
Meeting of Executive Members for City Strategy and Advisory Panel 8th December 2008

Report of the Director of City Strategy

A19 FULFORD ROAD CORRIDOR UPDATE

Summary

1. The purpose of this report is to advise members of progress developing the proposals to improve the corridor. The report summarises comments received when further consultation on some of the improvement schemes was carried out and the associated Traffic Orders advertised. It makes recommendations on how to progress those schemes and seeks approval to those recommendations.
2. Since the last report the council has been awarded substantial funding for the Cycle City and Access York Phase 1 projects which require match funding, principally from the LTP allocation, which means that there is unlikely to be adequate funding available to implement all the Fulford Road proposals in the timescale originally anticipated. In addition the current downturn in the housing market and the ongoing village green public enquiry has raised questions as to when the Germany Beck development would commence. The Germany Beck junction is a key element of the proposals for the southern end of the corridor and the developer would also fund some of the other major improvement measures at this end of the corridor.
3. The corridor proposals have been reviewed to assess which would provide most benefits for the funding available. With the uncertainty over Germany Beck and the ongoing study at the Fishergate end, it is considered that the best returns would come from:
 - Improvements to the corridor between Cemetery Road and Heslington Lane, where pedestrians, cyclists and public transport users would all benefit from the proposed improvements;
 - The proposed refuge island on Main Street Fulford;
 - A bus lane on Selby Road near the A64; and
 - Improved gateways and safety improvements in Naburn.

Background

4. At the meeting on 29th October 2007, members considered a report outlining the results of a multi-modal transport feasibility study of the A19 Fulford Road corridor, covering the length from Skeldergate Bridge and Tower Street in the north to the Designer Outlet (just south of the A19 / A64 interchange) in the south together with the associated feeder roads.
5. That report noted that the corridor was already congested at peak periods and that air pollution in Main Street, Fulford has been monitored as breaching health based air quality objectives. Without intervention there would be a significant worsening of conditions and a need to declare a further Air Quality Management Area (AQMA). Members agreed that the package of improvement measures proposed in the report should form the basis of the improvement strategy for the corridor and be taken forward for public consultation.
6. Subsequently a wide-scale public consultation was carried out on this package of measures. There was good support for the main principles of the improvement strategy with strong support for some of the proposed measures. The responses indicated that the proposed improvements would be likely to encourage walking, cycling and use of public transport along the corridor. The consultation identified some areas of concern where the proposals would need to be reviewed and possibly revised as they are developed.
7. At the meeting on 17th March 2008, members considered a report summarising the results of the consultation and reviewing the proposals for the corridor in the light of those results. Members agreed the recommendations on how to progress the proposed improvement measures, taking account of the consultation findings.

Cemetery Road junction and the corridor north of the junction

8. Halcrow have been commissioned to carry out the Fishergate multi-modal study which will aim to address issues related to the interaction between the northern end of the corridor and the inner ring road and, in particular, how to improve facilities for pedestrians, cyclists and public transport and to address air quality issues. The study will interact with other ongoing city centre studies and take account of potential major developments such as Coppergate 2. It will look at the impact of any proposals on the northern end of the corridor down to and including the Cemetery Road junction. The findings of that study will be reported to a future meeting of this EMAP.
9. The review of the proposals for the Cemetery Road junction and Fishergate has been deferred pending an indication of the likely outcome of the

Fishergate multi-modal study. It will also enable the initial impact of improvements to the middle section of the corridor (i.e. from Cemetery Road to Heslington Lane) to be taken into account when deciding what is most appropriate for this northern section of the corridor.

Urban Traffic Management Control (UTMC) and CCTV system

10. Members have previously agreed that a UTMC system with associated traffic monitoring equipment should be implemented along the corridor as a high priority.
11. Quotes are currently being obtained for new signal controllers at the Hospital Fields Road, Broadway and Heslington Lane junctions with a view to them being in place in early 2009. This should provide some initial benefits in advance of the junction improvements being implemented.
12. It is also proposed to provide a CCTV system which, initially, would involve four cameras located at the Cemetery Road, Hospital Fields Road, Broadway, and Heslington Lane junctions. Each site would be provided with a BT video fibre optic connection and a wide based CCTV pole with pan, tilt and zoom camera head. The sites at Cemetery Road and Broadway would also be provided with additional fixed line cameras to allow video based traffic monitoring and automatic number plate recognition (APNR) via the UTMC system. The aim is to have this system installed and operational by the end of 2008/09. The CCTV system could be extended to include the Germany Beck junction and the A64 interchange at an appropriate time in the future.

Cemetery Road to Hospital Fields Road

13. The original proposals were generally agreed however there were concerns from cyclists that these did not include an inbound cycle lane and that, whilst shopkeepers welcomed the retention of parking near the shops, they requested that this be limited time parking to deter commuter parking.
14. The initial proposals did not include an on-road inbound cycle lane on this section of the corridor because, at that time, it was considered there would be insufficient road-space without removing on-street parking that is key to the operation of local shops. In view of concerns about the negative impact on cycling, the proposals have been reviewed to assess what would be required to provide both inbound and outbound cycle lanes and retain some limited time parking near the local shops.
15. The review indicated that, with some re-allocation of road-space, it would be possible to accommodate 1.5m wide inbound and outbound cycle lanes and to retain parking near to the local shops. A small amount of widening into

the eastern verge would be required in the immediate vicinity of the refuge island crossing near the Police HQ, to maintain adequate carriageway widths, however there should be no loss of trees.

16. A revised scheme was developed which is summarised as follows and shown on plans at **Annexes A1** and **A2**:
 - An improved pedestrian crossing facility near the Police HQ.
 - 1.5m wide on-road cycle lanes in both directions.
 - A short section of off-road cycle route between the exit from the Police HQ and the Hospital Fields Road junction.
 - Limited time parking bays (1 hour maximum stay) near the local shops.
 - At any time waiting restrictions to protect the cycle lanes, junctions and accesses.
17. Whereas the original scheme included a short outbound bus lane on the approach to the Hospital Fields Road junction, this has been deleted from the revised scheme as there is insufficient room to accommodate an effective bus lane. Provision of an inbound bus lane on the approach to the Cemetery Road junction has been deferred pending the future review of the junction improvement proposals.
18. The existing pelican crossing near the old Post Office has been retained pending a future review of crossing facilities at and near to the Cemetery Road junction.
19. Subject to members agreeing the revised proposals, the scheme should be substantially completed by Easter 2009.

Consultation

20. Leaflets were delivered to 65 residential properties and businesses along this section of the corridor, as well as to key stakeholders and focus groups, informing them of the proposed revised scheme and giving them an opportunity to comment. At the same time the Traffic Orders for the revised waiting restrictions and the limited time parking were advertised.
21. The revised proposals have been welcomed by the ward councillors, cycling groups and shopkeepers. Apart from the objection below, no adverse comments were received.
22. A letter was received from the owner of a guesthouse near Wenlock Terrace expressing concerns about the probable detrimental affect the one hour parking restriction may have on his business and household. He requested that a residents permit parking scheme be adopted so that his residents, visiting family members and guests would have the opportunity to park for an extended period outside his business. On-street parking is

permitted in the adjacent side roads and it is understood there have been no requests from residents of those roads for a resident parking scheme. It is not viable to implement a very small residents parking area.

Options

23. **Option 1** is to implement the scheme as described in paragraph 16 and shown on the plans at **Annexes A1** and **A2**. This would enable the scheme which has been developed taking account of previous comments to be implemented. This scheme would provide significant benefits to the various users of the corridor and, with one exception, is supported by frontages and key stakeholders and user groups.
24. **Option 2** is to further amend the scheme to provide residents parking as requested by the objector. For the reasons given in paragraph 22 above this option is not recommended.
25. **Option 3** is to do nothing. In view of the agreement at previous meetings that something needs to be done and, with one exception, the support from the public for the proposed scheme, this option is not recommended.

Recommendation

26. Agree the revised proposals for the section of corridor between Cemetery Road and Hospital Fields Road, as outlined in paragraph 16 and shown on **Annexes A1** and **A2**.

Hospital Fields Road to Heslington Lane

27. The initial proposals for this section of corridor have been reviewed, further traffic monitoring and modelling work has been carried out, and a revised scheme is currently being developed.
28. It is envisaged that the scheme will be able to incorporate an off-road cycle facility on the eastern verge and a continuous inbound on-road cycle lane over this section. However there is insufficient space to incorporate an outbound cycle lane between Hospital Fields Road and Fulford Cross and, as with the original proposals, cyclists would have to use the off-road cycle facility over this section.
29. It is also envisaged that inbound bus lanes would be provided between Heslington Lane and Broadway and between Fulford Cross and Hospital Fields Road, and an outbound bus lane provided between Fulford Cross and Broadway. Modelling indicates that bus journey times would benefit from the provision of these bus lanes.
30. Subject to the outcome of consultation it may be possible to commence the off-road cycle facility towards the end of 2008/09. The remainder of the

proposals would be developed through to contract document stage ready for implementation in 2009/10.

Consultation

31. It is envisaged that revised proposals should be available for consultation with frontages and key stakeholders shortly and also enable any associated Traffic Orders to be advertised at the same time.

Pedestrian refuge island on Main Street, Fulford

32. The background to this scheme, which precedes the Fulford Road Corridor Study, is given in **Annex B**. The scheme, which basically consists of a pedestrian refuge island crossing and associated “at any time” waiting restrictions, is shown on plan at **Annex B1**.
33. Subject to members agreeing the scheme and the associated Traffic Orders, the scheme should be substantially completed by the end of 2008/09.

Consultation

34. Consultation has previously been carried out on a proposed crossing facility south of the Elliot Court bus stops. This led to strong local objections on the grounds of adverse impact on what is regarded as the least spoilt part of the conservation area and loss of on-street parking and suggestions to consider the location now proposed.
35. When public consultation was carried out on the corridor improvement proposals of 623 people who responded to the question on providing a new pedestrian refuge island crossing at the location now proposed, 323 (62%) indicated support with 60 (11%) opposed and 141 (27%) indicating neither support nor oppose.
36. Recently leaflets were delivered to approximately 120 residential properties and businesses along a 300m section of Main Street either side of the proposed crossing, together with adjoining side roads, and to the parish council and other key stakeholders, informing them of the proposed scheme and giving them an opportunity to comment. At the same time the Traffic Order for the associated waiting restrictions was advertised.
37. Objection letters were received from the York Pavilion Hotel and from occupants of six of the nine Pavilion Row properties. The hotel questioned the need for the crossing and expressed concerns that the restrictions on parking could seriously affect their business. The residents also questioned the need for a crossing at this location and expressed concerns about its potential adverse impact. **Annex B** contains details of the objections and an analysis of the points raised by the objectors.

38. The parish council will discuss this on 1 December and their views will be reported at the meeting. Other than the objections above from those fronting the proposed island there have been no adverse comments from other consultees.

Options

39. **Option 1** is to implement the scheme as shown on the plan at **Annex B1**. This would provide a safe crossing facility in close proximity to the Elliot Court bus stops whilst minimising the impact on the conservation area and on parking, compared to a crossing south of the bus stops.
40. **Option 2** is to implement the scheme but without the associated waiting restrictions. This would enable the proposed refuge island to proceed and a decision on the need for and extent of any waiting restrictions to be determined at a later date based on post implementation monitoring. The authority has until 20 October 2010 to implement the restrictions in full or in part without the need to advertise a new Order. However without restrictions there would be a risk of indiscriminate parking near to the traffic island which in turn could obstruct the flow of traffic and / or the safety of people using the crossing. As such this option is not recommended.
41. **Option 3** is to carry out a further review and consultation on the alternative locations for a crossing facility. There has already been considerable investigation into potential locations for a crossing facility. Any location to the south of the bus stops would be likely to require extensive works on the sloping verges to provide appropriate disability access in what is regarded as the least spoilt part of the conservation area. In addition, observations indicate that there is likely to be far greater impact on parking than with the currently proposed site. It is also highly likely that any site south of the bus stops would again be subject to strong objections as was the case when this was previously considered. As such this option is not recommended.
42. **Option 4** is to do nothing. If a crossing facility is not provided near to the Elliot Court bus stops, those who experience difficulty crossing this busy road would have to continue to make a significant detour to cross the road safely which is going to discourage them from using public transport. As the lack of a suitable crossing facility does nothing to address the requests for a crossing near to the bus stops, or improve the safety of vulnerable road users, this option is not recommended.

Recommendation

43. Agree the proposed pedestrian refuge island crossing and associated waiting restrictions on Main Street, Fulford, as shown at **Annex B1**.

South of Germany Beck

44. Halcrow have commenced a further study of this area primarily tasked with developing proposals for the following taking account of issues raised in the consultation:
 - To improve the A64 interchange;
 - To provide bus priority measures between the Park and Ride site and the Germany Beck junction; and
 - To provide an off-road cycle route from Landing Lane to link to the existing off-road route on Naburn Lane.
45. The traffic model has been upgraded and revalidated to take account of traffic surveys and video monitoring carried out since the previous study. Whilst the model has been checked against 2008 baseline conditions, modelling of future year scenarios using this model has still to take place.
46. In view of the downturn in the housing market and the ongoing Fulford Village Green public inquiry, there is currently uncertainty as to when the Germany Beck development would proceed. The Germany Beck junction is a key element to the proposals for the southern end of the corridor and the developer would also fund some of the other improvement measures at this end of the corridor. The current LTP is now unlikely to be able to fund all the envisaged improvement measures along the corridor. This has resulted in a review as regards best use of known available funding and this is discussed further in the financial implications section of this report.
47. The outcome of that review was that schemes elsewhere on the corridor would provide more benefits from the funding available than schemes on this particular section of corridor. As such it is proposed to defer further work on the development of proposals for this section of the corridor until there is a clearer picture regarding the Germany Beck development and suitable funding streams can be identified for those works that this authority would have to fund.
48. Improved air quality monitoring will be undertaken on Main Street Fulford over the next few years using the real time air pollution monitoring station recently installed in the area. Results from this site will be used to undertake a detailed assessment of air quality in the area and this will be reported on in Autumn 2009. If further breaches of the annual average nitrogen dioxide objective are found, an Air Quality Management Area will have to be declared, together with an action plan to improve air quality.
49. One scheme that could be implemented within the current available budget, and which would be likely to give a very good rate of return over a short period, is the creation of about 200m of inbound bus lane on the dualled section of the A19 between the A64 roundabout and the start of the Selby Road houses. This would involve removing the hatched marking from the

outer lane to enable it to be used by vehicles and converting the inner lane into a bus lane. Initial modelling indicates that this would benefit the Arriva Route 415, First York Route 18, and school bus services at certain times. The scheme could potentially be implemented in 2008/09.

Consultation

50. If members agree to the proposed inbound bus lane, consultation would be carried out with local residents and key stakeholders, and the relevant Traffic Order(s) advertised.

Options

51. **Option 1** is to continue with the study and develop the various improvement schemes. This would enable the studies to be completed and associated improvement schemes to be developed. However, with the current uncertainty regarding the Germany Beck development, which would fund some of the key improvements, and the limited funding available in the current LTP, there is currently little prospect of those schemes being implemented and, as such, this option is not recommended.
52. **Option 2** is to stop work on those elements listed in paragraph 44 and development of the associated schemes pending the identification of suitable funding streams for those improvements and an indication as to when the Germany Beck development would proceed. This would enable funding and staff resources to be redeployed elsewhere. Work on the study would recommence when the picture regarding Germany Beck and the potential funding that would be available becomes clearer.
53. **Option 3** is to proceed with an inbound bus lane on a section of Selby Road but to stop work on the study at the southern end of the corridor and the development of the remainder of the schemes pending the identification of suitable funding streams for those improvements and an indication as to when the Germany Beck development would proceed. This is similar to Option 2 but would allow a low cost bus priority scheme to be implemented. This would provide initial benefits to some bus services in advance of any of the more expensive longer term improvement schemes being implemented.

Recommendations

54. Agree that an inbound bus lane on Selby Road heading north from the A64 interchange for approximately 200m should be provided ahead of other improvements to this section of the corridor.
55. Agree that further investigation of other proposals south of Germany Beck, as listed in paragraph 44, be deferred until potential funding to implement those improvements can be identified.

Traffic management in Naburn

56. Members agreed that the measures suggested by Naburn Parish Council be reviewed in the light of changing traffic patterns. Further information on those measures, together with a review and subsequent discussions with the parish council, is given in **Annex C**. The outcome of the review and discussions are two potential improvement schemes as outlined below.
57. **Annex C1** shows the proposed southern gateway improvement scheme. This involves a minor extension of the 30 mph zone to keep the signs clear of adjacent vegetation. It also includes safety improvements to the nearby Moor Lane junction and bend and the signing in this area.
58. **Annex C2** shows the proposed northern gateway improvement scheme. This involves extending the 30 mph zone by about 27m to enable a gateway to be provided where it would have maximum impact. It also includes safety improvements to the adjacent Howden Lane junction and the signing in this area.
59. Subject to members agreeing the schemes and the associated Traffic Order, they should be substantially completed by the end of 2008/09.

Consultation

60. Officers attended the parish council meeting on 29 September 2008 to discuss the issues raised and to present the two improvement schemes. The parish council accepted the officers responses and welcomed the proposals.
61. Subsequently leaflets were delivered to approximately 170 residential properties and businesses in Naburn and to the parish council, informing them of the scheme and giving them an opportunity to comment. At the same time the Traffic Order for the associated revisions to the 30 mph zone was advertised.
62. Two objection to the Traffic Order were received. Both objectors are of the view that the proposed extension is totally inadequate and the 30 mph limit should be extended further away from the village.
63. A further five letters and emails were received from local residents with comments on the proposals. **Annex C** contains details of the comments received and an analysis of the objection and comments.

Options

64. **Option 1** is to implement the schemes as outlined in paragraphs 57 and 58 and shown on the plans at **Annexes C1** and **C2**. This would enable the schemes which have been developed to be implemented. The effects of

these would be monitored and additional measures considered should the need arise.

65. **Option 2** is to amend the scheme to suit the comments and objections. Extending the 30 mph zones further could be counterproductive for the reasons given in **Annex C**. Further work is required to assess the feasibility of and justifications for 40 mph buffer zones and improved pedestrian facilities across Howden Dyke. As this would further delay implementation and additional measures could be implemented at a future date once approved, this option is not recommended.
66. **Option 3** is to do nothing. In view of the concerns about the existing situation and that the comments and objections are basically to do more, this option is not recommended.

Recommendation

67. Agree the proposed extensions of the 30 mph zone and the associated gateway treatments and improvement measures at Naburn, as outlined in paragraphs 57 and 58 and shown on **Annexes C1** and **C2**.

Bus Lanes

68. An outstanding issue from the previous report is whether the proposed bus lanes should be implemented on a full time or part time basis. Monitoring of the corridor indicates the potential for queuing at varying times of the day, in particular on weekends and school holidays, not just normal peak hours. Part time bus lanes have an increased risk of being abused, either by motorists who are uncertain of the hours of operation or parked vehicles which are not removed in time for when the bus lane becomes operational. Most of the proposed bus lanes will also cater for cyclists whose safety could be impinged if, for example, part time bus lanes were implemented to permit part time parking. It would therefore be appropriate for these to be full time bus lanes, similar to the other existing bus lanes in York.

Consultation

69. Frontages and key stakeholders would be consulted on any proposed bus lanes and the associated Traffic Order(s) advertised at the same time.

Options

70. **Option 1** is to implement 24 hour operation on any proposed bus lanes. This is a similar arrangement to other existing bus lanes and for the reasons above is the preferred option.
71. **Option 2** is to implement part time bus lanes. For the reasons stated above this option is not recommended.

Recommendation

72. Agree that any proposed bus lanes should be 24 hour operation similar to other existing bus lanes in York.

Corporate Priorities

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

Implications

This report has the following implications:

- **Financial**

75. The last report indicated that, whilst no detailed design work had been carried out, it was initially estimated that £3m would be required out of the LTP budget to complete the packages of work that formed part of the corridor strategy and which would not be funded by the Germany Beck developer. It was also noted that the implementation programme would depend on the funding that can be made available out of the LTP programme between 2008 and 2011.
76. As indicated in the Capital Programme Monitor 1 report to the September City Strategy EMAP there are considerable pressures on the Integrated Transport budget over the next few years due to the need to provide match funding for the Cycle City and Access York projects and the need to 'pay back' the Structural Maintenance Block for funding used to construct the A1237 Moor Lane Roundabout in 2007/08. It is anticipated that approximately £3.0m will be required for Phase 1 of the Access York project, £2.1m for the Cycling City schemes and £975k for Structural Maintenance over the 2008/09 to 2010/11 period leaving less than £1.3m for all other Integrated Transport schemes over the next two years. In addition the current downturn in the housing market and the ongoing village green public enquiry has raised questions as to when the Germany Beck development would commence. The Germany Beck junction is a key element of the proposals for the southern end of the corridor and the developer would also fund some of the other major improvement measures at this end of the corridor.

77. The corridor proposals have been reviewed to assess which would provide most benefits for the funding available. With the uncertainty over Germany Beck and the ongoing study at the Fishergate end, it is considered that the best returns would come from improvements to the corridor between Cemetery Road and Heslington Lane, where pedestrians, cyclists and public transport users would benefit from the proposed improvements; the proposed refuge island on Main Street, Fulford; a bus lane on Selby Road near the A64; and improved gateways and safety improvements in Naburn.
78. There is currently £500k allocated in this year's LTP for Fulford Road. This would fund the UTMC and CCTV scheme, the proposed improvements between Cemetery Road and Hospital Fields Road, the crossing on Fulford Main Street, the bus lane on Selby Road near the A64, measures in Naburn, and air pollution monitoring equipment near Heslington Lane. It would also enable the proposed improvements between Hospital Fields Road and Heslington Lane to be developed through to contract document stage ready for implementation in 2009/10.
79. This would leave about £900k needed to improve the section between Hospital Fields Road and Heslington Lane between 2009 and 2011. The proposed programme for 2009/10 will be submitted to Members for approval in March 2009. As noted earlier in the report, those proposals are still being developed and latest cost estimates, including the cost of any service diversions, are being assessed. Those proposals would be reviewed and revised accordingly and implementation may need to be phased to suit available funding.
80. In view of the above it is proposed to defer further work on the development of proposals for south of Germany Beck until there is a clearer picture regarding the Germany Beck development and suitable funding streams can be identified for those works that this authority would have to fund.

- **Human Resources**

81. There are no human resources implications.

- **Equalities**

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

- **Legal**

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

- The Highways Act 1980
- The Road Traffic Regulation Act 1984
- The Road Traffic Act 1988

- **Crime and Disorder**

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

85. The Police Headquarters are located on this corridor. The Police are a key stakeholder in this project and are regularly consulted as the individual schemes are developed to ensure that their ability to respond to incidents in York is not compromised.

- **Information Technology**

86. There are no IT implications at the current time.

- **Property**

87. There are no land or property implications at the current time.

Risk Management

88. In compliance with the Council's risk management strategy there are no new risks associated with the recommendations of this report. The risks identified in the previous report have and will continue to be managed using standard project management procedures.

89. If no measures are implemented, conditions for all modes of transport on the Fulford Road corridor will continue to deteriorate and pollution will worsen. This could result in further deterioration of air quality in the existing AQMA around the Fishergate area and the need to declare a further AQMA in the Main Street Fulford area. The council would be failing under its duties under the Traffic Management Act and the Environment Act. It would also be failing in its role as a Cycling City by not providing the infrastructure to encourage cycling.

Recommendations

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

a) The contents of this report and its annexes are noted.

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

b) The revised proposals for the section of corridor between Cemetery Road and Hospital Fields Road, as outlined in paragraph 16 and shown on **Annexes A1** and **A2**, are agreed.

Reason: To improve conditions along this section of the corridor.

c) The proposed pedestrian refuge island crossing and associated waiting restrictions on Main Street, Fulford, as shown on **Annex B1**, is agreed.

Reason: To help pedestrians cross to and from nearby bus stops.

d) The proposed extensions of the 30 mph zone and the associated gateway treatments and improvement measures at Naburn, as outlined in paragraphs 57 and 58 and shown on **Annexes C1** and **C2**, are agreed.

Reason: To help control vehicle speeds and to improve safety.

e) That an inbound bus lane on Selby Road heading north from the A64 interchange for approximately 200m should be provided ahead of other improvements to this section of the corridor.

Reason: To benefit existing bus services, including school services, using this section of Selby Road.

f) That further investigation of other proposals south of Germany Beck, as listed in paragraph 44, be deferred until potential funding to implement those improvements can be identified.

Reason: To enable resources to be redeployed on those projects where funding has been determined.

g) That any proposed bus lanes should be 24 hour operation similar to other existing bus lanes in York.

Reason: To ensure that bus lanes are available for use by buses at all times and for uniformity throughout the city.

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Date 20 November 2008

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Wards Affected: Fishergate, Fulford and Wheldrake

All *tick*

For further information please contact the author of the report

Background Papers:

Fulford Road corridor report City Strategy EMAP – 29 October 2007
A19 Fulford Road corridor update City Strategy EMAP – 17 March 2008

Annexes

Annexes A1 & A2	Plans showing Cemetery Road to Hospital Fields Road improvements
Annex B	Proposed pedestrian refuge island crossing on Main Street, Fulford
Annex B1	Plan showing proposed pedestrian refuge island on Main Street Fulford
Annex C	Naburn traffic management
Annexes C1 & C2	Plans showing proposed Naburn gateway improvements