some users when used on a road with a 40mph speed limit, especially if there are other constraining features affecting the route.
- The proposals provide a 0.5m wide separation strip. According to LTN 1/20 (Table 6-1) the separation strip between a cycle lane and a traffic lane should be 1.0m wide for a road with a 40mph speed limit, with an absolute minimum width of 0.5m. The separation strip helps to protect cyclists form air turbulence. The proposals provide the absolute minimum, according to LTN 1/20.

Whilst the scheme proposal is to install light segregation the usual features used for light segregation, such as wands and orcas, are not permitted as they must be fixed into the bridge deck (See Section 6.4.5). Instead, a standard temporary vehicle restraint system is proposed. WSP's Options Report specifies 'MASS' barriers which are 500mm wide and 420mm high. The low height could heighten the sense of exposure and the proximity of cyclists to passing traffic could create crosswind buffeting effects on cyclists caused by large vehicles passing at 40mph.

The desirable setback of the barrier from the live lane is 600mm although this can be relaxed to 375mm subject to a risk assessment (DMRB CD377, Table 9.17). Using a MASS barrier, within a 500mm separation strip and a 200mm wide marginal strip would not provide the desirable setback, it would provide circa 350mm setback (the actual setback requires verification by the manufacturer). Reductions from the desirable setback bring moving traffic closer to the barrier and the risk of collisions with it, especially in the hours of darkness and when there are strong winds.

6.4.3. Width of the cycle track

The following describes the proposed cycle track width and how it aligns with LTN 1/20 values:

- The proposals provide a 2.1m wide bi-directional cycle track. According to LTN 1/20 the desirable two-way cycle route width is 3.0m, with an absolute minimum width of 2.0m for cycle flows of 300 or less per hour (Table 5-2, LTN 1/20).
- The proposed cycle track is bound on one side by a 100mm high kerb and on the other side by a 420mm high barrier. According to LTN 1/20 (Table 5-3) an additional width of 200mm is required to maintain effective cycle track width next to a kerb, and 250mm for a cycle track next to a vertical feature up to 600mm high.
- According to LTN 1/20 the absolute minimum width for the cycle track should be 2.45m (2.0m+0.2m+0.25m). Therefore the proposed 2.1m width does not meet with LTN 1/20 absolute minimum recommended provision.

Based on these figures it can be surmised that at a 2.1m absolute minimum width (as proposed) there would need to be a compromise in speed and position for two cyclists to safely pass in opposing directions. The concern at this site is that the constrained section is approx. 425m long and the bounding features (a vertical faced drainage kerb and a barrier with a curved profile) could become collision hazards for cyclists deviating from their path or stopping and putting a foot down on an uneven surface. Place this in the context of a midwinter's peak hour and the cyclists have to navigate the route and each other in darkness as the route is not lit.

6.4.4. Width of the footway

The following describes the proposed footway width and how it aligns with the Design Manual for Roads and Bridges (DMRB) CD 143: Designing for walking, cycling and horse-riding:

- The existing and proposed footway width is 1.5m. The DMRB CD143 (Table E/1.2) requires a footway with a vertical feature on one side (greater than 1.2m high) to be 3.1m wide. The absolute minimum is 2.5m wide. Therefore the effective width does not meet the minimum requirements in the DMRB design standard.
- The proposals do not include a separation strip. The DMRB CD143 Clause E/1.2.1 recommends a separation from the carriageway of 0.5m on roads with a speed limit of 40mph or less. However, as the

footway would be adjacent to the cycle track this recommendation is not applicable. There is no requirement for a separation strip between a footway and a cycle track.

As both the cycle track and the footway are below the recommended widths and adjacent to each other it can be anticipated that there would be instances where pedestrians and cyclists are traveling in opposing directions at the same time and place, resulting in potential conflict due to the space restrictions. This could become a significant issue if usage were to increase.

6.4.5. Maintaining structural integrity

WSP's Option Report states that:

'Light segregation was considered but would need to be affixed to the bridge structure and the proposals are therefore to use temporary barriers (as used for traffic management) so that effects of the scheme could be trialled without significant works to the bridge structure.'

The wands typically used for light segregation schemes are affixed to the road using screws that require holes drilled, 160mm deep[5], into the carriageway structure. The bridge decks have circa 100mm thick surfacing laid onto the reinforced concrete decks (Refer to as-built drawings). The decks are circa 130mm thick and sit on top of concrete beams. Drilling holes into the slim deck at intervals along a given line is highly likely to hit the steel reinforcement and affect the integrity of the deck structure.

It is therefore considered highly unlikely that any intrusive work to affix barriers to the bridge decks would be acceptable and so it would be difficult to develop the use of the temporary barriers into a permanent scheme. Unless methods were agreed to affix the barriers or light segregation elements to the carriageway surface this would result in the proposed temporary traffic management barriers becoming a permanent feature.

6.5. Inclusive Design review of Current Design Proposals

Removing cyclists from the shared use path improves the route for pedestrians as they do not have the risk of coming into conflict with cyclists. Improving the footway surface would also be a benefit to pedestrians.

The retention of the 1.5m width perpetuates the current issues for users with buggies and for groups of pedestrians, especially if they meet pedestrians coming the other way. The 1.5m width is also unsuitable for people with wheelchairs or walking sticks, when it comes to passing one another. However, it's debateable if the current proposals or any improvements to the footway such as widening, would benefit users with mobility impairments. This is because the bridge location, with long approaches and gradients, is a current disincentive and expected to be a future disincentive to a large proportion of the user groups. Further consideration of these concerns by the council is suggested to ensure it complies with its duties under the Equality Act 2010.

The proposed width of the bi-directional cycle track has limitations for disabled cyclists and users with adapted bikes or cargo bikes. Again, the long approaches with gradients along with the constrained space and proximity to heavy flows of traffic are expected to deter some users, especially adults with children on cycles, less confident cyclists, and cyclists with mobility impairments.

The lack of lighting along the route could discourage some pedestrians and cyclists and limit use to the hours of daylight due to the perception of there being a alack of personal security and road safety.

Stakeholder engagement would be necessary to clearly determine if the current proposals would have a positive or negative impact on existing and potential users as it is not currently clear how the scheme intends to support a wide range of people to do more active travel. Understanding the user demographic would assist in determining what measures would be necessary to improve the current scheme from an inclusive design perspective.

6.6. Users and Usage

The route across the A1237 bridges connects two areas of York but the level of need for the connection is not easy to discern without a pedestrian survey, study of trip generators and stakeholder engagement.

The cycle survey shows a reasonable usage of the existing facility. It could be assumed that there may be some latent untapped demand due to the low standard of the current facility discouraging all but the most confident and able cyclists. One of the concerns with the current proposals is that, because of its spatial constraints and proximity to live traffic, the safety risks to users become greater as user flows increase. This is because there will be more situations where users have to pass one another and to do so they need to move to

[5] Greenwich WandOrca (rediweldtraffic.co.uk)

the edges, or from the footway to the cycle track, resulting in collisions with other users or the infrastructure (kerbs and barriers). So there could be a point where the route is not desirable, nor safe, once a certain, as yet unquantified, flow is reached. The benefits then become marginal if users avoid the facility when it's anticipated to be busy and users with concerns over safety or personal security avoid the facility

6.7. Wider context

It is important to look at this scheme in a wider context. The A1237 forms part of a ring road around the City of York and is a single carriageway throughout its length. Plans are being progressed to dual the A1237 from the A19 Shipton Road roundabout eastwards to the A1036 Hopgrove roundabout. The scheme would include new footways and cycle tracks alongside the A1237 with underpasses to connect the new provision with existing networks both sides of the A1237. The section of the A1237 west of the A19 Shipton Road roundabout does not form part of these plans.

The concern is that if the dualling of the A1237 took place then a high quality 60mph dual carriageway with high quality segregated cycling and walking provisions would exist alongside these proposals which narrow a single carriageway down to 3.15m wide lanes, with a 40mph speed limit, and a lightly segregated narrow cycle track. Moreover, this situation is unlikely to change as funding for dualling the A1237 link between the A19 Shipton Road and Millfield Lane roundabouts, and providing high quality cycling and walking provisions, is unlikely 'due to the prohibitive expenses of new structures, such as [the River Ouse and the East Coast Railway] bridges'[6].

It could be surmised from this that it is very unlikely that this section of the A1237 will be upgraded in the near future or long term. This could affect the safety of users as the major scheme to dual the A1237 would attract more pedestrians and cyclists to travel alongside the A1237, and increase numbers on this section over the bridges, where the provision would not support the increased usage without further compromising safety.

6.8. Key Findings

The key issues with the current proposals are:

- The provision of light segregation, with absolute minimum separation (0.5m) and absolute minimum cycle lane width (2.0m) creates a very low standard provision that does not cater for all users and has some safety concerns.
- The provision of a cycle route next to a road with a 40mph speed limit and high volumes of traffic across two bridges that are exposed to high winds and with no street lighting does not cater for all users and has some safety concerns.
- The need to maintain structural integrity of the bridge decks could result in the temporary traffic management barriers becoming a permanent feature.
- The loss of hardstrips and reduction in traffic lane widths could have an impact on network management across the city if an incident occurred on the bridges which closed the road and caused traffic congestion.
- The loss of hardstrips and reduction in traffic lane widths could have an impact on incident response units as the restricted highway corridor, coupled with traffic queues on the A1237 could prevent or delay units from getting through
- The long-term situation could be a high-quality provision on the adjacent section of the newly dualled A1237 that increases usage over the bridges and increases the safety risk to users.
- The problems raised by the road safety audit have resulted in actions to include carriageway resurfacing and modifications to expansion joints as a minimum. These additional elements will increase the cost of the work significantly.

7. Design Progression Options

This review has assessed the current design proposals for their suitability for progression to preliminary design. The following discusses the feasibility of progressing the current design proposals in their entirety, with adaptations, and with wholesale changes, effectively as a new design.

[6] York outer ring road dualling scheme – City of York Council

7.1. Current Design Proposals

This review has summarised significant issues with the current design proposals, gleaned from the Options Report, road safety audit, an inclusive design assessment, and a site visit (See Section 6). The review has also shown that the current design proposals do not align with LTN 1/20 values and guidance.

The assessment indicates that the current design proposals would generate minimal benefits for cyclists and several safety risks as well as significant costs associated with carriageway resurfacing and modifications to expansion joints.

If these safety risks are not remedied, and the proposals aligned with LTN 1/20 guidance, then the scheme as it stands currently is highly unlikely to be granted EATF funding.

It is therefore **advised** to not proceed with the current design proposals as shown on the design drawings in **Appendix B.**

7.2. Adaptation of Current Design Proposals

The bridge decks preclude the construction of any intrusive works including a stepped or segregated cycle track as this would impact on the integrity of the bridge structure and the side-inlet drainage provision. This along with the constrained width severely restricts the options available within the current highway corridor. It is therefore not considered feasible to produce an active travel scheme within the existing corridor that provides a safe, smooth, and attractive facility for pedestrians and cyclists, or that could receive funding from EATF.

7.3. Wholesale new design

To provide a high-quality facility for pedestrians and cyclists that could cater for increased usage and be a permanent feature would require infrastructure outside of the existing highway corridor.

The two bridges are separated by an embankment which could be modified to land new foot-cycle bridge decks on and a new route constructed alongside the A1237 corridor, similar to the facility on the west side of the A1237 / Haxby Road roundabout- see Figure 7-1 and Figure 7-2. Providing segregated facilities with rest points, seating and lighting would align with the proposals for the adjacent A1237 dualling scheme.

Figure 7-1 – Plan showing the shared use path alongside the A1237 at the Haxby Road roundabout

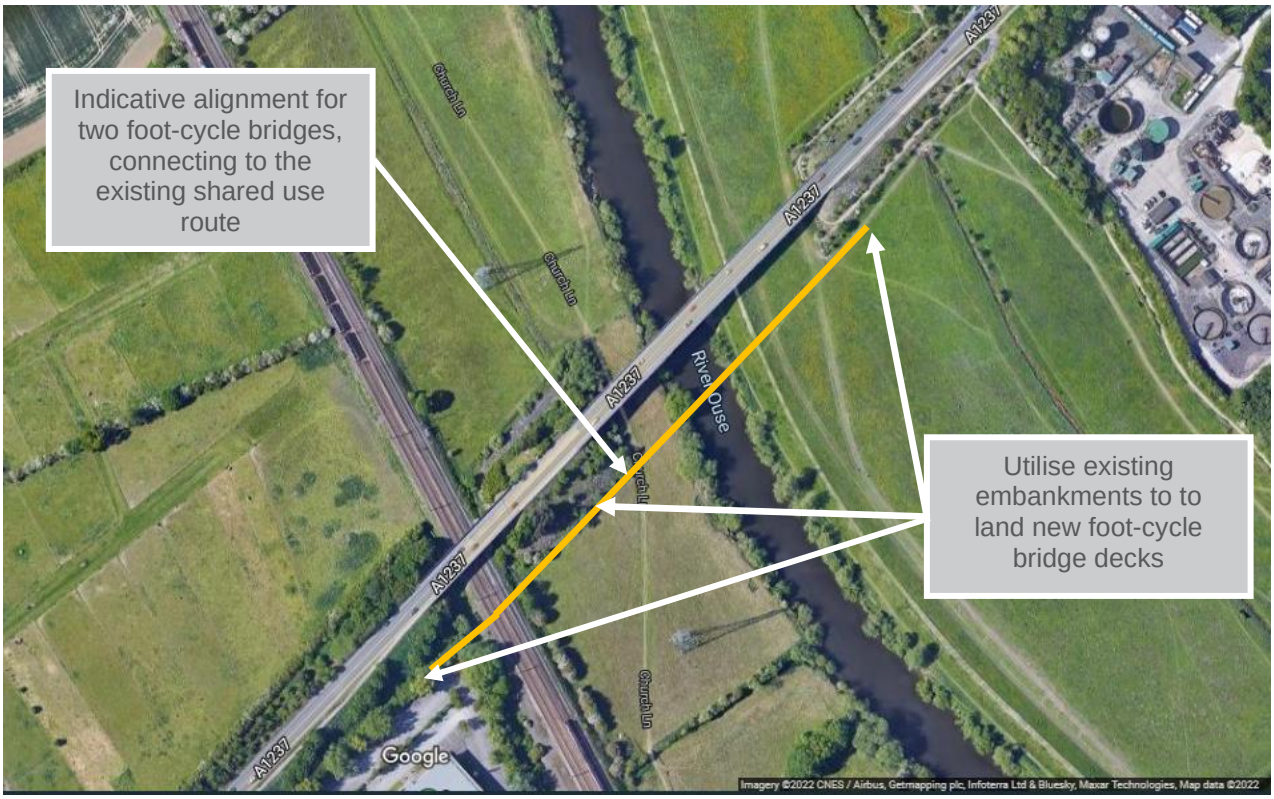

Figure 7-2 - Indicative alignment for new foot / cycle bridges and approaches

8. Conclusions and Recommendations

This assessment has raised significant issues with the current design proposals and highlighted the following three key issues:

- The current design proposals are expected to generate minimal benefits for cyclists and pedestrians and the scheme is unlikely to be funded by Active Travel England.
- The current design proposals create or increase several safety risks for cyclists, pedestrians, and motorists.
- The current design proposals would incur significant costs associated with carriageway resurfacing and modifications to expansion joints that are required to address safety issues.

The inability to include any intrusive works on the bridge decks along with the constrained width severely restricts the options available within the current highway corridor.

Whilst it is often considered better to do something, rather than nothing, in this situation it may be better to do nothing, rather than install a low standard facility that will be retained for the long term. Following the assessment, it is advised to not proceed with the current design proposals and to consider options outside of the current highway corridor.

9. Next Steps

The suggested next steps are to carry out a feasibility study for the option described in Section 7.3 that includes the following tasks:

- a pedestrian count survey
- a trip generation study
- a Diversity/Equality Impact Assessment
- stakeholder engagement

Appendices

Appendix A. WSP's Option Report

wsp

EMERGENCY ACTIVE TRAVEL FUND (EATF)

DATE:	26 May 2021	**CONFIDENTIALITY:**	Internal
SUBJECT:	York – A1237 Bridge Cycle Facilities		
PROJECT:	70073583	**AUTHOR:**	Andy Carpenter
CHECKED:		**APPROVED:**	Jon Phillip

PEDESTRIAN / CYCLE FACILITIES, A1237 BRIDGES

Executive Summary

Further to Government advice and revised DfT Guidance and following award by the DfT of the second Tranche of funding, WSP has reviewed (on behalf of City of York Council, CYC) cycle provision on the A1237 Outer Ring Road (ORR) between the junction with the A19 and Great North Way (GNW) roundabouts across Rawcliffe Ings Bridge (over the River Ouse) and Millfield Railway Bridge (over the East Coast Main Line (ECML)) which were constructed in the mid-1980s.

This report considers the types of medium-term measures which could be implemented to improve facilities along this corridor (focusing on where they are currently very poor) ahead of a potential future upgrade to this section of the ORR (in the long-term) which would include more substantial off-road facilities for cyclists between A19 and A59.

The budget for these works limit the scope of what is achievable (given the two structures) and are effectively limited to removal of hardstrips to provide sufficient width for a narrow two-way cycle lane. A segregated two-way on-carriageway cycle lane of 2.1m would be largely LTN compliant and whilst further discussion would be required on the potential safety implications / Road Safety Audit, this should be weighed against the current risks of the very narrow shared path (particularly for when pedestrians/cyclists pass each other) and the alternative of cyclists using the hardstrips as cycle lanes (which already occurs) as well as pedestrians stepping out into the carriageway to avoid cyclists.

An alternative would be to remove the hardstrips and provide conventional mandatory cycle lanes on both sites of this section of the A1237 although this would not satisfy the DfT requirements for EATF2 funding. It would also require crossings to/from the northbound lane and many cyclists may not use the northbound lane as it requires 2 crossings to use a distance of less than 600m.

Current Use

Whilst the current facilities between A19-GNW are shown on the York Cycle Route Map as existing off-road cycle track, they are significantly substandard to the point of not being possible to pass cyclist and pedestrian in many places. As such, cyclist dismount signs are provided on the approaches to Rawcliffe Ings Bridge and Millfield Railway Bridge so that cyclists following the signs cannot use this section as intended. It is assumed that the signs were erected after incidents on the path although these do not appear in the STATS19 data.

Perhaps surprisingly given the current standard of facilities the A1237 route is relatively well-used and provides an important link where there are otherwise limited options to cross the river and ECML (the next closest bridge being Water End, requiring a significant diversion of around 6km). Based on a single 1 hour count on site on a November (2020) Wednesday, between 1300-1400, 24 cyclists and 10 pedestrians were counted (sum of both directions). This is likely to be higher during spring/summer months and outside COVID.

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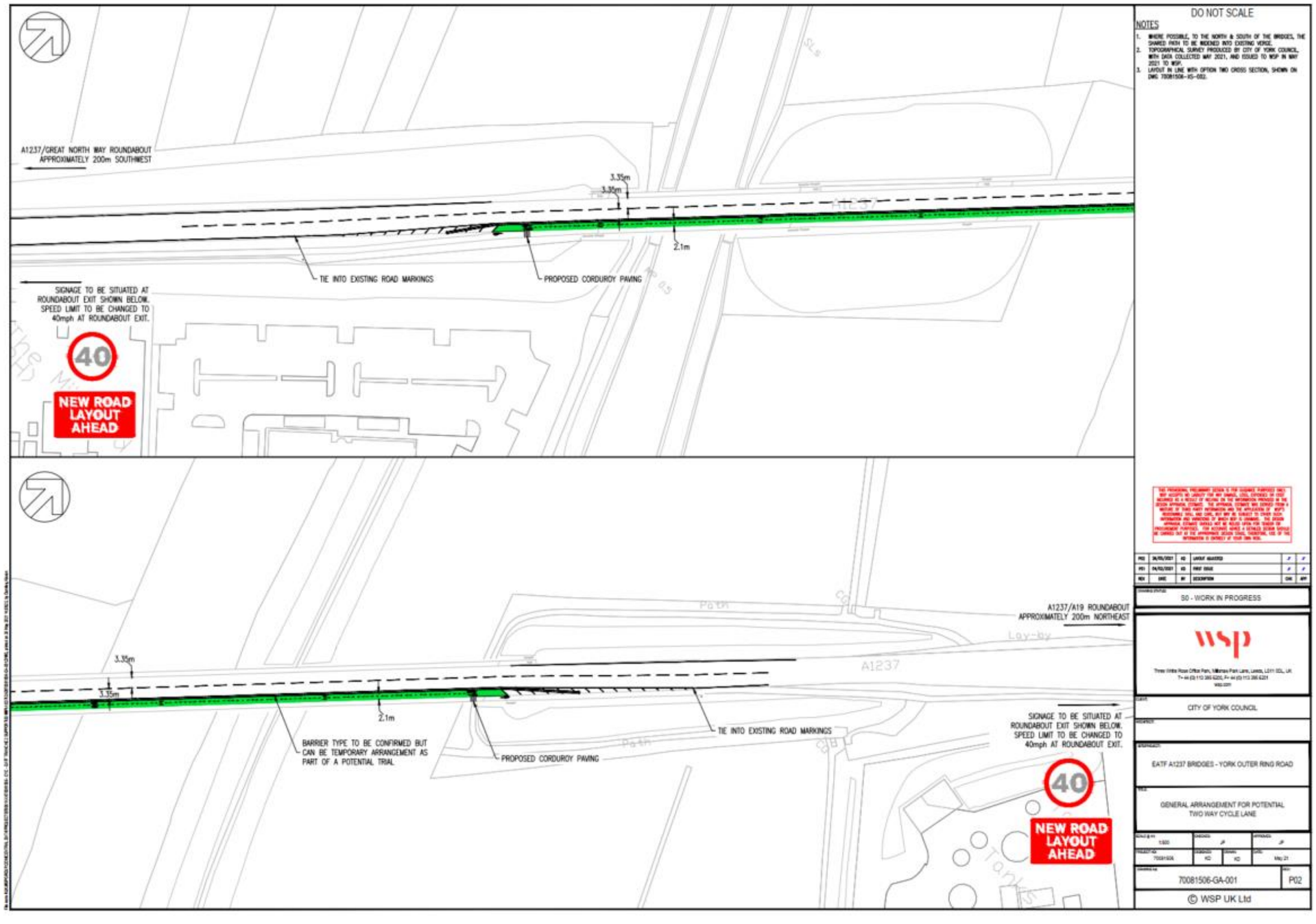
Appendix B. Current Proposed Scheme



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Active Travel Programme – City Centre Bridges

Revision 3.0 – 28/6/2022

Summary

This project aims to address issues for cyclists on the three city centre bridges (Skeldergate, Ouse and Lendal). The project will focus on safety and amenity concerns for cyclists, specifically focusing on reducing conflicts between cyclists and vehicles; for example, close overtaking.

Highway Code Definition and Legal Standing

Motor vehicles close overtaking of cyclists is intimidating and potentially dangerous. Passing too close is often a contributing factor to cyclist / vehicle accidents and is seen as a contributing factor preventing people to consider using their bike. Reducing close passes is an important requirement to improve cycling within the UK.

The Highway Code states that when overtaking a cyclist, drivers should give, 'as much room as you would give a car'. It doesn't specify a minimum distance that drivers must leave between the cyclist and their car, but 1.5m is widely assumed as a reasonable distance.

Drivers can be prosecuted for passing too close to a cyclist under careless driving legislation but evidence of the criminal behaviour needs to be provided for example:

- Having video footage, for example dash cam/cycle cam footage.
- Have independent witnesses
- The incident been witnessed by a police officer

Some police forces in the UK have been running educational campaigns to alert drivers of the dangers of passing too close to cyclists. This would look to be a useful first step to try and reduce poor driver behaviour and the number of close pass incidents.

Site Review

The design team has reviewed the accident data (last 5 years 1/1/17 to 31/12/21), traffic flows and the existing facilities at each of the three bridges. Site visits were undertaken to review the sites and observe the traffic. Each site was also reviewed against the Cycling Level of Service Tool (CLoST) criteria. The following information provides a summary of the data gathered.

Lendal Bridge

There have been a total of 5 accidents over the last 5 years, with a total of 6 casualties. All of these casualties are classed as slight. This is considered to be an average number of accidents per year. Two of the accidents involved cyclists, and three involved pedestrians, with 2 pedestrian casualties reported from on accident.

The two cyclist accidents:

- One was when a cyclist undertaking traffic had a car door opened into them.

- One was when a cyclist overtaking on the right of traffic got hit by a car suddenly doing a U-turn.

No injury accidents have been reported in the last 5 years involving close overtaking of cyclists by motor vehicles.

Lendal Brige has approximately 13,300 two-way trips per day over it. It is estimated that approximately 2,400 cyclists use the bridge each day. This is approximately 18% of the 24 hour 2 way mix for all vehicels. Cyclists make up 26.5% and 25.5% of vehicles crossing the bridge in the AM and PM peak hour respectively. This is showing a large proportion of the daily cyclist traffic is during commuting hours.

The carriageway for Ledal Bridge is 6.5m wide divided into two 3.25 general traffic lanes. No cycle lanes are provided. The carriageway surfacing is in a poor state of repair and has recently received emergency repairs to improve it. It is planned to undertake full resurfacing of the carriageway over Lendal Bridge in the near future but currently dates are not available for delivery.

This bridge often has stationary traffic due to queuing from the Museum Street / Duncombe Place / St Leonard's Place junction. This can lead to cyclists under / over taking stationary vehicles as they try to navigate the bridge.

The bridge score poorly against appropriate CLoST criteria with several safety key requirements scoring "critical" given the high flow of motor vehicles and the lack cyclist segregation on the bridge.

<u>Ouse Bridge</u>
It is noted that Ouse Bridge is in close proximity to bars/clubs/places serving alcohol, therefore a number of these accidents have involved pedestrians under the influence of alcohol. This could then impair their judgement, and is a contributing factor to the cause of these accidents.

There have been a total of 9 accidents, with 10 casualties. 8 of these have been classed as slight, with 2 serious casualties. Each of the serious casualty incidents were likely to have involved pedestrians under the influence of alcohol.
Out of the 9 accidents 2 involved cyclists and it appears that both resulted from malfunction with their bike.

No injury accidents have been reported in the last 5 years involving close overtaking of cyclists by motor vehicles.

Ouse Bridge has the least amount of daily traffic flow of the three bridges, approximately 10,000 two way trips per day, but has a high proportion of cyclist use 1,300 per day, (12.8% of users). Cyclists make up an even larger percentage in the AM and PM peak periods, 30.4% and 32.8% respectively, this is the largest peak percentage of cyclist users over the three bridges. It is noted that Ouse Bridge also has by far the highest number of large vehicles due to the high number of bus movements (over 1,250 per day).

The carriageway for Ouse Bridge is 7m wide and for the majority of the bridge there is no central lane marking. No cycle lanes are provided either. The carriageway surfacing to the north of the bridge near Nessgate Corner is in a poor state of repair. It is planned to undertake full resurfaing of the carriageway in this area sometime in 2023 / 24.

The bridge score poorly against appropriate CLoST criteria with several safety key requirements scoring “critical” given the high flow of motor vehicles and the lack cyclist segregation on the bridge.

Skeldergate Bridge

There has only been one reported accident on the bridge over the last five years. The one accident occurred when a cyclist was undertaking stationary traffic in the middle of the bridge and a car door was opened in their path, causing a collision.

No injury accidents have been reported in the last 5 years involving close overtaking of cyclists by motor vehicles.

Skeldergate Bridge has the highest traffic flow of the three bridges with approximately 22,000 vehicles travelling over the bridge each day. Skeldergate has the lowest volumn and percentage of cyclisting using the bridge (680 cyclists in 24hours at a percentage of 3%).

Skeldergate already has on carriageway advisory cycle lanes installed. These are however substandard and do not meet the existing best practice minimum of 1.5m. The carriageway is 7.25m in total and generally the carriageway condition is acceptable. There are no plans for carriageway maintanance of this bridge.

The bridge score poorly against appropriate CLoST criteria with several safety key requirements scoring “critical” given the high flow of motor vehicles and the lack cyclist segregation on the bridge.

Options

Cycle Infrastructure

Local Transport Note 1/20 - Cycle Infrastructure Design (LTN 1/20) says that roads with a two way daily traffic flow of over 6,000 vehicles should separate vehicle and cyclist traffic to make the route suitable for most people cycling. This would be in the form of a fully kerbed cycle track, stepped cycle track or some form of on-carriageway light segregation. Any of the above would need to be 1.5m minimum in width per direction (3.0m absolute minimum in total of the bridge).

Each bridge has a carriageway cross section of 7.25m or less. Any addition of cycle lanes to current LTN1/20 guidance is not possible without removal of traffic lanes or substantial changes to the bridge. These options were specifically excluded from the scope of this commission and so have not been considered.

Although Skeldergate Bridge does currently have cycle lanes, these are below the current LTN 1/20 minimum width guidelines of 1.5m as they are less than 1m wide.

The bridge is the widest of the three at 7.25m but it would not be recommended to implement 1.5m cycle lanes on the bridge given this would lead to substandard vehicle lane widths (say 2.1m).

Given the high flows over the bridge and limitation within the scope to undertake major works all proposals below are looking at minor safety improvements and would not improve the bridge environment in line with LTN1/20 core principals of design.

Double White Lines / No overtaking orders

Double white line systems are used to prohibit drivers from encroaching on that area of carriageway used by the opposing flow of traffic. However, there are legal exclusions to this and the passing of slow moving vehicles is still allowed allowed. Within the stanard double white line systems have specific uses and requirements and it is the designers assertation that they are not suitable for this application. Double white line systems are not encouraged to be used in built up areas. This is as per Traffic Signs Manual Chapter 5 Section 3.1.

Alternatively to double white line systems a “no overtaking” restriction was considered by the designers. This would need approval through a Traffic Regulation Order inorder to be implmented. No overtaking restriction are used only in exceptional situations and the designer does not believe they are suitable or enforceable on the city centre bridges.

It is not belived that the signing for “No Overtaking” would suitably identify no overtaking of cyclists even with use of a auxilary plate.

Agreement with North Yorkshire Police would be required to implement either of the above solutions. However, the designer does not recommned further investigation of this option.

Speed limit reduction

The designer considered if speed reduction from the current 30mph limit to a 20mph limit would be appropriate over the bridges. LTN 1/20 – even at 20mph - recommends segregated cycle facilities to make the route suitable for all cyclists.

Any change in speed limit would require careful consultation with North Yorkshire Police, appropriate Traffic Regulation Orders, effective enforcement and legible signing. Given this, it was not believed that short sections of 20mph zones over the bridges would make a significant difference to speed or behaviour of traffic. As a wider consideration area 20mph may be a more useful application to reduce speed through whole areas and benefit cyclist. The scoping and delivery of this is currently outside that of this commission.

Narrow Lane Do Not Overtake Cyclists Signs

The use of “Narrow Lane Do Not Overtake Cyclists” at roadworks has been used by City of York Council and by other Authorities throughout the UK. These signs are temporary and for advice purposes only. The signs themselves do not hold any legal standing, are not an approved sign by the DfT that appear in Traffic Signs

Regulations and General Directions 2016 (TSRGD 2016) and are thus not enforceable.

The Traffic Signs Manual states:
“Care should be taken to ensure that traffic signs are used only as prescribed in the Regulations, and in accordance with any relevant directions, and that no non-prescribed sign or signal is used unless it has been formally authorised in writing. Failure to do so may leave an authority open to litigation, or make a traffic regulation order or traffic regulation order or traffic control measures unenforceable.”

As such, it is the designers view that the use of permanent signs to warn drivers of the dangers of overtaking cyclists would need to have formal authorisation by the Department for Transport (DfT) and should not be erected without this authorisation. A review of the Department for Transports non-standard approved signs did not find any signs similar to “Narrow Lane Do Not Overtake Cyclists”. However, Transport for Scotland have approved signs to “Give Cyclists Space” and other unapproved signs have been trailed in the UK.

Options for using existing approved standard regulatory signs, which are within the TSRGD 2016, were looked at with the addition of supplementary plates. Drivers generally understand these signs and heed the warning. The use of text heavy warning signs is not seen as effective for drivers as they finding reading text difficult while driving and do not understand the directions in a busy urban highway environment. As such a regulatory sign with a simple custom supplementary text sign was seen as an option to consider.

The choice of appropriate regulatory warning signs is limited to those that would be appropriate to the hazard. This would then have a custom supplementary plate added to improve effectiveness and highlight the issue of close passing of cyclists. This supplementary plate will need to have Signs Authorisation by the DfT for its use. Installation of any unauthorised signs is not recommended by the design team due to the potential risk of litigation.

Types of signs that have been considered for use are:
Regulatory Signs:

Diagram 516
Narrow Road

Diagram 632
No Overtaking

Diagram 650
Cyclists

Custom Supplementary Plate Signs:

The reccomended sign would be a combination of theDiagram 516 “narrow road” warning sign and the custom “Do not overtake cyclists” sign.

Regulations stipulating the minimum distance from the hazard that the warning sign can be placed and the minimum distance for visibility need to be adhered to. Given the nature of the environment round the three bridges it is difficult to place the signs within the highway in suitable locations. Minimum distances / visibility thresholds are not met for Ouse Bridge. Signs on the approaches to Lendal Bridge would need to be suitably consulted on as they would need to be erected close to the City Walls or infront of historic buildings.

Signs on the approach to Skeldergate Bridge could be able to be installed at appropriate locations, however, the road does not actually significantly narrow over the bridge and the above proposed sign would not seem appropriate for use. The provision of cycle lanes and the sign together may also provide motorists with conflicting information and this is not seen as beneficial.

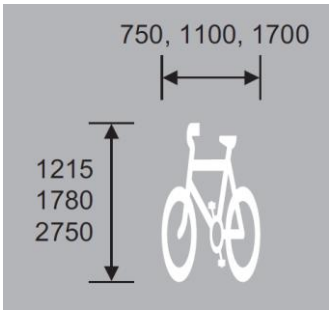
Because of some of the sign sites not meeting the regulations, any application to the DfT for use of a special custom sign in these locations is likely to be denied and is thus not recommended.

The alternative to this approach was to design a custom sign as per that recently approved by Transport Scotland which would, instead of preventing overtaking of cyclists, remind drivers of motor vehicles how to do so safely. This is seen as a more likely solution to gain authorisation given the legal issues regarding preventing overtaking cyclists.

The following information sign was created to provide drivers information on the distance to give cyclists when overtaking in a 30mph area. As this is an informaiton sign the requirements for its location as not as strictly defined as that of a regulatory sign and thus provides more scope for its deployment on the approach to the City Centre Bridges.

Road Markings

As detailed above, actual cycle lanes to current best practice, advised or mandatory, are not possible due to lack of space. However, bicycle markings to Diagram 1057 could be installed, without cycle lanes, to give more awareness of cyclists. This has been done in other locations in York to some effect i.e. Tadcaster Road.



Diag 1057: Cycle Route Road Marking

These road markings provide reinforcement that cyclists are present and they should be given ample room.

A review of removal of the centre lines was undertaken for Skeldergate and Lendal Bridge but due to the high number of vehicles using the bridge this is not considered appropriate following review of best practice. Ouse Bridge already has the centre line removed for the majority of its length and it is not proposed to change this.

Skeldergate Bridge already has, sub-standard, cycle lane markings. However, to remove the cycle lanes would seem counter intuitive for a scheme looking to improve cyclist provision. Furthermore, to remove these effectively would likely require the resurfacing – or at least partial resurfacing of the carriageway. This would have a considerable cost associated with it. Given that no injury accidents have been reported and there are currently no plans to resurface the carriageway it is not recommended that the road markings be changed on Skeldergate Bridge.

The carriageway surfacing on Lendal Bridge is in need of repair. It is likely that carriageway resurfacing will be undertaken in the near future as part of a wider bridge maintenance scheme. It is not recommended to install new markings until the

resurfacing is completed given the poor condition of the carriageway and additional costs incurred for installing the road markings when resurfacing is scheduled.

Ouse Bridge may benefit from the installation of cyclist symbols on the carriageway. This would highlight the presence of cyclists and may provide some minor safety benefit.

Recommendations

Following the review of the options available the following recommendations are made by the designer to take the City Centre Bridges project forward:

1) Liaise with North Yorkshire Police to carry out a driver education programme on the dangers of close passes to cyclists.
2) Apply to the Department for Transport for Signs Authorisation to use the “Give Cyclists Space” sign for all bridges. If authorisation is granted, then the design of these signs will be taken forward.
3) Design road markings using cyclist symbols (Diag 1057) for Ouse Bridge and Lendal Bridge. The Lendal Bridge road markings would be installed following the maintenance and resurfacing works of the bridge.

Budget

Subject to approval for the use of “Give Cyclists Space” signs. A budget of £15,000 will be required to undertake the signing and lining works associated with the recommendations. Additional budget may be required for undertaking road safety education programmes and this will need to be investigated following further discussion with North Yorkshire Police.

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City of York Council

Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Place
Service Area:	Active Travel Programme
Name of the proposal :	People Streets / Ostman Road
Lead officer:	Bethan Old
Date assessment completed:	20/06/2022

Names of those who contributed to the assessment :

Name	Job title	Organisation	Area of expertise
Bethan Old	Project Manager	CYC	Project Management

Step 1 – Aims and intended outcomes

1.1	**What is the purpose of the proposal?** Please explain your proposal in Plain English avoiding acronyms and jargon.
	To improve the environment for pedestrians, cyclists and mini-scooter users on Ostman Road near Carr Junior and Infant schools by reducing the impact of traffic.

1.2	**Are there any external considerations?** (Legislation/government directive/codes of practice etc.)
	▪ Cycle Infrastructure Design LTN 1/20 ▪ Design Manual for Roads and Bridges (**DMRB**) ▪ Manual of Contract Documents for Highway Works (**MCHW**) ▪ Specification for Highway works (**SfHW**) ▪ Traffic Signs Regulations and General Directions 2016 (**TSRGD**) ▪ Manual for Streets ▪ Structural Eurocodes ▪ Building Regulations ▪ Traffic Signs Manual 2019 ▪ Inclusive Mobility: a guide to best practice on access to pedestrian and transport infrastructure ▪ Guidance on the use of Tactile Paving Surfaces ▪ CYC Arboriculture Policy 2017 & BS5837 Trees in relation to design, demolition and construction

1.3	**Who are the stakeholders and what are their interests?**

	CYC Internal – Maintaining the effectiveness of the authorities existing highways infrastructure, Preparing the network for changing future demand, Raising public awareness of upcoming changes, Utilisation of the network during construction periods. Transport Planning , Sustainable Transport Service, Road Safety, Network Management, Network Monitoring, Streetworks , Public Protection – Air Quality, Development Management, Communications, Highways, Major Transport Projects, Design, Conservation and Sustainable Development, Parks and Open Spaces, Waste Services, Finance **External – User experience of Ostman Road** General Public Residents/businesses on and in the vicinity of Ostman Road Parents and children who attend Carr Infants and Junior Schools Staff affiliated with Carr Infants and Junior Schools No 5 bus

1.4	**What results/outcomes do we want to achieve and for whom?** This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	Improved environmental appeal and safety for pedestrians and cyclists on Ostman Road through:

	• Reducing the impact of vehicles and parking • Planting vegetation • Improving footways and public spaces • Installation of pedestrian crossing facilities Proposed changes will encourage active travel and move priority towards pedestrians, providing children and parents with a safer, greener way of getting to school. Therefore carrying out these works fulfils the 'Getting around sustainably' key outcome of the Council Plan.

Step 2 – Gathering the information and feedback

2.1	**What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?** Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.

Source of data/supporting evidence	**Reason for using**
Preliminary Internal Consultation with the groups indicated at section 1.3 completed from the 16th May to the 20th May 2022. Stakeholders were contacted via email and provided with details of the proposed changes along with annotated preliminary design drawings.	To get a direct response to preliminary design options from a range of groups who may have existing technical knowledge of specific issues at the location.
Preliminary External Consultation with the groups indicated at section 1.3 completed	To gather the opinions of a variety of users of Ostman Road, to identify trends and to give the public a chance to have their voices heard.

from the 1st June to the 30th June 2022. Stakeholders were invited to complete an online survey to gather their views on the existing state of Ostman Road and proposed changes. Residents were contacted via post, schools were contacted via email, and social media posts invited the general public to contribute.	

Step 3 – Gaps in data and knowledge

3.1	**What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.**
Gaps in data or knowledge	**Action to deal with this**
Stakeholder groups with technical knowledge that may identify design features that disadvantage certain protected characteristics noted in the Equality Act 2010	Public Executive Member Decision Session to attract more attention to the scheme, and the maintaining of a scheme specific inbox throughout the project lifecycle so that anyone can have their say at any time.

Step 4 – Analysing the impacts or effects.

4.1	**Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?** Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations**.**

Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	The evidence obtained during consultation suggests that proposed changes will be beneficial for children, as they promote healthier travel to school and positive engagement between children and the environment around them. Parklets and benches will also provide pedestrians with areas to sit for a break, which may be helpful for some elderly people with mobility impairments.	Positive	High
	The evidence obtained during consultation suggests that certain features in the design proposals may not be safe for children. The point was raised that children are prone to climbing and playing on street furniture, and since these would be placed in close proximity to the road this poses a risk that children may fall into the road. If this scheme is progressed through to Detailed Design, these features will be scrutinised with this in mind.	Negative	
Disability	The evidence obtained during design suggests that the installation of crossings will make it easier to and reduce the risks associated with crossing the road to pedestrians with mobility impairments.	Positive	High

	Parklets and benches will also provide pedestrians with areas to sit for a break, which may be helpful for some disabilities.		
Gender	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Gender Reassignment	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Marriage and civil partnership	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Pregnancy and maternity	The evidence obtained during design suggests that the installation of crossings will make it easier to and reduce the risks associated with crossing the road to pedestrians with dependent children and mobility impairments due to pregnancy.	Positive	High
Race	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Religion and belief	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Sexual orientation	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Other Socio-economic groups including :	**Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?**		
Carer	The evidence obtained during consultation suggests that the installation of crossings will make it easier to and reduce the risks associated with crossing the road to pedestrians with dependents.	Positive	High

Low income groups	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Veterans, Armed Forces Community	No reference to this characteristic was made as part of our information gathering process	Neutral	High
Other			
Impact on human rights:			
List any human rights impacted.			

Use the following guidance to inform your responses:

Indicate:

- Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

High impact (The proposal or process is very equality relevant)	There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.
Medium impact (The proposal or process is somewhat equality relevant)	There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights
Low impact (The proposal or process might be equality relevant)	There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights

Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	**Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is being done to optimise opportunities to advance equality or foster good relations?**
Further investigation into the risks associated between children and street furniture in close proximity to the road, if the scheme should be progressed to Detailed Design. Maintain the ostmanroad.improvements@york.gov.uk email inbox so that anyone wishing to draw attention to risk factors or ways in which protected characteristics are disadvantaged can do so.	

Step 6 – Recommendations and conclusions of the assessment

6.1	**Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:**
- **No major change to the proposal** – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.	

- **Adjust the proposal –** the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.

- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty

- **Stop and remove the proposal –** if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

Option selected	**Conclusions/justification**
No major change to the proposal	The project demonstrates that suitable consideration has been taken into account with regards to proposal designs and their impact on those users who share a protected characteristic and does not lead to unlawful discrimination. The project is part of a wider Active Travel Programme, which will continually monitor developments in available technology which could further enhance the user experience of pedestrians and cyclists. This will also be informed by continued interaction with stakeholders. Each project proposed for construction is subject to road safety assessment and where recommended, Road Safety Audit which will lead to further considerations as part of the design and installation process.

Step 7 – Summary of agreed actions resulting from the assessment

7.1	What action, by whom, will be undertaken as a result of the impact assessment.		
Impact/issue	**Action to be taken**	**Person responsible**	**Timescale**
Additional Stakeholder Identification	Appropriate groups/individuals representing protected characteristics to be identified and invited to contribute feedback on designs, should the scheme be progressed.	Bethan Old working in conjunction with the CYC Communications Team	ASAP

Step 8 - Monitor, review and improve

8. 1	**How will the impact of your proposal be monitored and improved upon going forward?** Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	Members of the general public are free to provide feedback through any of the authorities communication channels and where required and possible, officers will undertake further steps to improve user experience. Learning will be shared with other Active Travel Programme officers, and will be incorporated into this and future schemes.

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City of York Council

Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Place
Service Area:	Transport
Name of the proposal :	Navigation Road Improvement Scheme
Lead officer:	Shoaib Mahmood
Date assessment completed:	31/03/2022

Names of those who contributed to the assessment :

Name	Job title	Organisation	Area of expertise
Shoaib Mahmood	Transport Project Manager	City of York Council (CoYC)	Project Management
Nigel Ibbotson	Project Manager	TTPM/City of York Council	Project Management
Bethan Old	Project Manager	TTPM/City of York Council	Project Management

Step 1 – Aims and intended outcomes

1.1	**What is the purpose of the proposal?** Please explain your proposal in Plain English avoiding acronyms and jargon.
	Reduce through-traffic from city centre by introducing a short section of one-way road between Rosemary Place and Rowntree Wharf. The one way section will run between two segregated cycle lanes in both directions. The scheme will benefit pedestrians, cyclist and residents.

1.2	**Are there any external considerations?** (Legislation/government directive/codes of practice etc.)
	Considerations are documented in Cycle Infrastructure Design Local Transport Note 1/20. The guidance prescribes the designs and conditions of use of cycle lanes on highway infrastructure.

1.3	**Who are the stakeholders and what are their interests?**
	CYC Internal – Impact of scheme on adjacent projects and on the highway network. Legal, Procurements, Finance, Property, ICT, Democratic Services, Economic Development, Licensing, Developments, Maintenance. *General Public* Motorists – Impact on vehicle habits movements. Impact of construction works on highway network operation. Local Residents – Impact of scheme on local residents. Impact of construction works on highway network operation. Cyclists / Transport Groups – User experience of segregated cycle lanes, Impact of construction works on highway network operation. Local Businesses – Impact of construction works on day to day running of business. Impact following full scheme completion on business and customers. Local Ward Councillors / Deputy Leader of the Council, Executive Member for Transport – Awareness of scheme Department for Transport – Funding provider. To meet requirements of any funding requirements. Transport Operators – Impact on transport services / timetable (buses) Emergency Services – Impact on emergency services routes.

1.4	**What results/outcomes do we want to achieve and for whom?** This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	The Navigation Road scheme links to the following Council Plan (2019 – 2023) core outcomes: - A greener and cleaner City of York Council - Getting around sustainably The Council Plan (2019 – 2023) states York City of Council will undertake the following: - "Options for sustainable transport, including public transport and rail, are improved to help reduce the need for car travel in the city." - "Review city-wide public transport options, identifying opportunities for improvements in walking and cycling, rail, buses and rapid transit, which lay the groundwork for the new Local Transport Plan" The Navigation Road scheme achieves the tasks stated within the Council Plan that will be undertaken. An aim of The City Of York Council Local Transport Plan 3 (2011 – 2031) is "Having a comprehensive cycling and pedestrian network". The Navigation scheme meets this aim and is mentioned within the Local Transport Plan (pg 53) as a cycle route that would contribute to completing the urban network.

Step 2 – Gathering the information and feedback

2.1	**What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?** Please consider a range of sources, including consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.

Source of data/supporting evidence	Reason for using
Feedback Consultation	Response to trial from range of users and groups to obtain feedback on the scheme. The feedback consultation will be notified via press release / social media posts and targeted letter drops to addresses within close proximity of the scheme.
Consultation Website and Dedicated email address	The consultation website is found at: www.york.gov.uk/NavigationRoad The feedback consultation will be an online version of the form, and paper copies could be requested and returned by post. Members of the general public who are users of the scheme are free to provide feedback through any of the authority's communication channels and, where required and possible, officers will undertake further steps investigations and actions to improve the user experience of this site. A dedicated email has been set up: **navigationroad.improvements@york.gov.uk**

	Residents, business owners and users of the scheme are encouraged to provide feedback via email.
Letter Drops	Letter drops was used to notify residents of the scheme construction.
Press Release / Social Media	Press release / social media was used to notify residents of the scheme construction.

Step 3 – Gaps in data and knowledge

3.1	What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.
Gaps in data or knowledge	**Action to deal with this**
Record of protected characteristics view on scheme	Identification of potential local groups/organisations representing members of the protected characteristics who may be interested.

Step 4 – Analysing the impacts or effects.

4.1	**Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?** Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations**.**		
Equality Groups and Human Rights.	**Key Findings/Impacts**	**Positive (+) Negative (-) Neutral (0)**	**High (H) Medium (M) Low (L)**
Age	Improving road safety and segregated cycle lanes will impact all ages and user groups.	Positive	**Low**
Disability	Disabled people should benefit from the safer environment to cycle Navigation Road and access Hungate Bridge.	Positive	**Low**
Gender	There are no specific impact to people of this characteristic. All who use the new facilities should benefit from safer environment to cycling on Navigation Road.	Neutral	No Differential Impact Identified
Gender Reassignment	As above	Neutral	No Differential Impact Identified
Marriage and civil partnership	As above	Neutral	No Differential Impact Identified
Pregnancy and maternity	As above	Neutral	No Differential Impact Identified
Race	As above	Neutral	No Differential Impact Identified
Religion and belief	As above	Neutral	No Differential Impact Identified

Sexual orientation	As above	Neutral	No Differential Impact Identified
Other Socio-economic groups including :	**Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?**		
Carer	There are no specific impact to people of this characteristic. All who use the new facilities should benefit from safer environment to cycling on Navigation Road. No reference to this characteristic will be made as part of our information gathering process.	Neutral	**-**
Low income groups	There are no specific impact to people of this characteristic. All who use the new facilities should benefit from safer environment to cycling on Navigation Road. No reference to this characteristic will be made as part of our information gathering process.	Neutral	**-**
Veterans, Armed Forces Community	There are no specific impact to people of this characteristic. All who use the new facilities should benefit from safer environment to cycling on Navigation Road. No reference to this characteristic will be made as part of our information gathering process.	Neutral	**-**
Other	**N/A**		
Impact on human rights:			

List any human rights impacted.	**N/A**		

High impact (The proposal or process is very equality relevant)	There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.
Medium impact (The proposal or process is somewhat equality relevant)	There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights
Low impact (The proposal or process might be equality relevant)	There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights

Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	**Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?**

No unlawful or prohibited conduct identified.

Mitigation:
Designers are continuously apprised of current guidance and best practice through internal and external training courses and knowledge sharing. Our designs adhere to local and national guidance, including LTN1/20 (Department for Transport, 2020), Inclusive Mobility (Department for Transport, 2021), Guidance on the Use of Tactile Paving (Department for Transport, 2021), BS8300 Design of an Accessible and Inclusive Built Environment (BSI 2018), amongst others. These documents provide guidance on aspects that are important to accessibility from an end user's perspective such as the widths of infrastructure, ramp gradients and tactile paving layouts.

Step 6 – Recommendations and conclusions of the assessment

6.1	**Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:**

- **No major change to the proposal** – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.

- **Adjust the proposal –** the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.
- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty
- **Stop and remove the proposal –** if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

Important: If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

Option selected	**Conclusions/justification**
Continue with the proposal	No major change to the proposal The project demonstrates that consideration will be been taken into account with regards to the feedback of the scheme and making the scheme permenant. There is no differential impact identified within the design process. The project is part of a wider programme of improvements to the north-south cycle route.

	The feedback process will be informed by continued interaction with stakeholders representing equalities groups and the establishment of new feedback gathering methods. The scheme was subject to a Road Safety Audit which will lead to further considerations as part of the design and installation process.

Step 7 – Summary of agreed actions resulting from the assessment

7.1	**What action, by whom, will be undertaken as a result of the impact assessment.**		
Impact/issue	**Action to be taken**	**Person responsible**	**Timescale**
Stakeholder Identification	Appropriate groups/individuals representing protected characteristics to be identified and added to CYC stakeholder consultation list	Work in conjunction with the CYC Communications Team to identify and include	-

8. 1	**How will the impact of your proposal be monitored and improved upon going forward?** Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	Consultation at the end of feedback with all stakeholder groups will occur to inform CYC of experience of the scheme and whether to make the scheme permanent and how further adaptations may be considered both retrospectively and on future schemes. Members of the general public who are users of the scheme are free to provide feedback through any of the authority's communication channels and, where required and possible, officers will undertake further steps investigations and actions to improve the user experience of this site.

Step 8 - Monitor, review and improve

Decision session **19 July 2022**

Executive Member for Transport

Report of the Director of Environment, Transport and Planning

Micromobility trial update

Summary

1. This paper provides an update and review of the e-scooter and e-bike trials in York so far, and sets out whether to continue with the trial.

2. The Department for Transport (DfT) have approved an extension of the current e-scooter trials until the 31st May 2024. The extension of the trial by the DfT allows extra time for all trial areas to reach expected capacity of e-scooters and for the DfT to gather additional data to inform future legislation.

Recommendations

3. The Executive Member is asked to approve one of the following options:

Option 1:

a) Continue with the e-scooter and e-bike trial in line with the Department for Transport ("DfT") guidance in York until 31st May 2024 and continue contribution of officer time in kind and to delegate authority to the Director of Environment, Transport and Planning in consultation with the Director of Governance and the Chief Finance Officer to explore and extend the current arrangements for the existing operator, if viable. If market engagement and re-procurement is required, a further paper will be brought to a future Executive Member Decision Session to approve arrangements;

Reason:

To further explore environmental and carbon reduction benefits of shared asset schemes and zero emission micromobility (e-bikes and

e-scooters);

This is the recommended option

Option 2:

b) End the trial in November 2022 at the conclusion of the current arrangement and await further guidance from the DfT on legislation and regulation around e-scooters.

Background

4. The decision for York to participate in the Department for Transport's ("DfT") micromobility (e-scooter) trials was made in September 2020 at the Executive Member for Transport decision session. The trials were designed to support a 'green' restart of local travel and help mitigate the impact of reduced public transport capacity, providing a sustainable mode of transport around the city.

5. The decision to extend the trial to include e-bikes was made in January 2021 at the Executive Member for Transport decision session, and to expand the service area beyond the outer ring road, in May 2021.

6. The e-scooters have been introduced in a phased approach, gradually increasing the service area and number of e-scooters available. The service area includes provision at the University of York, York Hospital, York St John's University, and city centre locations. This has also expanded into other areas of the city including Clifton, South Bank and Hull Road, with plans to continue expansion past the outer ring road, starting initially in Poppleton, Haxby and Wigginton.

7. The DfT approved extensions of the current e-scooter trials to run until the 30th November 2022 and the Council approved the trial in York to continue to this date on the 14th February 2022.

8. In May 2022, in the Queen's speech, it was announced that the Government intends to introduce legislation on the future of transport as part of a Transport Bill. It is anticipated that this will tackle the future of e-scooters and introduce legislation for Local Authorities to manage rental operations for share schemes (bikes, e-bikes, e-scooters).

9. On the 28th June 2022 the Council received a letter from the DfT advising that Ministers has approved an 18 month extension to the trial to gather

further evidence where gaps are identified, building on the findings of the current evaluation.

DfT Micromobility trial update

10. In York the DfT micromobility trial has been successful to date. This has been facilitated by the delivery partner and operator, Tier, who have brought a high quality, safety focused, collaborative, inclusive approach to managing the e-bikes and e-scooters in the City and the measured way in which the trial has been undertaken. Starting with a small number of e-scooters at the University with a limited service area (area in which the e-scooters are permitted to go) and expanding out over time.

11. The initial brief from the Council was to focus on safety including:
    - measures to mitigate the spread of Covid in a shared asset;
    - helmets provided with each e-scooter and e-bike;
    - geo-fenced service areas to ensure the e-scooters cannot operate in prohibited areas and that the maximum speed is reduced in certain areas where there is a risk of conflict with pedestrians;
    - allocated parking areas to reduce street clutter and related risks and to control where e-scooters and e-bikes are parked;
    - having a mechanism to ensure the rider is old enough to use the e-scooter;
    - having a clear way of identifying each individual e-scooter or e-bikes so residents can report issues with usage such as pavement riding and tandem riding and responsible riding can be monitored;

    Note: The e-scooters have to pass a series of tests and be of approved specification in order to receive a Vehicle Special Order (“VSO”) under section 44 of the Road Traffic Act 1988 by the Vehicle Certification Agency and be permitted to be used on the public highway.

12. The delivery partner, Tier, have also undertaken a number of safety campaigns (including in person training and guidance and anti-drinking and riding campaigns), have engaged with disability groups to develop the offer in York

13. At the time of writing there are 500 active e-scooters and 80 active e-bikes. Tier, as agreed, are looking at rolling out further e-bikes and e-scooters through the summer (the upper agreed limit is 1000). There are 96 parking bays across the City.

14. Tier have seen a healthy take up of the e-scooters and e-bikes during the trial. As of June 2022, there have been 227,000 total trips and 32,000 total users. A total of 870,000 km have been ridden.

15. A key element is that Tier have calculated that the e-bike and e-scooters trips have replaced around 32,000 car trips. This is critical when looking at alternative modes and shared asset schemes.

16. The number of incidents and accidents has been relatively low. There have been 15 accidents during the trial (November 2020 to June 2022) of which 12 resulted in injuries.

17. The reception from residents and visitors has been positive and there is support from City partners to extend the trial as per the latest guidance from the DfT.

Options for the future

18. **Option 1:** Continue with the e-scooter and e-bike trial in line with the Department for Transport ("DfT") guidance in York until 31st May 2024 and continue contribution of officer time in kind and delegate authority to the Director of Environment, Transport and Planning in consultation with the Director of Governance and the Chief Finance Officer to explore and extend the current arrangements for the existing operator, if viable. If market engagement and re-procurement is required, a further paper will be brought to a future Executive Member Decision Session to approve arrangements;

Reason: To further explore environmental and carbon reduction benefits of shared asset schemes and zero emission micromobility (e-bikes and e-scooters).

This is the recommended option

19. Option 2: End the trial in November 2022 at the conclusion of the current arrangement and await further guidance from the DfT on legislation and regulation around e-scooters.

Analysis

20. The trial to date has shown a successful introduction of both a new mode and the appetite across the City for shared asset schemes, which have shown positive results in terms of modal shift. It is therefore recommended that the trial is continued in York beyond November to the 31st May 2024 as per the DfT guidance.

21. In the event that the Executive Member agrees that the trial should continue, a review of the arrangements with the current provider will be undertaken to ensure they continue to be in accordance with the Council's obligations in respect of procurement under the Public Contracts Regulations 2015 and the Contract Procedure Rules.

Council Plan

22. Considering this matter contributes to the Council Plan in the following areas:

- Getting around sustainably

Implications

Financial

23. The continuation of the trial will not incur any additional cost to the council. Any staff time required is met from within existing resources.

Human Resources (HR)

24. There are no implications around the decisions in this report.

Legal

25. TIER entered into a concessionary arrangement with the Council to deliver the trial under which the Council entrusted the delivery of the e-scooter and e-bike hire service to TIER. Legal Services will undertake a review of the arrangements with the current provider to ensure they continue to be in accordance with the Council's obligations in respect of procurement under the Public Contracts Regulations 2015 and the Contract Procedure Rules.

26. The contractual arrangements with TIER ensure that product liability insurance is in place that covers injury and damage as a result of defective

scooters and have third-party liability insurance to cover damage and injury to third parties caused by scooters ridden by their customers.

Equalities

27. The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions. The latest version of the Equalities Impact Assessment is attached.

Crime and Disorder

28. There are no implications around the decisions in this report.

Information Technology (IT)

29. There are no implications around the decisions in this report.

Property

30. There are no implications around the decisions in this report.

Other

31. There are no other implications identified.

Risk Management

32. The trials risks and issues are recorded within CYC and TIER risk registers and managed by the CYC transport team and TIER respectively.

Contact Details

Author:	**Chief Officer Responsible for the report:**
Dave Atkinson Head of Highways and Transport, Highways and Transport	James Gilchrist Director of Transport, Planning and Environment

Report Approved y **Date** 11/07/2022

Specialist Implications Officer(s) List information for all

Financial Implications
Jayne Close
Principal Accountant

Legal Implications
Cathryn Moore
Corporate Business Partner (Legal)

Wards Affected: All wards **All** X

For further information please contact the author of the report

Background Papers: N/A

Abbreviations:

DfT – Department for Transport

Annex A: Equalities Impact Assessment

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City of York Council

Equalities Impact Assessment

Who is submitting the proposal?

Directorate:	Economy and Place
Service Area:	Smart Transport
Name of the proposal :	E-scooter and E-bike trial
Lead officer:	Dave Atkinson
Date assessment completed:	07.07.2022

Names of those who contributed to the assessment :

Name	Job title	Organisation	Area of expertise
Lucy Atkinson	Sustainability Project Manager	City of York Council	E-scooter and E-bike trial Project Manager
Jessica Hall	York City Manager	TIER	E-scooter and E-bike City Manager

Step 1 – Aims and intended outcomes

1.1	**What is the purpose of the proposal?** Please explain your proposal in Plain English avoiding acronyms and jargon.
	The e-scooter and e-bike (micro-mobility) trial provides e-scooters and e-bikes for short-term hire in York. The main objectives are to: - Deliver a sustainable travel alternative to residents and visitors to York by providing access to shared e-scooters and e-bikes; - Support reopening of the city centre and reduce the need for car travel; - Support reduced capacity of buses due to COVID-19 measures; - Support reopening of York's universities and colleges.

1.2	**Are there any external considerations?** (Legislation/government directive/codes of practice etc.)
	The York trial of e-scooters and e-bikes is part of a national trail led by the Department for Transport (DfT). The trials are initially for a 12 month period, with the DfT proposing a further extension until the 31st May 2024.

1.3	**Who are the stakeholders and what are their interests?**
	The City of York Council have partnered with the University of York and York Hospital as part of the trial. University of York and York St John's University – interest in supporting student and staff travel York's colleges (as trial expands to these areas) York Hospital – supporting staff and patient travel City of York Council – supporting sustainable travel options around the city Thomas Pocklington Trust, My Sight York, Wilberforce Trust – ensuring safety for the visually impaired community York Disability Rights Forum – ensuring equal access and safety for those with disabilities who live or work in York. North Yorkshire Police – ensuring safety for users and non-users of the e-scooter service

1.4	**What results/outcomes do we want to achieve and for whom?** This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	The e-scooter and e-bike trial aims to support a 'green' restart of local travel and to help mitigate the impact of reduced public transport capacity from COVID, as outlined by the Department for Transport. The multi-mobility proposal for e-scooters and e-bikes contribute to support COVID response and contribute to the City of York's local objectives, including; • the council's ambition to create a people-focused city centre; • the council's commitment to be carbon neutral by 2030; • the council's history of delivery and ambition for sustainable travel, including provision of on-demand and shared transport; • the council's plans for addressing air quality, including through modal shift; • the introduction of the UK's first voluntary clean air zone in January 2020, initially targeting buses that frequently pass through the city;

	• the adoption of the council's Public EV Charging Strategy in March 2020 to expand EV charging infrastructure; • the council's ambition to be a leader in intelligent transport systems (STEP), connected and autonomous mobility and future mobility; • COVID-19 response and providing safe sustainable alternatives to support public transport. For York in the short-term, e-scooters and e-bikes support sustainable transport measures as the city centre, businesses and the universities re-open following COVID restrictions. Adherence to social distancing has led to reduced bus capacity, with usage also low. Car use is being promoted as a safe form of travel, alongside active travel (walking and cycling). Shared e-scooters and e-bikes provide an alternative option to car use into and around the city centre, supporting commuter travel. The e-scooter and e-bike contributes to the Council Plan objectives of 'getting around sustainably' and 'a greener and cleaner city' through provision of a sustainable, shared transport option for visitors and residents. TIER who are providing the service in York are also a climate-neutral e-scooter operator.

Step 2 – Gathering the information and feedback

2.1	**What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?** Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.
Source of data/supporting evidence	**Reason for using**
TIER	TIER have engaged at a local and national level with organisations representing the visually impaired, and share discussion outputs with CYC where relevant. TIER will be undertaking a survey of their users about the service in York.

National organisations for the visually impaired community	Report and recommendations from the RNIB on mitigations for design of e-scooter trials. Continued engagement between TIER and local organisations for the visually impaired community through the trial.
Department for Transport survey (future)	The Department for Transport have commissioned their own research to evaluate the impact of the trials on a national scale. This includes feedback from both users and non-users.

Step 3 – Gaps in data and knowledge

3.1	**What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.**
Gaps in data or knowledge	**Action to deal with this**
Understanding how e-scooters and e-bikes will be used in York and areas of high/low demand.	TIER are tracking usage as part of the trial and have identified areas of high demand within the current trial area. TIER will continue to track this data to identify patterns of usage. This will also aid understanding of how people move around the city and help to support areas underserved by existing public transport.
Impact of trial on wider disability groups (both positive and negative).	Continued engagement is required by TIER and CYC and local and national organisations that represent wider disability groups (not just the visually impaired community).

Step 4 – Analysing the impacts or effects.

4.1	**Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?** Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations**.**		
Equality Groups and Human Rights.	**Key Findings/Impacts**	**Positive (+) Negative (-) Neutral (0)**	**High (H) Medium (M) Low (L)**
Age	E-scooters are only be able to be ridden by those who hold a valid provisional driving licence, in line with government regulation. TIER who are running the scheme in York, also require all users to be over the age of 18, therefore only those over this age would be able to ride an e-scooter. This is in line with other shared schemes such as the London cycle hire scheme. E-bikes are able to be ridden by those aged 16 and over and do not require a driving licence to ride. Setting an age limit for e-scooter and e-bike use ensures the government regulation is adhered to and maintains the safety of users and non-users.	**Negative**	**Medium**
Disability	E-scooters may have mixed impacts for those with disabilities. The e-scooter and e-bike shared service may have negative impacts, especially for the visually impaired community. There may be positive impacts for those unable to walk long distances but who are still able to ride a bike, or stand on an e-scooter. Further evidence of impacts and mitigation of these is outlined in 5.1.	**Negative and Positive**	**High**
Gender	No impacts identified		
Gender Reassignment	No impacts identified		

Marriage and civil partnership	No impacts identified		
Pregnancy and maternity	No impacts identified		
Race	No impacts identified		
Religion and belief	No impacts identified		
Sexual orientation	No impacts identified		
Other Socio-economic groups including :	**Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?**		
Carer	No impacts identified		
Low income groups	The shared e-scooter and e-bike scheme may provide greater access to on-demand transport across the city for those without access to a car or where are poorly served by bus routes. The pay-as-you-go use of the e-scooters and e-bikes may enable low-income groups to use, though the cost may also be prohibitive. TIER offer daily, weekly and monthly packages to reduce costs to regular users and are looking to partner with local job centres. A full or provisional driving licence is required to hire an e-scooter which is an additional cost to be able to access the service. This is in line with government regulations. An e-bike can still be hired without a provisional or full driving licence.	**Positive and Negative**	**Medium**
Veterans, Armed Forces Community	No impacts identified		

Other			
Impact on human rights:			
List any human rights impacted.	No impacts identified.		

Use the following guidance to inform your responses:

Indicate:

- Where you think that the proposal could have a POSITIVE impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a NEGATIVE impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a NEUTRAL effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.

High impact (The proposal or process is very equality relevant)	There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.
Medium impact (The proposal or process is somewhat equality relevant)	There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights
Low impact (The proposal or process might be equality relevant)	There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights

Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1	**Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?**

Mitigation for adverse impacts for the disabled are outlined below. Additionally TIER will implement slow speed zones where appropriate (e.g. in high footfall areas) to improve safety for all. The footstreets will also be a 'no go zone' with e-scooters slowing to 3mph (walking speed) if a rider does enter this area. Similarly, the pedal assist on e-bikes would also switch off if this area is entered. TIER will work with CYC and the visually impaired community to respond to any continuing concerns and to address these appropriately.

Evidence collated by the RNIB have identified concerns that e-scooters could have on the safety, confidence and independence of blind and partially sighted people. They have set out a number of additional local rules to make e-scooters safer, some of which are outlined below (full list available here).

Discussions have been held with local organisations representing the visually impaired. Representatives from some of these groups undertook a walk around the city centre with colleagues from CYC and TIER in August 2020 to understand their concerns, and how the impact on the visually impaired may be mitigated. This included discussion on sharing street space, features of e-scooters (current and future models), and ways of working together (with CYC and TIER) going forward.

These local organisations have also been involved through the implementation of the trial, including in feeding back on parking racks designed by TIER.

Provision of e-scooters and e-bikes may negatively impact on non-users of the service who are disabled, including the visually impaired. E-scooters and e-bikes may impact on their safety, confidence and independence, both through use of e-scooters and parking locations (e.g. if not parked properly or contribute to street clutter).

Provision of e-scooters may positively impact those who are unable to ride a bicycle due to mobility issues, but are able to stand for extended periods. Provision of e-bikes may positively impact those who are unable to ride a traditional bicycle due to the reduced physical exertion required to power the bicycle.

E-scooters and e-bikes are only allowed where cycles are allowed (i.e. roads and cycle paths). User training and in-app prompts help to promote awareness and safe riding.

Recommendations from the RNIB to make e-scooters safer have, and will continue to be taken into account, including:

Parking locations for the e-scooters and e-bikes will be discussed in collaboration with local organisations representing the visually impaired. The system is a 'docked' system, meaning that e-scooters and e-bikes can only be left in designated parking locations (seen in-app with physical markings). This reduces the chance of them causing street clutter and obstructing footways. E-scooters and e-bikes will use the same parking bays.

The helmet box light on the stem of the e-scooters is also permanently on even when parked, helping to improve visibility for the visually impaired. TIER have also improved the visibility of the ID plates, making these reflective, and providing reflective stickers with the ID on the sides of the scooter. This also aids with visibility of e-scooters when parked.

Accessible infrastructure. TIER are able to use geo-fencing to prevent riding in certain locations, and to slow the speed of e-scooters in certain areas; e.g. shared spaces.

Robust enforcement of rules. TIER have various methods of enforcement and reporting improper use. TIER also provide 24-hour support via phone and email, with a direct line for the local police. TIER have implemented a three strike process, banning users who continually break the rules.

Public awareness on driving e-scooters safely will be provided by TIER. This includes training through live safety demonstrations (where COVID safe), online video training and in-app messaging, as well as in-person training events. TIER is also working with third parties including The AA to educate riders about the safe and responsible use of e-scooters, through their online Road Safe School.

E-scooter design considers points outlined by the RNIB. The e-scooter and the e-bike have an integrated bell so users can alert those nearby of their presence. Local groups highlighted concerns around the quietness of e-scooters. In response, TIER are investigating use of an Audible Vehicle Alert (AVA) system on the e-scooters, so the noise makes their presence more known.

TIER e-scooters and e-bikes also have a double kickstand to improve the stability when parked.

TIER are also improving the visibility of the ID plates, making these reflective, and providing reflective stickers with the ID on the sides of the scooter. This will also aid with visibility of e-scooters when parked.

The new model of TIER e-scooters in York also have indicators. This improves ease of use and stability for riders, being able to indicate their direction of travel without having to take their hands off the handlebars. The use of indicators also improves ability of non-riders to be made aware of the direction of e-scooter travel.

E-bike design – similarly to e-scooters, the e-bikes have a double kickstand to improve stability when parked. The e-bikes also have an integrated bell so users can alert those nearby of their presence.

An accessible complaints process. TIER operate an accessible complaints process and provide 24 hour support via phone and email.

CYC have engaged, and will continue to work with, local organisations throughout the trial.

Step 6 – Recommendations and conclusions of the assessment

6.1	**Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:**
- **No major change to the proposal** – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.	
- **Adjust the proposal –** the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations. - **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty - **Stop and remove the proposal –** if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed. **Important:** If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.	
Option selected	**Conclusions/justification**

No major change to the proposal	The e-scooter and e-bike scheme has potential negative impacts on those with disabilities, especially for the visually impaired community, although there may be positive impacts for those unable to walk long distances but are still able to ride a bike, or stand on an e-scooter. Impacts on low income groups are also mixed, with potential benefits to those unable to access a private car, though cost of e-scooters and e-bikes may still be prohibitive. Sufficient mitigation measures have been outlined in response to advice from organisations representing the visually impaired community. These will continue to be monitored through the trial. Data collected through the trial's evaluation (e.g. from TIER and the DfT) may provide further information on impacts to equality groups that have not been identified as part of this EIA. These will be reviewed as outlined in 8.1.

Step 7 – Summary of agreed actions resulting from the assessment

7.1	What action, by whom, will be undertaken as a result of the impact assessment.		
Impact/issue	**Action to be taken**	**Person responsible**	**Timescale**
Negative impact of e-scooters on the visually impaired community.	To track any feedback and ongoing concerns on the trial in York. To engage with organisations representing the visually impaired community at a national level.	TIER City Manager	Through trial period (until May 2024 presently)

Negative impact on low income groups	TIER to work with local job centres on how to support travel for job seekers	TIER City Manager	Through trial period (until May 2024 presently)
To review insights from the DfT (who are undertaking evaluation of the scheme) and TIER	Further information from the DfT and TIER will be reviewed and feed into the trial in York.	TIER City Manager and CYC Project Manager	Through trial period (until May 2024 presently)
Any ongoing issues that haven't been identified	TIER and CYC to regularly review the EIA (at least monthly), and review any feedback / issues raised and implement mitigating actions.	TIER City Manager and CYC Project Manager	Through trial period (until May 2024 presently)

Step 8 - Monitor, review and improve

8. 1	**How will the impact of your proposal be monitored and improved upon going forward?** Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
	As highlighted in 7.1, further insights are expected from the DfT and TIER which will feed into the trial in York. Any updated information on impacts will be reviewed by CYC on a monthly basis. Any ongoing concerns not identified in this EIA that are raised to TIER or CYC through the trial, will be addressed appropriately when these issues are raised, and at least on a monthly basis through meetings with TIER and CYC. Depending on the issue or concern raised, these will also be shared with the Department for Transport and other participating local authorities to aid trials in other areas. Equally lessons from other participating local authorities will also be shared.

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Executive Member Decision Session

19 July 2022

Report of the Corporate Director of Place
Portfolio of the Executive Member for Transport

Directorate of Place Transport Capital Programme – 2022/23 Consolidated Report

Summary

1. The purpose of this report is to identify the proposed changes to the 2022/23 Directorate of Place Transport Capital Programme to take account of carryover funding and schemes from 2021/22, and new funding available for transport schemes in 2022/23.

2. The report also provides details of the 2021/22 Directorate of Place Transport Capital Programme outturn, including details of schemes delivered in 2021/22.

Recommendations

3. The Executive Member is asked to:

   1) Approve the carryover schemes and adjustments set out in the report and annexes.

   2) Note the amendments to the 2022/23 Directorate of Place Transport Capital Programme budget, subject to approval by the Executive.

   Reason: To implement the council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the council's Transport Programme, including the Active Travel Programme.

Background

4. Following approval at Budget Council on 17 February 2022, the Transport Capital Budget for 2022/23 was confirmed at £22,926k.

The approved budget includes funding from the Local Transport Plan (LTP) grant, developer funding, council resources, and grants for individual schemes. The grant funding includes significant funding from various external sources, including the Active Travel Tranche 2 grant, the West Yorkshire Transport Fund, the Transforming Cities Fund, and funding from the Department for Transport for the Outer Ring Road Dualling scheme.

5. A number of amendments now need to be made to the 2022/23 capital programme in order to include carryover schemes and funding from 2021/22, and additional funding available in 2022/23. Full details of the current and proposed budgets are shown in Annex 1 to this report, and detailed below.

2021/22 Transport Programme

6. The 2021/22 Transport Capital Programme outturn budget was £16,117k, and the total spend in 2021/22 was £8,836k. The majority of this underspend relates to the Major Schemes in the programme, but there were some delays to Transport Schemes towards the end of the year, with implementation of schemes being delayed until early 2022/23 or work continuing over the end of the financial year, meaning spend was lower than expected. Details of the outturn are shown in Annex 3 to this report.

7. A number of transport schemes were delivered in 2021/22, including:
   - Bus stop improvements (including new bus shelters) across the city.
   - Improvements to signage on the approaches to Park & Ride sites.
   - Improvements to signage on local roads following the opening of the Community Stadium.
   - Upgrades to traffic signals at 11 locations across the city, including footway improvements and localised resurfacing where required.
   - Completion of Phase 2 of the CCTV Upgrades programme.
   - Improvements to signage for city centre car parks.
   - Improvements to a well-used Public Right of Way in Haxby.
   - A trial one-way plug on Navigation Road to address traffic issues raised by residents.
   - Measures to improve road safety at Clifton Green Primary School.

- Improvements to existing speed management measures at Elvington Lane and Sim Balk Lane, and measures to improve safety and reduce vehicle speed at Hempland Lane.
- Expansion of the existing 20mph speed limit in Osbaldwick.
- Widened shared-use path through Marygate Car Park linking to Scarborough Bridge Footbridge.
- Upgraded traffic signals at the Bootham/ St Mary's junction to improve cycle facilities at the junction.
- Installation of Electric Vehicle charging points at nine locations across the city.
- Provision of grant funding to bus operators to fund work to improve emissions from their bus fleets, following the decision to create a city centre Clean Air Zone.

8. Several smaller schemes to improve facilities for pedestrians and cyclists, and measures to improve safety at various locations across York were also completed in 2021/22, and feasibility and design work has been progressed to develop schemes for implementation in 2022/23.

9. The development of the schemes in the Active Travel Programme was delayed in the earlier part of 2021/22 until new Project Managers were appointed, but the schemes are now being progressed through feasibility and design for implementation in 2022/23. A more detailed update is provided in a separate report to this meeting.

10. However, due to delays in progressing other schemes in the programme, a number of amendments need to be made to the 2022/23 capital programme to include carryover schemes and funding from 2021/22, and additional funding available in 2022/23.

2022/23 Major Schemes

11. The allocations within the Major Schemes block will deliver a significant programme of improvements to the city's infrastructure. Funding for these schemes has been secured from several external funding sources, with contributions from the council's capital budgets agreed to support these projects. There are a number of schemes where funding was not fully spent in 2021/22 and will be carried forward and added to the 2022/23 programme, as detailed below.

12. Good progress has been made on the Outer Ring Road dualling scheme in 2021/22. Following public consultation on the proposed scheme, a revised design for the scheme was approved by the Executive, and the team is now preparing a planning application for the scheme, which will be submitted in summer 2022. In parallel, work is ongoing to acquire land, develop the business case, and complete the detailed design for the scheme. Funding has been carried forward from 2021/22 to allow the scheme to be progressed in 2022/23, with the construction stage expected to start in mid-2023.

13. Work on the detailed design for the York Station Gateway continued through 2021/22 following planning approval being granted for the scheme in February 2021. The utility diversion works started in early 2022, with the main highway works planned to start in Autumn 2022. Funding has been carried forward from 2021/22 to allow the scheme to be progressed in 2022/23, and the scheme is expected to be completed in summer 2024.

14. The design of the permanent Hostile Vehicle Mitigation measures for the city centre (static and sliding bollards) has now been completed, and the proposed scheme was approved by the Executive for implementation. Funding has been carried forward from 2021/22 to allow the scheme to be implemented in 2022/23.

15. Development work on the proposed new rail station at Haxby continued in 2021/22, and a preferred site at Towthorpe Road was approved by the Executive in December 2021. Public consultation on the scheme was carried out in spring 2022, and work will continue to progress the design work and develop a revised business case for the scheme, which will be submitted to government later in 2022. Funding has been carried forward from 2021/22 to allow the scheme to be progressed in 2022/23.

16. Preliminary feasibility and design work for the proposed improvements for cyclists and other sustainable transport modes on Tadcaster Road was carried out in 2021/22, and an outline scheme was agreed by the Executive Member. Some of the proposed improvements between Moor Lane Roundabout and Blossom Street will be implemented with the Tadcaster Road maintenance scheme in 2022/23, with further feasibility and design work to be undertaken on the remaining sections prior to confirming the

delivery programme. Funding has been carried forward from 2021/22 to allow the scheme to be progressed in 2022/23.

17. Feasibility and design work has been carried out in 2021/22 to develop a package of works to deliver the transport elements of the Castle Gateway scheme, including pedestrian and cycle routes, an improved bus interchange at Clifford Street, and the proposed new footbridge over the River Foss. Funding has been carried forward from 2021/22 to allow this work to continue in 2022/23, including the submission of a Full Business Case for funding to the West Yorkshire Combined Authority (WYCA). The timescales for delivery of the scheme are not yet confirmed, and will depend on progress of the Castle Gateway development.

18. Following feasibility and design work in 2021/22, funding has been carried forward for the installation of charging infrastructure for electric vehicles at the council's Hazel Court depot and other key sites around the city.

19. Construction work on the Monks Cross and Poppleton Bar Hyper Hubs was completed in 2021/22, following some delays at Poppleton Bar due to the use of the site as a Covid-19 testing site. Work to connect both sites to the power network has now been completed, and the Monks Cross site opened in June 2022, with Poppleton Bar expected to open later in the summer. Funding has been carried forward from 2021/22 for the completion costs of this scheme.

20. The design for the proposed Hyper Hub at Union Terrace car park was completed in 2021/22 and a planning application has been submitted for the scheme. If approved, construction will be January-June 2023, and funding has been carried forward from 2021/22 to allocate this scheme to be progressed. The budget now includes a developer contribution, and funding from the council's Carbon Reduction Fund.

21. New electric vehicle charging points have been installed across the city in 2021/22, and funding has been carried forward to allow a further three sites to be completed in 2022/23.

22. Work on the Smarter Travel Evolution Programme has progressed well, with both the new strategic traffic model and the real-time traffic model being completed in 2021/22. Funding will be carried

forward to continue the work to implement the data platform and Green Light Optimized Speed Advisory (GLOSA) schemes in 2022/23.

23. Following the completion of the Marygate Car Park path improvements and the Bootham/ St Mary's Junction signals upgrade in 2021/22, funding has been carried forward for the implementation of the St Mary's Ramp scheme in 2022/23.

24. Funding has been carried forward for the final payments to bus operators to fund work to improve emissions from their bus fleets, following the completion of conversion work on First York buses in 2021/22.

25. The council has been awarded £8.4m from the government's Zero Emission Bus Regional Area (ZEBRA) to support the purchase of 44 fully electric buses, and it is proposed to add this funding to the programme to allow grant funding for the new buses to be provided to bus operators in 2022/23.

26. Full details of the revised budgets for the Major Schemes programme are shown in Annexes 1 and 2 to this report.

2022/23 Transport Schemes

27. In addition to the funding for Major Schemes, there were a number of smaller transport schemes that were not completed in 2021/22, and funding has been carried forward to 2022/23 to allow these schemes to be progressed. Further details of the programme are shown in Annex 2 to this report.

28. Funding has been carried forward for the completion of the resurfacing works at Rawcliffe Bar Park & Ride site, the developer-funded bus stop improvement schemes, the purchase of two new Dial & Ride buses, a contribution to the Regional Real-Time Passenger Information (RTPI) programme, and the final works on the barriers at Askham Bar and Monks Cross Park & Ride sites. A new funding allocation has been added for the Bus 'Tap Off' Readers scheme to purchase 'tap on/ tap off' equipment for buses in York.

29. The council made a successful bid to the government's for funding for York's Bus Service Improvement Plan (BSIP), and has been

awarded funding for a three-year programme of improvements to bus services and bus infrastructure. Once the details of the funding are confirmed, the funding and programme will be included in the transport capital programme.

30. The allocations for the Traffic Signal Asset Renewal (TSAR) programme, the Hungate CCTV scheme, the CCTV Asset Renewal scheme and the Car Park Improvements schemes have been increased to include carryover funding from 2021/22, and funding has been allocated for the Stadium Signage and Piccadilly Highway Review schemes.

31. The funding allocation for the ANPR Bus Lane Enforcement scheme has been increased following an updated cost estimate for the proposed work, and funding has also been included for minor completion works on the Coppergate One-Way and City Centre VMS schemes, and the completion of the Wigginton Road and Fulford Road studies.

32. The allocation for the Access Barrier Review scheme has been increased to include carryover funding from 2021/22, and additional funding has been added to the Dropped Kerbs budget to fund the installation of additional dropped kerbs in the city centre. Carryover funding from 2021/22 has also been added to the PROW Structural Upgrades budget.

33. The council has previously allocated funding for an ongoing programme of improvement work to the section of National Cycle Network Route 65 (NCN65) that runs through York. Following the completion of minor maintenance schemes in previous years, it is proposed to include this funding in the transport capital programme to develop a programme of work for future years, including improvements to the approaches to Millennium Bridge so the route is still accessible during flood events.

34. Details of the safety schemes proposed for 2022/23 have been added to the programme, and the allocations for the Local Safety Schemes and Speed Management Schemes have been increased to reflect the higher cost of the expected works in 2022/23.

35. The allocation for Bridge Maintenance has been increased to include carryover funding from 2021/22, and the funding for the

Flood Sign Renewal scheme has been carried forward to allow the scheme to be progressed in 2022/23.

36. Annexes 1 and 2 to this report show the revised transport capital programme following the addition of carryover funding and new funding awarded to the council, and Annex 3 shows the budgets and outturn for the 2021/22 transport capital programme.

Active Travel Programme

37. The council's Active Travel Programme includes the funding allocated for Cycling Schemes in the Summer 2019 budget, and the grant funding awarded from the government's Active Travel Fund for schemes to encourage the use of active travel modes (walking and cycling) through the provision of new/ improved infrastructure across the city.

38. As previously reported to the Executive Member, limited progress was made on the Active Travel Programme in 2020/21 due to a lack of staff resources to progress the schemes. However, during 2021/22 new Project Managers have been appointed and progress has been made on developing the schemes for implementation.

39. It is proposed to carry forward the underspend from 2021/22 to allow the Active Travel programme to be progressed in 2022/23. The council has also been successful in a bid for additional Active Travel Fund grant funding for City Centre Cycle Parking and People Streets schemes at Clifton Green and Badger Hill Primary schools, and this funding has been added to the 2022/23 transport capital programme.

40. A separate report on the Active Travel Programme is also on the agenda to this meeting, with further details of the priorities and timescales for the proposed programme of Active Travel schemes.

Consultation

41. The capital programme is decided through a formal process using a Capital Resources Allocation Model (CRAM). CRAM is a tool used for allocating the council's capital resources to schemes that meet corporate priorities.

42. Funding for the capital programme was agreed by the council on 17 February 2022. While consultation is not undertaken on the capital programme as a whole, individual scheme proposals do follow a consultation process with local councillors and residents.

Options

43. The Executive Member has been presented with a proposed programme of schemes, which have been developed to implement the priorities of the Local Transport Plan (LTP3) and the Council Plan.

Analysis

44. The programme has been prepared to meet the objectives of LTP3 and the Council Plan as set out below; implement the Active Travel Programme; implement the City Centre Access & Security Scheme; develop the proposals for a new rail station at Haxby; and progress the Outer Ring Road upgrades and Station Frontage major schemes.

Council Plan

45. The Council Plan has Eight Key Outcomes:

- Well-paid jobs and an inclusive economy
- A greener and cleaner city
- Getting around sustainably
- Good health and wellbeing
- Safe communities and culture for all
- Creating homes and world-class infrastructure
- A better start for children and young people
- An open and effective council

46. The Transport Capital Programme supports the prosperity of the city by improving the effectiveness, safety and reliability of the transport network, which helps economic growth and the attractiveness for visitors and residents. The programme aims to reduce traffic congestion through a variety of measures to improve traffic flow, improve public transport, provide better facilities for walking and cycling, and address road safety issues.

47. Enhancements to the efficiency and safety of the transport network will directly benefit all road users by improving reliability and accessibility to other council services across the city.

48. The capital programme also addresses improvements to the transport network raised by residents such as requests for improved cycle routes, measures to address safety issues and speeding traffic, and improvements at bus stops such as real-time information display screens and new bus shelters.

Implications

49. The following implications have been considered.

- **Financial**:

  As set out in this report, the budget for the 2022/23 Transport Capital Programme needs to be amended to include carryover funding from 2021/22, and new grant funding awarded to the council.

  The majority of the funding to be carried forward from 2021/22 is for the Major Schemes section of the programme, and includes funding for the Smarter Travel Evolution Programme (STEP), the Hyper Hubs and Electric Vehicle Charging schemes, the Clean Air Zone project, Haxby Station, funding from the West Yorkshire Transport Fund and the Transforming Cities Fund, and funding from the Department for Transport for the Outer Ring Road Dualling scheme. Other funding to be carried forward to 2022/23 includes developer funding, the Active Travel Fund grant, and council resources.

  New funding has been added to the 2022/23 programme following the council's successful bids for additional Active Travel grant funding and the ZEBRA grant funding. The LTP grant amount has also been amended following confirmation of the grant allocation from the Department for Transport.

  If the proposals in this report are accepted, the Place Transport Capital Programme budget for 2022/23 would be increased to **£40,043k**, as set out in Annex 1 to this report.

- **Human Resources (HR):** In light of the financial reductions in recent years, the Executive Member's attention is drawn to the fact that the majority of Highways and Transport staff are now funded either through the capital programme or external funding. This core of staff are also supplemented by external resources commissioned by the council to deliver capital projects, which provides flexible additional capacity and reflects the one-off nature of capital projects.

- **Equalities:** There are no Equalities implications.

- **Legal:**

  There are no real legal implications within this report as it seeks to carry funds forward and to reflect some additional funding received. It may be necessary, however, to confirm that expiry dates for any grants made in 2021/22 are indeed able to be extended until the end of the 2022/23 financial year, and to seek that approval where required.

- **Crime and Disorder:** There are no Crime & Disorder implications.

- **Information Technology (IT):** There are no IT implications.

- **Property:** There are no Property implications.

- **Other:** There are no other implications.

Risk Management

50. For larger schemes in the programme, separate risk registers will be prepared and measures taken to reduce and manage risks as the schemes are progressed throughout 2022/23.

Contact Details

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Report Approved [Y] **Date** 11/7/2022

Specialist Implications Officer(s) List information for all

Finance
Jayne Close
Accountant - Finance

Wards Affected: *List wards or tick box to indicate all* **All** [✓]

For further information please contact the author of the report

Background Papers:
Directorate of Place Transport Capital Programme 2021/22 Monitor 2 Report – 18 January 2022
Directorate of Place Transport Capital Programme 2022/23 Budget Report – 22 March 2022

Annexes
Annex 1: 2022/23 Transport Budget
Annex 2: 2022/23 Transport Capital Programme
Annex 3: 2021/22 Transport Capital Programme Outturn

Annex 1 - 2022/23 Transport Capital Budget

Funding	2022/23 Budget £1,000s	Amendments £1,000s	Revised Budget £1,000s
Transport Schemes			
Local Transport Plan Grant	1,570	12	1,582
Developer Funding	28	59	87
Traffic Signal Asset Renewal Programme	1,700	16	1,716
Bishophill/ Micklegate Access Control	230		230
Pedestrian Crossing Review	40	60	100
Access Barriers	100	91	191
CCTV Asset Renewal		32	32
Car Park Improvements		38	38
LTP Schemes		1,201	1,201
NCN Route 65 Improvements		378	378
Active Travel Programme			
Cycling Schemes	400	154	554
Active Travel Fund	850	498	1,348
Maintenance			
Bridge Maintenance	1,100	397	1,497
Flood Sign Renewal		200	200
Major Schemes			
Outer Ring Road Dualling	3,422	1,753	5,175
York Station Gateway	5,479	949	6,428
City Centre Access & Security	1,632	60	1,692
Haxby Station	2,100	400	2,500
Tadcaster Road Transport Enhancements	1,280	37	1,317
Castle Gateway Transport Development	2,095	135	2,230
Electric Vehicle Fleet Infrastructure	900	455	1,355
Hyper Hubs		326	326
Electric Vehicle Charging		337	337
Smarter Travel Evolution Programme		938	938
Scarborough Bridge Cycle Routes		113	113
Clean Air Zone		74	74
ZEBRA Grant		8,401	8,401
Total	**22,926**	**17,117**	**40,043**

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2022/23 Transport Capital Programme	Current 22/23 Budget £1,000s	Proposed 22/23 Budget £1,000s	Funding Source
Public Transport			
P&R Site Upgrades	100	100	Local Transport Plan
Rawcliffe Bar Resurfacing	200	320	Local Transport Plan/ Council Resources
Bus Stop Improvements	100	100	Local Transport Plan
RTPI Improvements	100	100	Local Transport Plan
Bus 'Tap Off' Readers		200	Council Resources
S106 Bus Stop Improvements		49	Developer Funding
Public Transport - Carryover Schemes			
Dial & Ride Buses	130	170	Local Transport Plan
Regional RTPI Programme		15	Council Resources
P&R Token Barriers		35	Council Resources
Total Public Transport	**630**	**1,089**	
Traffic Management			
Air Quality Monitoring	20	20	Local Transport Plan
Signing & Lining	20	20	Local Transport Plan
TSAR Programme	1,700	1,716	Council Resources/ Government Grant
Monks Cross Drive Crossing			
Barbican Road/ Paragon Street Junction			
Green Lane/ Front Street Junction			
Pavement/ Piccadilly/ Coppergate Junction			
Malton Road/ New Lane Junction			
Bishopgate Street Crossing			
Hull Road/ Melrosegate Junction			
Heworth Green/ Dodsworth Ave Junction			
Hull Road/Tang Hall Lane			
TSAR Previous Years			
ANPR Bus Lane Enforcement	200	245	Local Transport Plan
Traffic Management - Carryover Schemes			
Bishophill/ Micklegate Access Control	230	230	Council Resources
Hungate CCTV	28	38	Developer Funding
The Groves Traffic Restrictions (Experimental TRO)	80	80	Local Transport Plan
Stadium Signage		65	Council Resources
Coppergate One-Way Closure		10	Council Resources
Piccadilly Highway Review		50	Council Resources
CCTV Asset Renewal		32	Council Resources
Car Park Improvements (Coppergate Refurbishment)		38	Council Resources
Wigginton Road Multi-Modal Study		27	Council Resources
Fulford Road Corridor Improvements		28	Council Resources
City Centre Footstreets VMS		7	Council Resources
Total Traffic Management	**2,278**	**2,606**	
Pedestrian & Cycle Schemes			
Access Barrier Review	100	191	Council Resources
Cycle Minor Schemes	25	25	Local Transport Plan
Business Cycle Parking	20	20	Local Transport Plan
Pedestrian Minor Schemes	10	10	Local Transport Plan
Dropped Kerbs	90		Local Transport Plan/ Council
City-Wide Dropped Kerbs		40	

2022/23 Transport Capital Programme	Current 22/23 Budget £1,000s	Proposed 22/23 Budget £1,000s	Funding Source
City Centre Dropped Kerbs	90	105	Resources
Dropped Kerbs Additional Funding		250	
Pedestrian Crossing Review	100	100	Council Resources
PROW Structural Upgrades	50	75	Local Transport Plan/ Council Resources
Riverside Cycle Path Improvements (York Central)	20	20	Local Transport Plan
Solar System Cycle Route Improvements (Tadcaster Road to Playing Fields)	150	150	Local Transport Plan
NCN65 Funding: Millennium Bridge Cycle Approaches		378	Council Resources
Total Pedestrian & Cycle Schemes	**565**	**1,364**	
Safety Schemes			
2023/24 Programme development	50	5	Local Transport Plan
Osbaldwick Primary SRS		5	
St Mary's Primary - Askham Richard		5	
OLQM Primary / Hamilton Drive		5	
Primary School – Road Closures		5	
St Barnabas Primary School		20	
Millfield Lane (Manor CoE school)		5	
Local Safety Schemes			
2023/24 Programme Development / Review of Cluster Sites	50	10	Local Transport Plan/ Council Resources
Foss Islands Road / Navigation Road LSS		30	
Fawcett Street / Paragon Street LSS		5	
Monkgate Roundabout Review		20	
RSA4 reviews		5	
Minor LSS schemes		5	
Front Street / Askham Lane LSS		10	
Wetherby Road / Ridgeway LSS		5	
Heworth Green / Eboracum Way LSS		3	
A166 / Bore Tree Baulk LSS		10	
Danger Reduction Schemes			
2023/24 Programme Development	50	2	Local Transport Plan/ Council Resources
Reactive Danger Reduction		10	
a) Heslington Road raised kerbs		2	
b) Union Terrace car park refuge island		5	
Stockton Lane VAS		15	
Askham Lane / Ridgeway roundabout DR		25	
Green Lane roundabout, Clifton DR		1	
Jockey Lane / Monks Cross Link DR		3	
Wheldrake Lane / York Road Elvington DR		15	
Black Dyke Lane DR		5	
Speed Management Schemes			
2023/24 Programme Development	50	5	Local Transport Plan/ Council Resources
Alness Drive SMS		5	
Heslington Lane 20mph zone review		13	
Howard Link Rawcliffe SMS		3	
New Lane Acomb SMS		5	
Rawcliffe Drive SMS		5	
Irwin Avenue SMS		5	
Grassholme SMS		5	
2022/23 VAS Review		10	

2022/23 Transport Capital Programme	Current 22/23 Budget	Proposed 22/23 Budget	Funding Source
	£1,000s	£1,000s	
Total Safety Schemes	**200**	**292**	

2022/23 Transport Capital Programme	Current 22/23 Budget £1,000s	Proposed 22/23 Budget £1,000s	Funding Source
Scheme Development			
Future Years Scheme Development	50	50	Local Transport Plan
Previous Years Costs	50	50	Local Transport Plan
Staff Costs	200	200	Local Transport Plan
Total Scheme Development	**300**	**300**	
Total Integrated Transport	**3,973**	**5,651**	
Active Travel Programme			
Cycle Schemes Rougier Street/ Tanners Moat Cycle Gap Fishergate Gyratory Ped & Cycle Scheme Hospital Fields Road Cycle Improvements Skeldergate - Cycle Improvements at Build-outs Fulford Road - Frederick House Improvements Tang Hall Lane/ Foss Islands Path Access Nunthorpe Grove/ Southlands Road Improvements Nunnery Lane/ Victor Street - Puffin to Toucan Manor Lane/ Shipton Road Improvements Chocolate Works Riverside Path Improvements University East-West Campus Link City Centre North-South Cycle Route Orbital Cycle Route - Lawrence Street/ James Street/ Regent Street Crossing Improvements	400	554	Council Resources/ Local Transport Plan
Navigation Road One-Way	5	5	Local Transport Plan
City Centre Bridges		15	Council Resources
University Road (Heslington Hall) Pedestrian Improvements		70	Council Resources
Active Travel Fund			
Active Travel Fund Tranche 2 A1237 Ouse Bridge Cycle Route A19 Shipton Road Cycle Route City Centre Accessibility: St George's Field Crossing Wheldrake to Heslington Pedestrian & Cycle Improvements Acomb Road Cycle Lanes People Streets (Ostman Road)	850	998	Government Grant/ Council Resources
Active Travel Fund - Additional Funding			
Cycle Parking Improvements		150	Government Grant
People Streets (Clifton Green Primary & Badger Hill Primary)		200	Government Grant
Total Active Travel Programme	**1,255**	**1,992**	
Structural Maintenance			
Bridge Maintenance	1,100	1,497	Council Resources
Flood Sign Renewal		200	Council Resources
Total Structural Maintenance	**1,100**	**1,697**	

2022/23 Transport Capital Programme	Current 22/23 Budget	Proposed 22/23 Budget	Funding Source
	£1,000s	£1,000s	

2022/23 Transport Capital Programme	Current 22/23 Budget	Proposed 22/23 Budget	Funding Source
	£1,000s	£1,000s	
Major Schemes			
Outer Ring Road	3,422	5,175	Government Grant
York Station Gateway	5,479	6,428	Government Grant
City Centre Access & Security	1,632	1,692	Council Resources
Haxby Station	2,100	2,500	Government Grant/ Council Resources
Tadcaster Road Transport Improvements	1,280	1,317	Government Grant
Castle Gateway Transport Improvements	2,095	2,230	Government Grant
EV Fleet Infrastructure Upgrade	900	1,355	Council Resources
Hyper Hubs		326	Council Resources
Electric Vehicle Charging		337	Council Resources
Smarter Travel Evolution Programme		938	Government Grant
Scarborough Bridge Cycle Schemes		113	Government Grant
Clean Air Zone		74	Council Resources
ZEBRA Grants		8,401	Government Grant
Total Major Schemes	**16,908**	**30,888**	
Total Programme	**23,236**	**40,229**	
Overprogramming	**310**	**186**	
Total Budget	**22,926**	**40,043**	

Annex 3 - 2021/22 Transport Capital Programme Outturn

Funding	2021/22 Outturn Budget £1,000s	2021/22 Total Spend £1,000s	Variance £1,000s
Local Transport Plan Grant	1,582		
Traffic Signal Asset Renewal Programme	1,387	2,343	-1,371
Local Transport Plan Schemes (CYC Funding)	745		
Developer Funding (Section 106)	69	10	-59
Clean Bus Technology Grant	217		-217
Walking & Cycling Schemes (CYC Funding)	60		-60
Bishophill/ Micklegate Public Realm Improvements			
CCTV Upgrades Programme	157	125	-32
Access Barrier Review	100	9	-91
Car Park Improvements	38		-38
Active Travel Fund	250	101	-149
Bridge Maintenance	515	118	-397
City Fibre Network			
Flood Sign Renewal	200		-200
Outer Ring Road Dualling	3,107	1,354	-1,753
York Station Gateway	2,941	1,992	-949
Hyper Hubs	927	938	11
Smarter Travel Evolution Programme	1,501	563	-938
EV Charging Asset Replacement	374	37	-337
City Centre Access & Security	200	140	-60
Clean Air Zone	463	390	-74
Scarborough Bridge	283	170	-113
Haxby Station	650	250	-400
Tadcaster Road Transport Improvements	150	113	-37
Castle Gateway Transport Development	200	65	-135
Additional Funding (added at year-end)	119	119	
Total	**16,236**	**8,836**	**-7,401**

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