

**Notice of a public
Decision Session - Executive Member for Transport**

To: Councillor D'Agorne (Executive Member)

Date: Monday, 18 January 2021

Time: 10.00 am

Venue: Remote Meeting

AGENDA

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 Support Group by **5:00 pm** on **Wednesday 20 January 2021**.

*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 on Thursday 14 January 2021**.

1. Declarations of Interest

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which he may have in respect of business on this agenda.

- 2. Minutes** (Pages 1 - 4)
To approve and sign the minutes of the meeting held on 1 December 2020.

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 remote meetings. The deadline for registering at this meeting is Thursday 14 January 2021.

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 the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Remote Public Meetings

Please note that, subject to available resources, this remote public meeting will be webcast including any registered public speakers who have given their permission. The remote public 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. TSAR Traffic Signal Refurbishment - Clifton (Pages 5 - 36)**
Moorgate / Hurricane Way YK2239

This report presents the options to replace the life expired traffic signalling equipment and to consider a new pedestrian crossing facility to be installed at the same time as the proposed refurbishment.

- 5. Update on E-sooter Trials** (Pages 37 - 56)

The report provides an update on the progress of the e-scooter trials in York, and sets out a proposal to further expand the service area, and add e-bikes to the rental scheme in Q1 of 2021.

- 6. Haxby Road, New Earswick – Triple Cushion Replacement Trial** (Pages 57 - 68)
This report advises on the results and evaluation of a trial road layout on Haxby Road, New Earswick, and offers recommendations for concluding the trial and completing the scheme.
- 7. Draft Vehicle Crossings Policy** (Pages 69 - 80)
This report presents a draft vehicle crossing policy which is proposed to be adopted by City of York Council to support the vehicle crossing application process.
- 8. Progress towards determining all outstanding DMMO applications** (Pages 81 - 92)
This report details the ongoing progress towards eliminating City of York Council's backlog of undetermined definitive map modification order applications (DMMO).
- 9. Consideration of Objections in respect of No Waiting on the Verge Regulation order on Intake Lane, Dunnington** (Pages 93 - 102)
The report is for consideration of the objections received to a proposed amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to include a No Waiting at any Time on a 210m stretch of grass verge on Intake Lane, Dunnington.
- 10. Active Travel Fund (ATF) Programme** (Pages 103 - 204)
This report provides an update on the projects in the Emergency Active Travel Fund (EATF) and then discusses York's Active Travel Fund (ATF) programme, and also makes recommendations for the development of walking and cycling policies in York more generally, in particular development of a Local Cycling and Walking Infrastructure Plan (LCWIP) for York.
- 11. 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	1 December 2020
Present	Councillors D'Agorne
Apologies	

38. Declarations of Interest

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. The Executive Member noted that he had no interests to declare, but wished to note that Farrar Street was inside his Fishergate Ward and he had advised residents about the process relating to Residential Parking.

39. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport held on 3 November 2020 be approved and signed by the Executive Member as a correct record.

The Executive member also thanked Council Officers for the impressive and fast implementation of the puffin pedestrian crossing on Green Dykes Lane.

40. Public Participation

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme.

41. TSAR Traffic Signal Refurbishment - Clifton Moorgate / Hurricane Way YK2239

The Executive Member considered the report, officers noted that the recommendation was for option one the replacement of the expired traffic signals. Option two was discussed and it was noted that the installation of a right hand was first raised as part of the outer ring road consultation. Officers noted that the recommendation would not include the right hand turn as it was adjudged that the cost outweighed the benefit that could be created. It was also outlined that a right hand turn could create traffic jams leading to the outer ring road and promote cars to drive towards the city centre, rather than use the outer ring road to complete journeys.

The Executive Member noted a written representation he had received from a Ward Councillor. The Councillor had raised concerns about the consultation leading to the decision as it had been a part of the consultation on the outer ring road. Therefore, the Executive Member agreed that the decision would be deferred until a January Decision Session to allow local residents and Ward Councillors an additional opportunity to engage in the decision making process

Resolved:

- i. That a decision be deferred to a January decision session to allow for local residents and Ward Councillors an additional opportunity to engage in the decision making process.

Resolved: To ensure that local residents and Ward Councillors have had sufficient opportunity to engage in the decision making process.

42. Consideration of consultation results from Farrar Street following a petition being received requesting Residents' Priority Parking

Officers outlined the report and noted that COVID-19 and the first lockdown had impacted on the original consultation process in March and therefore, a second consultation had been undertaken in September which received a small return rate of only 31% of residents. As the consultation had received less

than 50% of residents responding a standard criteria for the Council, the recommendation was therefore for no further action towards the implementation of Residents Priority parking at this location.

The Executive Member noted that this instance had highlighted a potential problem with the Council's standard criteria and considered whether a future policy change especially for areas with a high HMO residency, could be introduced to assist these areas with being able to implement a Residents Priority Parking when popular enough with local residents.

Resolved:

- i. That no further action towards the implementation of Residents Priority parking at this location be undertaken and that the consulted area be removed from the Residents Parking waiting list.

Reason: The standard required percentage return rate for progressing to the legal advertisement stage has not been met.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 10.00 am and finished at 10.23 am].

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Decision Session – Executive Member for Transport**18 January 2021**

Report of the Assistant Director of Transport, Highways and Environment.

TSAR Traffic Signal Refurbishment – Clifton Moor Gate/Hurricane Way**Summary**

1. The traffic signalling equipment at this site is life expired, has become difficult and costly to maintain and needs to be replaced.
2. The TSAR (Traffic Signal Asset Renewal) programme is the means by which life expired traffic signal assets across the city are refurbished.
3. Although the programme is primarily about asset renewal, there is scope to take advantage of 'easy wins' whilst refurbishing the equipment. To that end, an option which looks to include new pedestrian crossing facilities has been proposed as one of the two options put forward.

A decision is required to approve the proposed alterations.

Recommendations

4. The Executive Member is asked to:

Approve Option 1

Reason:

This option achieves the core aim of replacing the life-expired traffic signal asset such that it can continue be operated and repaired economically whilst also providing slight improvements to cycling and walking infrastructure.

Option 1 also takes into account, and supports, the major transport project scheme which is responsible for the dualling of York's Outer Ring

Road (ORR) and associated junction improvements as part of that scheme.

Although the introduction of a signal controlled right turn egress option from Hurricane Way put forward in Option 2 would reduce traffic volumes approaching the ORR, the low number of vehicles wanting to make this manoeuvre does not represent value for money given the estimated expenses associated with its introduction.

Background

5. The TSAR (Traffic Signal Asset Renewal) programme has been in place since 2015 and is responsible for the replacement of life expired traffic signal assets around York.
6. The focus is on replacing equipment that is liable to imminent failure, rather than seeking to improve congestion or achieve a similar transport improvement goal. However, where 'easy wins' can be achieved at the same time as replacing obsolete equipment, these will be taken advantage of.
7. To date, 35 sets of signals have been refurbished and a further 3 are programmed in for the 20/21 financial year.

Consultation

8. An electronic consultation has been carried out with local ward councillors, internal and external stakeholders to offer an opportunity to comment on the proposed TSAR scheme designs put forward for consideration in this report.
9. A summary of the consultation feedback can be found in Annex A.
10. The design options put forward are also informed by public consultation work undertaken as part of the Major Transport Projects team's work on proposed revisions to the ORR roundabouts in close proximity to the Clifton Moor section of the A1237.
11. The consultation at point 10 was undertaken during February/March 2019 and encompassed a range of methods including manned/unmanned information displays at the local supermarket and West Offices, leaflet and questionnaire drops to local business and

residential properties, social media campaigns and a dedicated email inbox for respondent's views.

12. An additional piece of feedback from this consultation exercise indicated a desire to explore the possibility of introducing a signal controlled right turn from Hurricane Way to Clifton Moor Gate Southbound. This proposal has been explored and is represented in this report by Option 2.

Options

13. The following options are available:
14. Option 1 – Approve the proposed like for like signal refurbishment shown in the drawing at Annex B
15. Option 2 – Approve the proposed signal refurbishment with additional introduction of a signal controlled right hand turn option from Hurricane Way onto Clifton Moor Gate Southbound shown in the drawing at Annex C

Analysis

Option 1

Description of Changes

16. Refurbishment of all on site Traffic Signal Equipment
17. Realignment of the pedestrian / cyclist crossing over Hurricane Way so that it meets current guidance.
18. The estimated cost of the work to the Traffic Signal at the junction of Clifton Moor Gate and Hurricane Way detailed in Annex B is £250,000.00

Reasoning

19. Replacement of the traffic signal technology is the fundamental purpose of this project, as per item 6.

Impact on vehicular traffic

20. This option has little direct impact on vehicular capacity at the junction however the update of the site will establish a link to the communications network to ensure reliable fault monitoring and better junction monitoring as well as improving vehicle detection at the site. This will allow traffic management plans to be operated effectively during congested times at the junction and reduces the likelihood of gridlock of the industrial estate.

Impact on Pedestrians

21. The option will have slight improvements for pedestrians. Improved traffic signal operation will increase overall efficiency and allow for reduced cycle times thus lower pedestrian wait times. The crossing points will be realigned so they will meet current guidance.

Impact on Cyclists

22. The general improvements indicated at point 21 will also apply to cyclists at this Toucan crossing. The existing off road cycle route infrastructure which runs along the southern extent of Hurricane Way will be retained as well as providing future possibilities for connection to the anticipated cycling infrastructure introduced as part of the ORR dualling project.
23. The crossing of Clifton Moor Gate's North and South bound carriageways will become more cohesive as the two separate signal streams can be co-ordinated using the new signal equipment. This will mean that the push button command on either side of the carriageway will triggers the corresponding crossing of the second arm, reducing wait times for cyclists wishing to cross from East to West and vice versa.

Safety Considerations

24. Input on this preliminary design was sought from City of York Council's Road Safety Audit team who indicated that the junction has operated safely for many years in this layout and had no further comment.

Option 2

Description of Changes

25. Refurbishment of all on site Traffic Signal Equipment

26. Provision of a new signal controlled right turn directly from Hurricane Way onto Clifton Moor Gate Southbound. This signal phase will be activated via above ground vehicle detection and so will only activate when required.
27. Traffic Islands altered to allow the new manoeuvre included at point 26 to be made.
28. Extensive carriageway resurfacing of the area due to the alteration of traffic islands and inclusion of new kerb lines.
29. Pedestrian crossing of Clifton Moor Gate Southbound repositioned to bring it into the junction as a whole.
30. The estimated cost of the work to the Traffic Signal junction of Clifton Moor Gate and Hurricane Way detailed in Annex C is £450,000.00.

Reasoning

31. Replacement of the traffic signal technology is the fundamental purpose of this project, as per item 6.
32. The introduction of a right turn from Hurricane Way onto Clifton Moor Gate Southbound removes the need for vehicles wishing to make this manoeuvre from having to travel north bound to the ORR roundabout and performing a U turn around the existing roundabout.
33. This new vehicle movement requires the junction and the pedestrian crossing of Clifton Moor Gate south bound to be grouped as a single stream as opposed to the current layout so that there is no conflict between pedestrian and motor vehicle movements.

Impact on Vehicular Traffic

34. Traffic modelling undertaken as part of both the TSAR design process and the ORR dualling scheme indicate that the introduction of the right turn from Hurricane Way will increase overall delay across the junction but will not bring the junction above statistical capacity.
35. At present 1/3 of vehicles exiting Hurricane Way (90 vehicles per hour) have to make the U turn around the ORR roundabout. It is estimated that the introduction of the right turn will save vehicles making this movement

400m of travelling distance and around 60 seconds of journey time at peak periods (decreasing to 40 seconds during quieter periods of operation.)

36. During both the AM and PM peaks, modelling figures for Option 2, when compared against the existing case, show capacity and queue sizes are larger but within operational limits. It should be noted that there is an increase in the number of vehicles queueing to proceed southbound along Clifton Moor Gate from the ORR which doubles from 3 to 6 vehicles.
37. There is a possibility that this increase in vehicles queueing along this stretch of road could reach back to the ORR roundabout but this is seen as unlikely by both the TSAR and Major Transport Projects teams based on the demand for the right turn from Hurricane Way being relatively low in comparison to movements across the rest of the junction.

Impact on Pedestrians

38. Again, the option will have slight improvements for pedestrians due to the realignment of crossing points and improved above ground detection being utilised to improve traffic signal operation and decrease phase cycle times.
39. The repositioning of the pedestrian crossing of Clifton Moor Gate southbound will create a more direct route across the two carriageways of Clifton Moor Gate however it will also reduce the capacity of the pedestrian island and also create a new offset between the crossing and the connecting path through to the Clifton Moor retail park.

Impact on Cyclists

40. The inclusion of the right turn signal from Hurricane Way will provide an on carriageway option for cyclists wishing to make this manoeuvre.
41. As at point 39, the repositioning of the Clifton Moor Gate southbound crossing will allow for a more direct crossing than the current staggered approach for cyclists using the established cycle route between Hurricane Way and the Clifton Moor retail park/existing cycle network through the site.

Safety Considerations

42. Input on this preliminary design was sought from City of York Council's Road Safety Audit team who indicated the possibility of queuing back to the ORR along Clifton Moor Gate Southbound would create a safety concern. Additionally the island arrangement doesn't stop vehicles in the new right turn lane turning left and the new gap in the central reservation may encourage U turns for vehicles coming off the Stirling Road roundabout.

Other options already discounted

43. During consultation for this scheme it was suggested that a U turn provision could be considered on Clifton Moor Gate North Bound as a cheaper alternative to the introduction of a signalised right turn from Hurricane Way.
44. This possibility had been suggested previously as part of the preliminary design work for the ORR dualling scheme which would see the roundabout being repositioned much further North than its existing location.
45. The suggestion was considered by the TSAR Design team in conjunction with both the Road Safety Assessment and Major Transport Project team's but not considered for further development due to:
 - a. The physical constraints of the southbound carriageway mean that a large U turning vehicle could not physically complete the manoeuvre. Any vehicle larger than 7.5 tonnes would therefore still be required to use the current route around the ORR roundabout.
 - b. Vehicles joining Clifton Moor Gate southbound from the ORR can be travelling at significant speeds (current speed limit 40mph) and therefore vehicles performing a turn across the carriageway would represent a potential hazard. This is seen as more unsafe than vehicles using the existing roundabout by the road safety team due to the constrained site lines and tight U turn movement required.
 - c. The new movement would not represent a significant time saving for users in comparison to having to go around the ORR roundabout due to those using the U turn having to wait for a gap in

the oncoming traffic before they can enter the southbound carriageway. The distance saved for U turning vehicles compared to the layout proposed as Option 1 of this paper is approximately 180m. The estimated time saving will be less than 20 seconds per vehicle on average.

- d. The introduction of the on link U turn would require that the 3rd lane of Clifton Moor Gate northbound be removed to provide access to the U turn. Under the ORR scheme this would lead to a reduction in the network capacity compared to the currently proposed option 1.
46. During consultation for this scheme it was suggested that as well as the introduction of the signal controlled right turn exiting Hurricane Way as part of Option 2, the existing signal controlled right turn in to Hurricane Way from Clifton Moor Gate Southbound could be removed and vehicles would instead be expected to use the roundabout at Stirling Road to perform a U turn and double back to make a left turn in to Hurricane Way. This could be accompanied by a single stage crossing for pedestrians and cyclists across the northern arms of the junction.
47. The suggestion was considered by the TSAR Design team but not considered for further development because:
- a. The banning of this vehicle movement would lead to additional delays for vehicles exiting the ORR intending to access the retail park and would not be well received by users and business' operating from the premises.
 - b. These vehicles would encounter an additional delay of 30 seconds and additional travel distance of 250 metres if having to use the Stirling Road roundabout to loop back to the retail park.
 - c. This delay may also be higher than this at peak periods as vehicles may be caught in traffic queueing around the Stirling Road roundabout caused by blocking back from the ORR as it heads northbound on Clifton Moor Gate. This will lead to additional delay and inefficiencies in the highway network.
 - d. As the right turn is a dedicated route to access the business park, it is used by a large number of HGV's delivering to the various business units on site. The requirement for these vehicles to make the U turn around the Stirling Road roundabout could create further

delay issues at the location and across the local network due to their size.

- e. The inclusion of a gap in the central reservation (to allow the new right turn out of Hurricane Way) would also represent a safety issue for vehicles who may be unaware of the banning of the right turn in to Hurricane Way and are following their previously established pattern of movement.
- f. Providing a pedestrian/cyclist crossing facility north of the junction will require an all red phase to traffic which will delay vehicles further and lead to increased queuing and emissions. It will also increase the likelihood of queuing back onto the ORR, although this is not anticipated to be a daily occurrence.
- g. The crossing of both carriageways of Clifton Moor Gate spans over 25m from east to west and, for safety reasons, requires pedestrian / cyclist movements be completed in multiple stages. Currently pedestrian / cyclist demand for a crossing of this arm is low and footways are not present in the eastern footway or to the north of the junction.
- h. The ORR project team has been consulted regarding their intentions for Cyclist/Pedestrian movements along the ORR in this area and at present this intention is for these groups to be served using either a newly established footway to the North of the new ORR carriageway or for users to come south from the ORR to use the crossing facilities provided here at Clifton Moor Gate/Hurricane Way.

Council Plan

- 48. Replacing life-expired traffic signalling assets allows the Authority to continue to manage the traffic on its highway network, minimising congestion and ensuring user safety. Therefore carrying out these works fulfils the 'Getting around sustainably' key outcome of the Council Plan.

Implications

49. Financial

The TSAR programme is funded by the council's capital programme, which was approved at Budget Council on 27 February 2020 and

sufficient funds are available in the 2020/21 transport capital programme for the construction of this scheme.

50. Human Resources (HR)

There are no HR implications

51. One Planet Council / Equalities

All junctions are designed with equalities in mind. The recommended designs follow the most up to date guidance with respect to disability access. The technology included in all designs includes aids to persons with visual and mobility impairment.

52. Legal

There are no legal implications

53. Crime and Disorder

There are no Crime and Disorder implications

54. Information Technology (IT)

The Information Technology implications of constructing the proposed designs has been considered and are included in the Project Plan. No issues are envisaged.

55. Property

There are no property implications

56. Other

Disruption during construction – Constructing the TSAR schemes inevitably means a certain level of work on the Highway, with an associated level of delay and disruption to pedestrians and vehicular traffic. Such works will be scheduled and planned to minimise this disruption, and sufficient information and notice will be given to affected parties.

Risk Management

57. There are no known significant risks associated with any option presented in this report.

Project Risks are recorded in the Project Risk Register and are handled by the Project Team and monitored by the Transport Board.

Contact Details

Author:

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Chief Officer Responsible for the report:

James Gilchrist
Assistant Director Transport, Highways
and Environment

Report **Date** 7.1.21
Approved

Wards Affected: List wards or tick box to indicate all **All**

Rawcliffe and Clifton Without

For further information please contact the author of the report

Background Papers:

All relevant background papers must be listed here. A 'background paper' is any document which, in the Chief Officer's opinion, discloses any facts on which the report is based and which has been relied on to a material extent in preparing the report (see page 5:3:2 of the Constitution).

Annexes

All annexes to the report must be listed here.

- Annex A1 – Consultation Details and CYC Engineer Response
- Annex A2 – Consultation Drawing Swept Paths
- Annex A3 – Consultation Drawing ORR Proposed Pedestrian and Cyclist Facilities
- Annex B – Preliminary Design Option 1
- Annex C – Preliminary Design Option 2

List of Abbreviations Used in this Report

- TSAR - Traffic Signal Asset Renewal
- ORR – Outer Ring Road

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**Executive Member Decision Session
TSAR Traffic Signal Refurbishment – Clifton Moorgate/Hurricane
Way**

Annex A

This list shows the extents of the external consultation undertaken for the Clifton Moorgate/Hurricane Way TSAR scheme. An internal consultation across multiple CYC services was also conducted with local ward councillors for Rawcliffe and Clifton Without and Rural West York wards included.

Age UK
York Archaeological Trust
Connexions Buses
Transdev
York Blind and Partially Sighted Society
Arriva Buses
Harrogate Coach
Stephensons of Easingwold
Ghost Bus Tours
Glenn Coaches
Visit York
Be independent
North Yorkshire Police
Pullman Buses
Sustrans
First Group
NHS
North Yorkshire Fire Service
East Yorkshire Motor Services
Resource Centre for Deafened People York
Reliance Buses
Walk Cycle Life
York Environmental Forum Transport Group
York Assembly
York Bike Belles
York Cycling Campaign
York Civic Trust
York Environment Forum
York People First

A copy of the consultation text is included below. The drawings referred to in this consultation can be found at Annex B and C of this report.

TSAR – Clifton Moor Gate / Hurricane Way junction

As part of the Traffic Signal Asset Renewal (TSAR) Programme we have been investigating the refurbishment of the Clifton Moor Gate / Hurricane Way junction. This stakeholder consultation exercise is being undertaken to inform the Decision Session Report for Executive Member for Transport.

The TSAR project looks to refurbish life-term expired traffic signals bringing them in line with current standards. Generally this will include full renewal of the traffic signal equipment / ducting networks and changing the pedestrian crossing equipment to facilitate Puffin style near side red / green man displays. We also take the opportunity to make small changes to the junctions and resurface footways and carriageways as needed.

The attached drawings show two different options that we'll be looking to take to Executive Decision Session later in the year. The options are as follows:

Option A – Drawing YK2239-P-01

A straight refurbishment of the junction and all its traffic signal equipment with the following minor change:

- Realignment of the pedestrian / cyclist crossing over Hurricane Way so it meets current guidance.

This option will provide little change to the existing operation or layout of the junction. The cost of this option is estimated to be in the region of £250,000.00

Option B – Drawing YK2239-P-02

Option B allows for the right turn out of Hurricane Way onto Clifton Moor Gate. All signal equipment would be refurbished and, due to the significant changes, the junction would have its carriageway resurfaced. Changes to the junction include:

- Right turn out of Hurricane Way to Clifton Moorgate provided

- Operation of junction changed to accommodate new movement.
- Traffic islands changed and reshaped to allow for the right turn out of Hurricane Way
- Realignment of the pedestrian / cyclist crossing over Hurricane Way to accommodate changes at junction
- Pedestrian / cyclist crossing on Clifton Moor Gate south moved further north so it can be included within the junction.
- Traffic signal controller to be relocated

This option would provide for the right turn out of Hurricane Way onto Clifton Moor Gate and would reduce journey time for this movement. However, it would increase the overall delays to motor vehicles at the junction and lead to a greater risk of traffic queuing back from the junction to the A1237 York Outer Ring Road. The cost of this option is estimated to be in the region of £450,000.00.

I would appreciate if you could review the drawings attached and provide me (copying in the TSAR mailbox tsar@york.gov.uk) with a written response (even if that is “no comment”) by **Friday 9th October 2020**. If you have any questions on the proposals please feel free to contact me prior to responding formally.

The options presented in this consultation do not represent all layout possibilities which have been suggested during our preliminary design work. Alternatives that have been found to be non-viable have been excluded, for example, the addition of a u-turn facility between the junction and the outer ring road and details of these will be recorded in the final Executive Decision session report which is produced.

Summary of Consultation Replies

1. CYC Major Transport Projects

The MTP team would not support the introduction of option B

The number of vehicles making this manoeuvre does not appear to warrant the significant expense, but more importantly with the improvements proposed for the A1237 roundabout, I would not advocate for any solution which risks a potential backing-up of traffic to the new roundabout (even if this was only on isolated occurrences), preventing it's efficient operation.

The smooth operation of the Outer Ring Road needs to be the number one priority here, followed by traffic on Clifton Moor Gate. Traffic from Hurricane Way is of a minor concern. To retain as much capacity as possible in this area (which is often congested at peak times), traffic from Hurricane Way should continue to be directed left out of the junction to the A1237 roundabout.

CYC Engineer Response

None Required

2. North Yorkshire Fire Service

I have spoken to the crews at York Station and they are in agreement that the Plan B proposal to allow turning right would be the preferred option

CYC Engineer Response

None required

3. Cllr Andrew D'Agorne

Could a U turn provision for movement between Clifton Moor Gate Northbound to Southbound be considered as an alternative to the introduction of a signalled right turn from Hurricane Way as it would offer a significant cost saving?

How does the proposed infrastructure put in place by the TSAR scheme tie in with plans for Cycling and Pedestrian provision along the ORR as part of the major transport project to dual the ORR? If cyclists/pedestrians are expected to use the signalised crossing, could it be made single phase?

CYC Engineer Response

The inclusion of a U turn at this location has been discussed by the TSAR and ORR project teams as well as the Road Safety Audit team. It is understood that some form of U turn at this location had previously been suggested as part of consultation on the ORR programme but at that stage this was based on the location of the

ORR roundabout being moved North, providing a greater distance between it and the signal controlled junction of Clifton Moor Gate/Hurricane Lane.

The current situation of the roundabout means that the introduction of a U turn would be a challenge on multiple road safety and logistical counts:

- The physical constraints of the southbound carriageway mean that a large U turning vehicle could not physically completed the manoeuvre. Any vehicle larger than 7.5 tonnes would therefore still be required to use the current route around the ORR roundabout. (Drawing to support this provided as Annex A2.)
- The enforcement of this turning limitation restriction would require additional signage/markings to alert motorists
- Vehicles joining Clifton Moor Gate southbound from the ORR can be travelling at significant speeds (current speed limit 40mph) and therefore vehicles performing a turn across the carriageway would represent a potential hazard. This is seen as more unsafe than vehicles using the existing roundabout by the road safety team due to the constrained site lines and tight U turn movement required. This new movement would not represent a significant time saving for users in comparison to having to go around the ORR roundabout due to those using the U turn having to wait for a gap in the oncoming traffic before they can enter the southbound carriageway. The distance saved for U turning vehicles under the current layout is approximately 180m. We estimate the time saving will be less than 20 seconds per vehicle on average
- The introduction of the on link U turn would require that the 3rd lane of CMG northbound be removed to provide access to the U turn. Under the ORR scheme this would lead to a reduction in the network capacity compared to the currently proposed scheme.

For these reasons the TSAR project team do not intend to put this forward as a preliminary design option but it will be recorded in the

Executive Decision Paper as an alternative option which was considered during the preliminary design stage.

The ORR project team have provided the attached drawing at Annex A3 which demonstrates the current intended provision for pedestrians and cyclists moving along the ORR.

Dualling of the ORR is proposed to be on land to the North of the existing road for the majority of the route. There is little space for a full width footway/cycleway at the south of the ORR connecting Clifton Moor Gate and Shipton Road due to landscape screening and noise bunds which are already in place to protect the existing housing developments in this area. The intention of the ORR project team is to propose a connection from Clifton Moor Gate to Conway Close which will link in with existing Public Rights of Way which exist in the area.

Because of this, a crossing of Clifton Moor Gate in close proximity to the ORR roundabout is not currently provided and instead cyclists and pedestrians should use the dedicated path provided on the Northern side of the ORR via the underpasses provided at either end of this section of the route.

Alternatively cyclists/pedestrians who wish to stay to the south of the ORR would be asked to leave the ORR path and come down to the signalised junction of Clifton Moor Gate and Hurricane Way before proceeding along the established Cycle/Footway network connecting Hurricane Way/Manor Lane/Shipton Road.

With regards the possibility of making this pedestrian/cyclist crossing a single stage, current guidance is that any crossing over 15 metres should be a staggered crossing. With the full Clifton Moor Gate span being around 27 metres, a single crossing across the multiple lanes of traffic would go against guidance and, at this location, is not something which the TSAR design team would propose as a viable option.

4. Cllr D Smalley on behalf of Ward Cllrs for Rawcliffe and Clifton Without

What does the modelling show on the delays that will be caused on Hurricane Way with option B (it already backs up considerably at peak times?)

What proportion of road users in the current layout are heading for the ring road and do not loop back onto Clifton Moor Gate?

Could there be/is there a public consultation planned on these options? There is considerable local interest in this junction layout

CYC Engineer Response

In the peak periods (pre covid) some of the delay coming out of Hurricane Way was due to blocking back from the ORR. This was mainly a PM peak / weekend issue for Hurricane Way as in the AM peak, flow out of Hurricane Way is small. Traffic on the ORR blocks back from the A1237 / A19 roundabout through the Clifton Moor Gate roundabout leading to traffic queuing Northbound on Clifton Moor Gate and blocking traffic out of Hurricane Way. Traffic turning left out of Hurricane Way (using left hand lane) to travel Westbound on the ORR sees the most delay as this is where the majority of blocking back occurs. Traffic using the outside lane of Hurricane Way (turning Eastbound on ORR or U-turning) has less delay as it is impacted less by the blocking back – although it still can get stuck due to not being able to access the outside lane on Hurricane Way (because of the left turning traffic blocking access to the lane) or by being blocked through the junction by vehicles on Clifton Moor Gate.

When the ORR upgrade comes in, congestion on the ORR will fall and the blocking back in the peak periods will decrease. The improvements to the ORR is also likely to see a reduction in U-Turn movement as more trips will use the less congested ring road

in the future moving traffic away from the city centre. This has been shown by the strategic modelling undertaken as part of the ORR project (modelling undertaken by Pell Freishmann using York 2016 SATURN model).

Given the above we have assumed in our modelling that there is no blocking back from the ORR to Hurricane Way. Traffic heading to the ORR from Hurricane Way will see a greater amount of delay exiting the junction compared to the current situation. This is due to two issues:

- All ORR traffic will be in the left hand lane only rather than spread over 2 lanes as currently.
- Green time for traffic heading out of Hurricane Way towards the ORR will be reduced due to the additional stage added into the sequence for the right turn.

Traffic out of Hurricane Way turning right (previous U-turn at the roundabout) will see a reduction in journey time as they will have a shorter distance to travel. We estimate that this saving for U-turning vehicles would be up to 60 seconds per vehicle on average. For periods when traffic is less congested the savings for u-turning vehicles are likely to be less – say up to 40 seconds per vehicle on average.

Currently around 2/3 of vehicles leaving Hurricane Way join the ORR and do not loop back to Clifton Moor Gate. Our figures show that a maximum of 90 vehicles per hour perform a U turn using the roundabout and again this is mostly during the PM peak.

It is not our intention to complete a public consultation on the refurbishment of this junction at this time. We consult at this preliminary design stage with yourselves and a range of internal/external stakeholders representing trade organisations, focus groups and transport bodies to gather feedback which we then feed into the Executive Decision process. The current intended timeline for this scheme is for an Executive Decision to be made at the December 1st session with an intended construction start date of 1st March 2021.

5. York Civic Trust

Hurricane Way is an important low traffic cycle route connecting Rawcliffe Bar (and its new Park and Pedal facility) with Clifton Moor. It also acts as part of the longer distance orbital cycle route shadowing the Outer Ring Road. At present this junction is a major barrier to orbital cycle (and pedestrian) movements, requiring users to wait at four separate crossings eastbound, and three westbound. Given the staging of the signals, it can take almost two cycles of the signals to clear the junction, and this delay will encourage cyclists to take risks. Option A does nothing to remedy this, and is therefore, given the Council's own hierarchy of users (as specified in LTP3), and the growing emphasis on active travel, unacceptable.

Option B appears to have been designed specifically to assist motorised traffic wishing to turn right, though it will also assist cyclists making this movement. Otherwise its only improvement for cyclists and pedestrians is by moving the crossing of the southbound carriageway into the junction. The eastbound movement still requires four separate crossings, and the westbound three; these can be completed within one cycle eastbound, but will require part of a second cycle westbound.

There is a third option (Option C), which I suggest should be carefully considered. This would ban the right turn into Hurricane Way and require that movement to make the short diversion via the Stirling Way roundabout. It would provide the new right turn out of Hurricane Way, as in Option B, but couple it with a protected crossing of the northern arms of the junction, allowing cyclists and pedestrians to cross both carriageways in a single movement.

We note your comment that Option B (and thus Option C) might cause blocking back into the Outer Ring Road roundabout. This seems to us unlikely, since the stage for the right turn out of Hurricane Way will be short, and the flow on the two southbound lanes is low enough not to generate a queue which would back up to the roundabout in that time. Moreover, there will be a benefit

resulting from removing the requirement for traffic wishing to turn right out of Hurricane Way to make a complete circuit of the Outer Ring Road roundabout. This should not be seen as a justification for rejecting either Option B or Option C.

We also note your comment that Option B (and thus presumably Option C) would cost some £200,000 more. We very much doubt that this expenditure could be justified simply on the basis of reduced travel times for vehicles now unable to turn right from Hurricane Way. However, Option C would transform the junction by removing a major barrier on the Council's active travel network, and this in turn would, we suggest, justify the additional expenditure.

On this basis we strongly recommend the development of our alternative Option C. If this cannot be done, we do not consider that there is a justification for pursuing Option B in preference to Option A.

CYC Engineer Response

For clarification the crossing over the left turn out / right turn into Hurricane Way is a single pedestrian movement. This means that North - South movements are undertaken in 2 separate movements and East -West movements in 3 separate movements. The crossing of Clifton Moorgate South is separate from the main junction and so can be operated independently. As such, under Option A, we would look to reduce wait time for pedestrians at this crossing through changes to signal times thus minimising pedestrian / cyclist delay and frustration.

The main junction (for the majority of the day) operates on low cycle times with only 2 stages meaning that pedestrian / cyclist delay is actually relatively low. We hope that this will be further reduced once the signal equipment / detection is upgraded making the junction work more efficiently and benefiting all users.

The junction of Clifton Moorgate / Hurricane is a large traffic signal controlled junction on a dual carriageway approximately 100m south of the York Outer Ring Road. The dual carriageway forms a natural barrier to pedestrian and cyclist movements due to the size of the junction and high volume of vehicular traffic which uses

it. The junction is over 25m from east to west and, for safety reasons, will require pedestrian / cyclist movements be completed in multiple stages. All crossings are within 2 or 3 movements and the refurbishment of the junction will allow for improved pedestrian progression through improved traffic signal operation and lower cycle times. Over the last 3 years there have been 2 recorded accidents at this junction, both classed as slight with 1 involving a pedestrian who walked out in front of car turning left into Hurricane Way during a green light phase. Option A and B have very similar modelled pedestrian delay times overall.

The proposed option C – prohibiting the right turn into Hurricane Way - would lead to additional delays for vehicles exiting the ORR intending to access the retail park. These vehicles would encounter a delay of 30 seconds (250m of additional travel distance) if having to use the Stirling Road roundabout to loop back to the retail park. The delay may also be higher than this at peak periods as vehicles may be caught in traffic queueing around the Stirling Road roundabout caused by blocking back from the ORR as it heads northbound on CMG. This will lead to additional delay and inefficiencies in the highway network. Prohibiting the right turn here is likely to be highly unpopular with businesses and users of the retail park. The inclusion of a gap in the central reservation (to allow the right turn out of Hurricane Way) would also represent a safety issue for vehicles who may be unaware of the banning of the right turn in to Hurricane Way and are following a previously established pattern of movement.

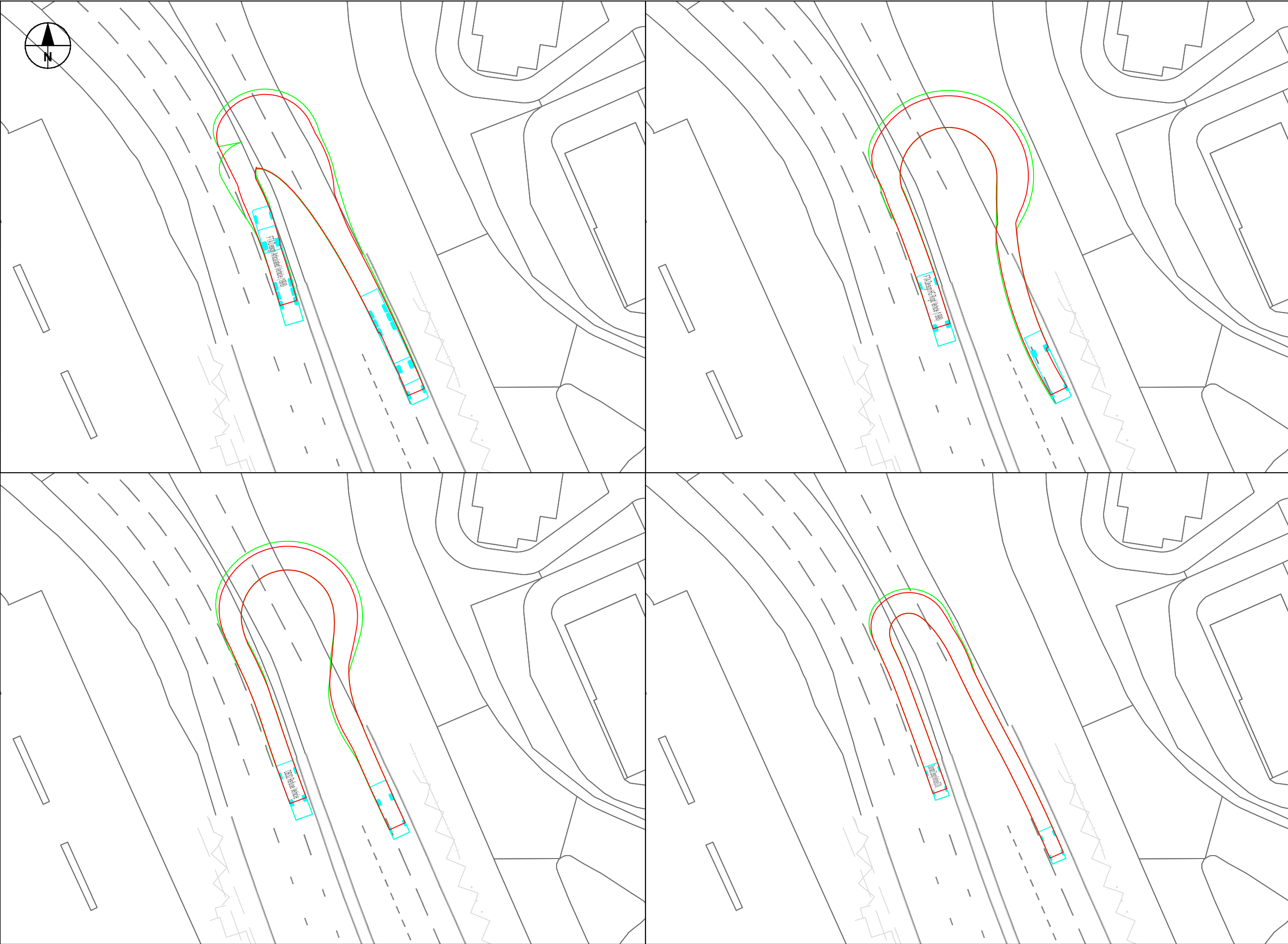
Providing a pedestrian/cyclist crossing facility north of the junction will require an all red phase to traffic which will delay vehicles further and lead to increased queuing and emissions. It will also increase the likelihood of queuing back onto the ORR, although this is not anticipated to be a daily occurrence.

As previously discussed pedestrian / cyclist crossings will be split in two due to the width of the road for safety reasons. Currently pedestrian / cyclist demand for a crossing of this arm is low – footways are not present in the eastern footway or to the north of the junction. However, it is accepted that this will change with the provision of routes joining into the ORR pedestrian / cyclist routes. Cycling provision along Hurricane Way is in the Southern shared use footway and as such the preferred crossing is over the

southern arm (this would take 3 crossings rather than 4 to go north).

The design team does not believe that there is justification to provide the additional cost expenditure to provide the northern pedestrian crossing.

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NOTES

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ISSUE/REVISION

I/R	DATE	DESCRIPTION
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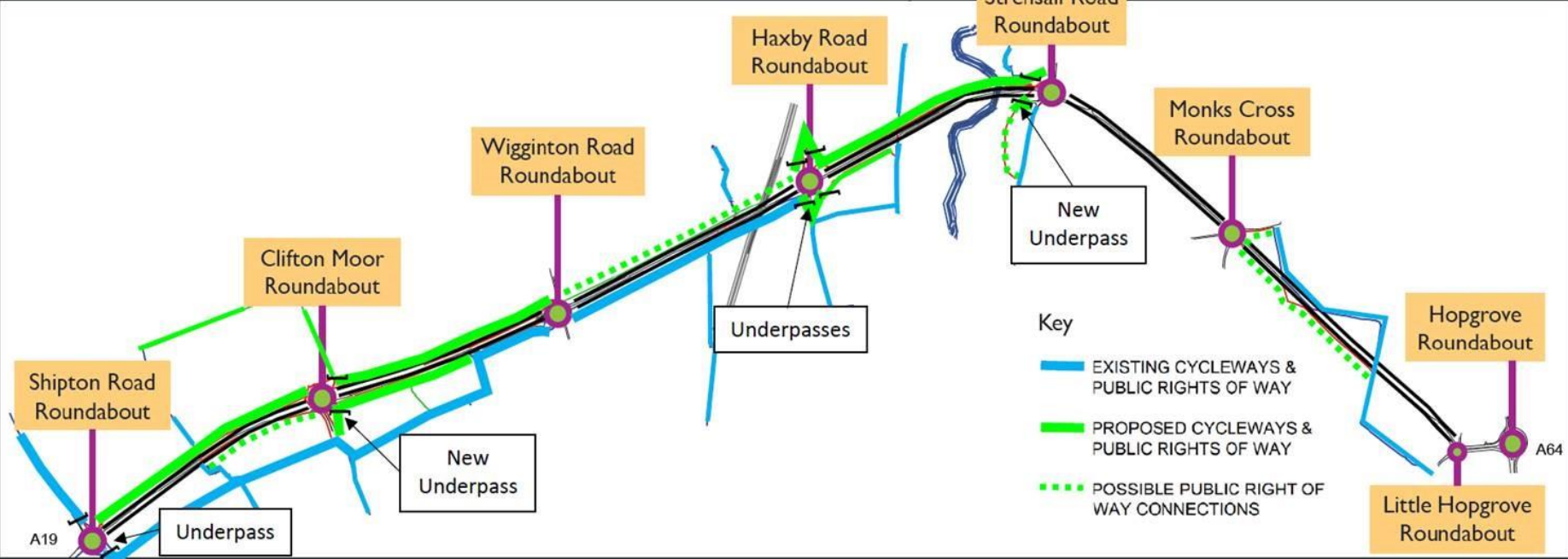
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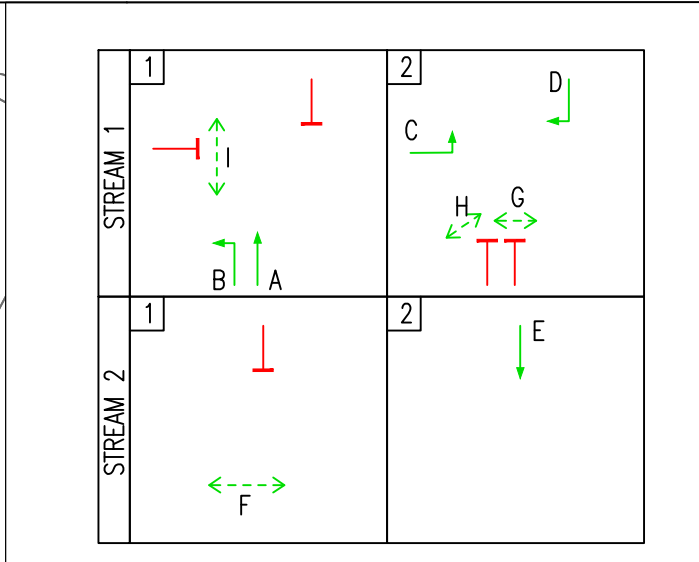
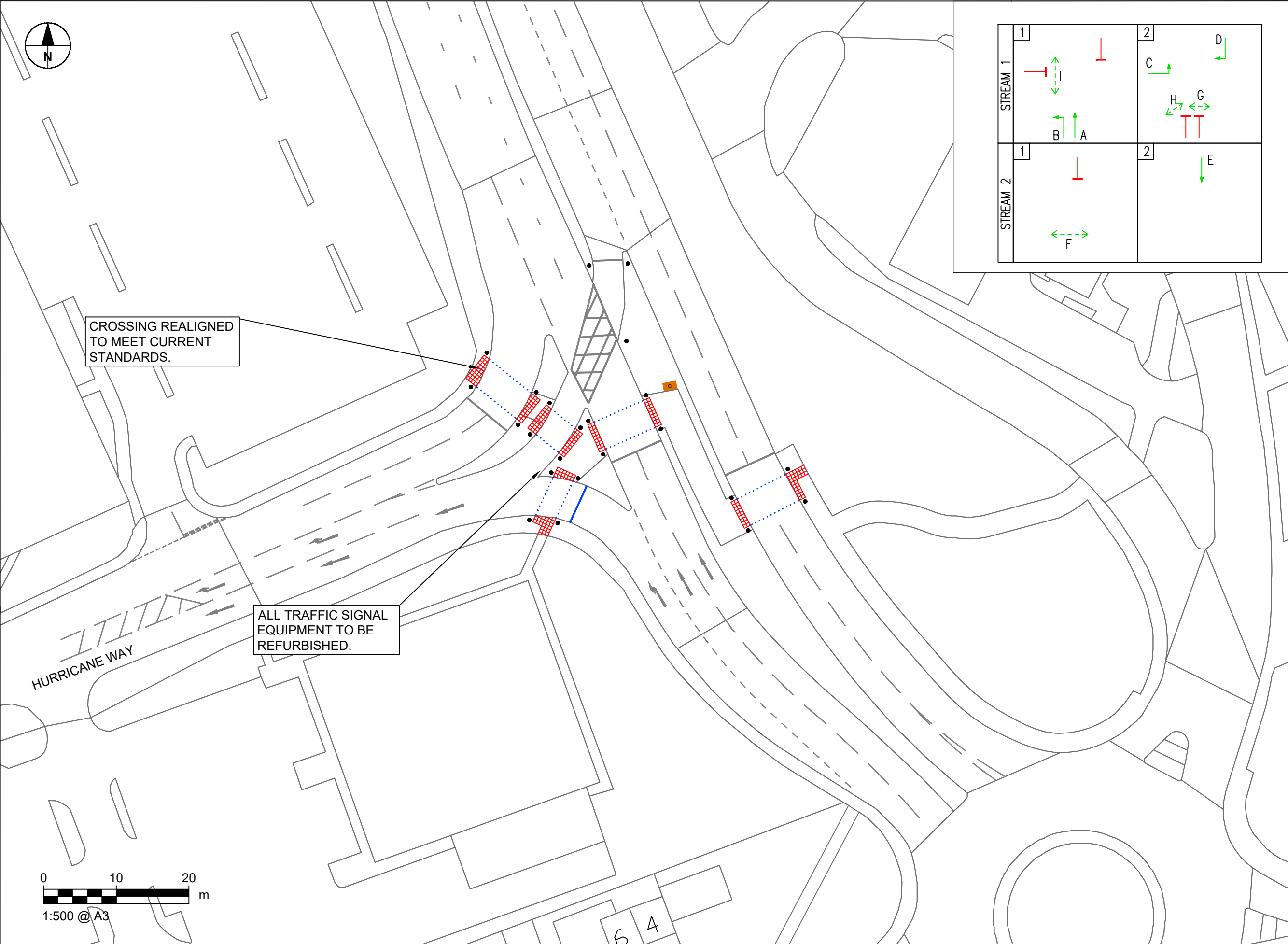
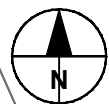
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Improvements for pedestrians and cyclists









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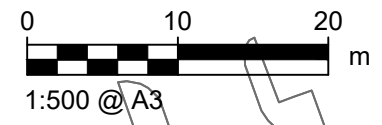
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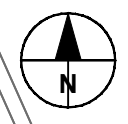
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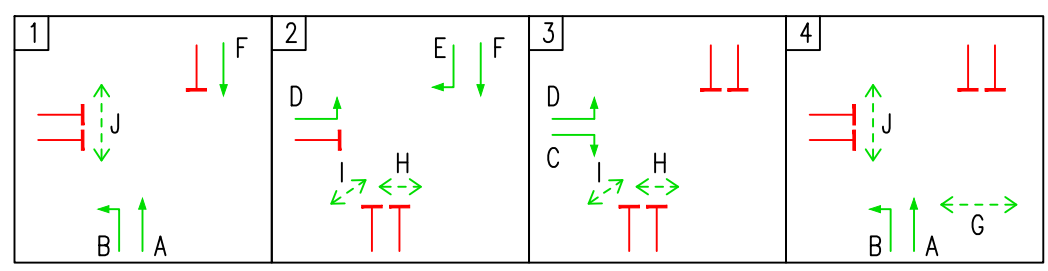


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CONVERSION OF CROSSINGS ALONG MAIN PEDESTRIAN ROUTE FROM EAST TO NORTH WEST TO BE WIDENED TO 4m.

FULL RESURFACING OF JUNCTION TO BE UNDERTAKEN

TRAFFIC ISLANDS ALTERED TO ALLOW RIGHT TURNING TRAFFIC TO PASS THROUGH.

PEDESTRIAN CROSSING MOVED NORTH TO REDUCE PEDESTRIAN DISRUPTION.

RIGHT TURN LANE INTRODUCED ON HURRICANE WAY.

CONTROLLER RELOCATED TO ALLOW FOR RIGHT TURN FROM HURRICANE WAY.

Filling Station

HURRICANE WAY

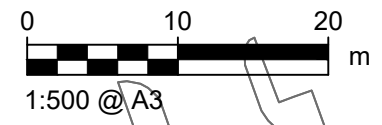
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ISSUE/REVISION		
I/R	DATE	DESCRIPTION
P01	01.09.2020	FIRST ISSUE

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 YK2239
 CLIFTON MOORGATE / HURRICANE WAY
 OPTION B

DRAWING NUMBER
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Decision Session – Executive Member for Transport**18 January 2021**

Report of the Assistant Director, Transport, Highways and Environment

Update on the E-scooter trials**Summary**

1. This paper provides an update on the progress of the e-scooter trials in York, and sets out a proposal to further expand the service area, and add e-bikes to the rental scheme in Q1 of 2021.

Recommendation

2. The recommendations in this report relate to the City of York council's participation in the Department for Transport's micro-mobility trial. The decision relates to expanding the service area, and adding e-bikes to the vehicle mix;

Option 1: To expand the service area that e-scooters can be hired and used, including a phased increase in e-scooters up to 700. Introduce e-bikes as outlined in the body of the report. This would see implementation of e-bikes across the city using the same parking bays as currently used for e-scooters. The e-bikes would look to be introduced in Q1 of 2021 [this is the option recommended by Officers];

Option 2: To expand the service area across the authority area, including a phased increase in e-scooters up to 700. To limit the trial to e-scooters and not add e-bikes.

3. If the addition of e-bikes are approved, then it is proposed that these will be introduced in Q1 of 2021.

Background

4. The decision for York to participate in the Department for Transport's (DfT) e-scooter trials was made on the 8th September 2020. These trials 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. As part of the decision for York to participate, it was agreed that e-bikes would be considered as part of the vehicle mix following review of the progress of the trial with e-scooters.
6. The trial with e-scooters has seen high usage across the current service area of the city. The addition of e-bikes would increase travel options for users and would coincide with the increase in the service area.

Update on the trials

7. The trial of e-scooters has been operating since the 12th October. The e-scooters are being introduced in a phased approach, gradually increasing the service area and number of e-scooters available. This has split the city broadly into 5 sectors. Currently e-scooters are available in Sector 1 and 2, which includes e-scooter provision at the University of York, York Hospital, York St John's University, and city centre locations. In the first six weeks of the trial, 10 parking locations were available for scooters with 116 e-scooters available for hire.
8. The approach taken to provide and only allow e-scooters to be parked in dedicated bays has mitigated incidence of e-scooters being seen as street clutter and improved safety for non-users. The approach taken has also led to high parking compliance, with this consistently over 99% in the first 6 weeks of the trial.
9. Over the first six weeks of the trial, 3,822 trips were taken, with a total of 25,012km travelled on e-scooters. During this period, no incidences were reported. An incident is defined as that which involves personal injury occurring on the public highway (including footways) in which at least one road vehicle (including bikes and e-scooters) or a vehicle in collision with a pedestrian is involved. This is similar to experiences in other trial areas in England, where only a few incidents have been reported to date.
10. TIER have undertaken a number of measures to ensure a COVID-safe service. TIER have increased their cleaning regime, with scooters

cleaned daily, averaging a clean every 5 rides or less. Hair nets and sanitiser sachets are also available in the helmet box provided with every scooter. Further information on TIER's COVID measures can be found at the following webpage - <https://www.tier.app/covid19/>.

11. TIER have supported key workers during COVID. TIER scooters are available at York Hospital and during the second national lockdown in November, TIER launched their TIER Heroes programme in York. This programme offered key frontline workers, including those in the NHS, free unlocks and minutes for the e-scooters to assist their daily commutes.
12. Ongoing engagement with the key City partners including the Universities, North Yorkshire Police and the Hospital, has ensured effective communication of progress of the scheme and resolving any issues quickly. The council are also in regular contact with the Department for Transport and other participating local authorities to share updates on the trial and address any issues.
13. TIER have engaged with residents in the city, holding a virtual community event for York, informing residents on TIER and the e-scooter trials, and have launched a blog to provide regular updates on the service area and parking locations. Links to TIER's blog and how to report any issues are available on iTravel - <https://www.itravelyork.info/e-scooter-trial>.
14. Other local authority areas participating in the trial have noted an increase in use of private e-scooters which remain illegal to ride on the public highway. Whilst their use has not been as prevalent in York, as the trial continues we may see a similar increase in use of private e-scooters. TIER and North Yorkshire Police are taking proactive measures, engaging and learning from other local police in participating trial areas, to address this issue.

How would the e-bikes work?

15. The rental of e-bikes would follow the same model as for e-scooters, with riders unlocking and paying for usage via a mobile phone app (see paper to this decision session on 8th September 2020).
16. In line with government regulation, the maximum speed-assist of the e-bikes would be 15.5mph, with the power not exceeding 250 watts.

17. E-bikes would be available for short-term hire and to pick-up and return using the same designated parking bays as e-scooters. Similar to the e-scooters, the TIER e-bikes are equipped with a double kickstand when parked to increase their stability.
18. Geo-fencing technology would be used to ensure a user cannot end their trip outside of designated parking locations and will continue the hire cost if left outside of these locations.
19. Currently geo-fencing technology can be used to limit the service area and speed of e-scooters by cutting the motor and reducing the speed to 0mph. However the technology is unable to have the same limitations on speed and service area of e-bikes as the rider can still move the bike by pedalling. The pedal-assist on the e-bikes will stop if the e-bike leaves the service area, though a rider will still be able to move by pedalling the bike.
20. Pricing for e-bikes would be at the same cost as e-scooters, with £1 to unlock and £0.15 per minute to ride. There are also options to reduce price for frequent users or other identified groups.

Discussion

21. The e-scooter trial has seen good usage across the city. The approach taken on providing and only allowing for parking in dedicated bays has mitigated incidence of e-scooters being seen as street clutter and improved safety for non-users.
22. The council have worked positively with TIER and other key city stakeholders, including the Hospital and both Universities to respond to issues in a timely manner.
23. The council have worked with TIER in phasing the introduction of parking bays and service area of the e-scooters. This phased introduction of e-scooters has enabled any issues to be resolved quickly, and informed the future approach of expanding the service area and adding parking bays.
24. This phased approach would be applied if an increase in the service area and number of e-scooters is approved. This expansion would broadly follow the below timelines and areas of the city:
 - Sector 3 to include Clifton and Rawcliffe in January;
 - Sector 4 to include Southbank and Heworth in February;

- Sector 5 to expand to the rest of the city from March 2021.
25. To support the roll out of e-scooters through COVID and recovery, the council will work with TIER to investigate the possibility of installing some virtual parking bays. These offer the opportunity for faster rollout of e-scooters to enable use across more of the city, as well as greater flexibility for moving or removing parking bays as required.
 26. Expanding the trial area to include most areas within the outer ring road offers a number of benefits to York. For those using the service, this will increase connectivity of the city for riders, linking the city centre with key services and residential areas. Increasing the area available to ride and ease of hiring an e-scooter will also promote sustainable travel options to a greater area of the city.
 27. The addition of e-bikes offers positive benefits for the city and individuals riding them. As well as providing an active travel option, the pedal-assist can help aid faster or longer-distance travel, with reduced physical stress to power the bike compared with a traditional pedal cycle. This can make them more attractive as less exertion is required to reach a destination, whilst also providing the benefits of active travel. The pedal-assist can also be beneficial to those with joint problems, as e-bikes are seen as exerting less stress on the body than a standard bicycle.
 28. The addition of e-bikes will complement the currently available e-scooters, offering choice for individuals in terms of transport mode. Their availability across the city will also enable a wide range of residents and visitors to trial e-bikes.
 29. It has been an ambition of the council for some time to introduce a bike-hire scheme similar to that used in London and other cities, with e-bikes potentially proving attractive for those residents for whom a traditional pedal cycle may not be suitable.
 30. In line with existing arrangements for the e-scooter rental scheme, TIER would be responsible for funding and managing all operational aspects of the trial in conjunction with local partners. There is therefore no cost to the Council in extending the service area or adding e-bikes to the trial.

Council Plan

31. Contributes to key council priorities within the Council Plan 2019-2023, 'Making History and Building Communities' including; a greener and cleaner city and getting around sustainably.

Implications

Financial

32. The trial will be managed and deliver within existing resources.

Human Resources (HR)

33. There are no human resource implications. This work will continue to be managed within existing staffing levels.

Equalities

34. The Communities Impact Assessment (CIA) is attached in Annex 1.

Legal

35. There are no legal implications.

Crime and Disorder

36. There are no crime and disorder implications

Information Technology (IT)

37. There are no IT implications.

Property

38. There are no property implications

Risk Management

39. The risks related to the trial are outlined in the body of the report.

Contact Details

Author:

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Dave Atkinson
Head of Programmes and Smart
Place
01904 553481

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director Transport Highways and
Environment

Report **Date** 07.01.20
Approved

Wards Affected: All wards.

For further information please contact the author of the report

Background Papers:

None

Annexes

Annex 1: Community Impact Assessment

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SECTION 1: CIA SUMMARY



Community Impact Assessment: Summary

1. Name of service, policy, function or criteria being assessed:

DfT micro-mobility trial for e-scooters and e-bikes

2. What are the main objectives or aims of the service/policy/function/criteria?

The micro-mobility trial will provide 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 through provision of e-scooters and e-bikes;**
- **Support reduced capacity of Park and Ride buses due to COVID-19 measures;**
- **Support reopening of the city centre and reduce the need for car travel;**
- **Support reopening of York's universities and colleges.**

2. Name and Job Title of person completing assessment:

Lucy Atkinson – Sustainability Project Manager

4. Have any impacts been Identified?

Yes

Community of Identity affected:

Age
Disability

Summary of impact:

Those under the age of 18 will not be able to drive an e-scooter, as a provisional driving licence must be held to ride one. This is in line with government legislation and terms and conditions from TIER, and will contribute to the safety for users and non-users.

The micro-mobility trial will have positive and negative impacts on the disabled. The provision of e-scooters and e-bikes may

		<p>allow access to sustainable travel methods for those unable to use a traditional pedal bike. Negative impacts may be experienced, particularly by the blind and partially sighted, impacting on their feeling of safety, confidence and independence.</p>
<p>5. Date CIA completed: 30.11.20</p>		
<p>6. Signed off by:</p>		
<p>7. I am satisfied that this service/policy/function has been successfully impact assessed. Name: Position: Date:</p>		
<p>8. Decision-making body:</p>	<p>Date:</p>	<p>Decision Details:</p>
<p>Send the completed signed off document to ciasubmission@york.gov.uk It will be published on the intranet, as well as on the council website. Actions arising from the Assessments will be logged on Verto and progress updates will be required</p>		

Community Impact Assessment (CIA)

Community Impact Assessment Title:

Micro-mobility trial – provision of e-scooters and e-bikes for short term hire around the city.

Community of Identity: Age

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)	
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.	Access to services - Those under 18 are not be able to access the service.	N	None	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

<p>Those under the age of 18 would not be able to use an e-scooter in line with government regulation and TIER terms and conditions.</p> <p>Those under the age of 18 would not be able to use an e-bike in line with TIER terms and conditions.</p>	<p>Yes</p>	<p>To adhere to government regulation and maintain safety of users and non-users.</p>		<p>30.11.20</p>
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Community of Identity: Carers of Older or Disabled People

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
No adverse impacts identified.				

Community of Identity: Disability

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
<p>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.</p> <p>They have set out a number of additional local rules to make e-scooters safer, some of which are outlined in reason/action section (full list available here).</p> <p>Discussions have been held with local organisations representing the blind and partially sighted.</p> <p>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 blind and partially sighted 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.</p> <p>These local organisations have also been involved through the implementation of the trial, including in feeding back on parking racks designed by TIER.</p>		<p>Access to services</p> <p>Physical security</p> <p>Health (wellbeing)</p>	N/P	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

<p>Provision of e-scooters and e-bikes may negatively impact on non-users of the service who are disabled, including those who are blind and partially sighted. 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).</p> <p>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.</p> <p>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.</p>	<p>Yes</p>	<p>E-scooters and e-bikes will only be allowed where cycles are allowed (i.e. roads and cycle paths). User training and in-app prompts will help to promote awareness and safe riding.</p> <p>Recommendations from the RNIB to make e-scooters safer will be taken into account, including:</p> <p>Parking locations for the e-scooters and e-bikes will be discussed in collaboration with local organisations representing the blind and partially sighted. The system is a ‘docked’ system, meaning that e-scooters 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.</p> <p>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.</p> <p>Robust enforcement of rules. TIER have various methods of enforcement and</p>		<p>30.11.20</p>
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	<p>reporting improper use. TIER also provide 24-hour support via phone and email, with a direct line for the local police. TIER takes a zero tolerance approach to irresponsible use and will block the accounts of those individuals found to be breaking the rules of the road and our terms of service.</p> <p>Public awareness on driving e-scooters safely will be provided by TIER. This includes training through live safety demonstrations, 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.</p> <p>E-scooter design considers points outlined by the RNIB. The scooter has 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</p>		
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		<p>Vehicle Alert system on the e-scooters, so the noise makes their presence more known.</p> <p>An accessible complaints process. TIER operate an accessible complaints process and provide 24 hour support via phone and email.</p> <p>CYC have engaged, and will be working with, local organisations throughout the trial.</p>		
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Community of Identity: Gender				
Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
No adverse impacts identified				

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Community of Identity: Gender Reassignment

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
No adverse impacts identified				

Community of Identity: Marriage & Civil Partnership

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)

Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
No adverse impacts identified				

Community of Identity: Pregnancy / Maternity

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
No adverse impacts identified				

Community of Identity: Race

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)

Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
No adverse impacts identified				

Community of Identity: Religion / Spirituality / Belief

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
No adverse impacts identified				

Community of Identity: Sexual Orientation

Community of Identity: Sexual Orientation				
Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date



Decision Session – Executive Member for Transport

18 January 2021

Report of the Assistant Director Transport, Highways and Environment

Haxby Road Speed Cushions Danger Reduction scheme: Triple cushion replacement trial

Summary

1. This report advises on the results and evaluation of a trial road layout on Haxby Road, New Earswick, and offers recommendations for concluding the trial and completing the scheme.

Recommendations

2. The Executive Member is asked to consider the feedback received from various interested parties and approve the suggested amendments in Option 3 and as shown in **Annex B**, which is to make the trial measures permanent with minor changes:

Reason:

To improve on the existing layout and allay some safety concerns about the southbound direction. There could also be minor reductions in noise and vibration nuisance to residents.

Background

3. This section of Haxby Road is in a 20mph school safety zone. Prior to the trial, the traffic calming measures comprised two sets of triple speed cushions which had been installed at different times, the first over 20 years ago as part of the original school safety zone, the second in 2015 as part of the Haxby to Clifton Moor cycle route scheme which saw the 20mph zone extended to include a full width speed table cycle crossing just south of the Outer Ring Road. The carriageway width lends itself to a triple speed cushion arrangement, but in order to provide safe gaps

between the cushions, the cushions had to be installed off-centre in the traffic lanes.

4. Council officers have received complaints from members of the public about the potential danger to cyclists from drivers veering into the advisory cycle lanes to negotiate the outer cushions. These complaints have included reports of near-misses and non-injury collisions between vehicles and cyclists. Officers have also received complaints from residents living in the properties adjacent to the measures about vibration and, in one case, alleged damage to their property as a result of vehicles passing over the cushions.
5. In an attempt to tackle these issues, proposals for trial road layouts were discussed and presented in a Decision Session report in May 2017. Following further design work, the two sets of triple speed cushions were removed in late November 2019, and in January 2020 a new arrangement was introduced just south of Haxby Road Farm with a pair of cushions and the northbound cycle lane protected by delineators with “wands” as shown in **Annex A**.
6. The trial was originally intended to last six months, however, this was extended to nine months to allow for a period of abnormal traffic conditions experienced during the first Covid19 lockdown.
7. There have been no recorded injury accidents at either set of cushions, before or after the recent changes.
8. Vehicle speed surveys have been undertaken before and after implementation of the scheme. As the northern set of triple speed cushions was removed and not replaced, it was expected that vehicle speeds would increase. However, recent speed surveys show a reduction in mean speeds of 3mph to 18mph southbound and 20mph northbound near the trial road layout. There has also been a slight speed reduction north of this but this could be due to the before and after surveys not being undertaken in exactly the same place. Here, there are mean speeds of 23mph southbound and 22mph northbound. Traffic volumes currently average around 8,500 vehicles from 7am to 7pm each day. This demonstrates that the measures are effective as mean speeds at the measures are within the speed limit.
9. There are also design considerations arising from the York Outer Ring Road (Haxby Road roundabout) project that could affect the existing 20mph zone, and, consequentially, how to go forward with the trial. It is

understood that the A1237 roundabout is intended to be within a 60mph speed limit. The current limit on the roundabout is 30mph, dropping down to 20mph on Haxby Road southbound just after the exit. If the roundabout scheme goes ahead, the existing speed table cycle crossing point on Haxby Road would be redundant due to the provision of a new subway. If it is decided that this speed table is no longer required, it is hoped that the action of returning the carriageway surface to level at this point can be included in the Outer Ring Road project.

10. The gap left between the speed table cycle crossing point and the trial arrangement is now too long to be legally considered a 20mph zone. This coupled with the possible future removal of the existing speed table cycle crossing point would render the 20mph speed limit inappropriate for this rural section of road. Therefore, the speed limit terminal point is likely to be relocated to its former position just south of the entrance to Haxby Road Farm when speed limits are reviewed in conjunction with the York Outer Ring Road upgrade. In the interim, minor signing changes are likely to be required to bring the speed limit in line with the regulations.

Consultation

11. Residents, the Parish Council, relevant Ward Councillors, emergency services, bus companies, road user groups and other interested parties were approached for their feedback on the trial. They were asked to consider the following:
 - a. Is the new layout an overall improvement on the previous triple cushion arrangement?
 - b. Do you think vehicle speed has reduced, increased or remained the same on this section of road. Similarly, has there been a change in driver behaviour?
 - c. Have you noticed a change in the level of traffic noise and/or vibration?
 - d. Do you think the road is safer for cyclists and / or other motor vehicle occupants (motorcycles, cars, buses, goods vehicles)?
 - e. Are there any other road layouts you think would be more effective (that would encourage low vehicle speeds and still accommodate cyclists)?
12. Thirteen responses were received. Residents, the Parish Council, relevant Councillors, Cyclists, Motorcyclists, Bus operators, the School

and Council Officers were all represented. The most significant findings from the consultation are outlined below.

13. Nine of the thirteen respondents considered that the new layout was an improvement on the previous triple cushion arrangement. Many of these commented that the northbound arrangement was considerably safer, but considered that the southbound was not as cyclists were still getting squeezed by motor vehicles. The protected cycle lane and the wand orca product were generally viewed favourably.
14. Little change was noted in vehicle speed or driver behaviour. Speed surveys have shown a reduction in vehicle speeds at the measures.
15. One verbal report from a local resident suggests that increased vehicle speed on approach to the cushions combined with them being negotiated off centre to the lane has increased traffic noise and associated ground borne vibration.

Officer comments

16. Vehicle speed surveys suggest a reduction in vehicle speed on approach to the cushions. However, the removal of the northern set of speed cushions does present more opportunity to approach the cushions at speed particularly when the road is lightly trafficked. There is visible uneven wear on the corner of the southbound cushion and it would be possible to reposition the speed cushion by 100mm towards the centre of the carriageway to slightly ease vehicles hitting it off-centre at a cost of around £1k including traffic management. This could help alleviate noise and vibration.
17. Northbound travel was considered safer for all road users. However, concerns were raised about travelling southbound with vehicles regularly veering into the cycle lane.
18. A number of alterations were suggested. Four requests were made for the arrangement to be replaced with a full width speed table. Two questioned if a priority system would work in order to narrow the road and allow for protected cycle lanes at both sides. Minor changes to the lining were also suggested – i.e. removal of the southbound cycle lane marking in the vicinity of the cushions and being replaced with cycle symbols, and more effective removal of the centre line at the measures. The School requested that cyclists be taken off road for the full length from the toucan crossing to the A1237 roundabout.

Officer comments

19. A speed table has previously been discounted as another full width road hump on this route would have disadvantages for bus operators and larger emergency service vehicles. However, proposed subways as part of the A1237 outer ring road proposals remove the need for the existing speed table cycle crossing point 200 metres further north. As this means there would be no overall increase in the number of speed tables, this option is a greater possibility. Although further feasibility work would be required, a feature such as this is likely to cost in the region of £10k including fees.
20. A priority narrowing could cause long queues on a road with this volume of traffic, so would not be considered a suitable measure. Vehicle speeds could also increase as drivers speed up to beat opposing traffic through the control measures.
21. Cycle symbols in place of the southbound cycle lane and clearer removal of the centreline are both viable options if the layout is fundamentally to remain the same. This is likely to cost in the region of £2k including fees.
22. It has been a long term aspiration to provide an off road cycle facility from the existing toucan crossing to the A1237. A previous study indicated this could cost in the region of £100k, considered to be well outside the scope of the Danger Reduction budget.

Road Safety Audit

23. Road safety audits at stage 1-2 and 3 have been undertaken on the trial road layout. No major issues have been flagged up, however the audit identified the same issue as many of the consultees, that there is a risk of southbound cyclists being squeezed by passing vehicles. The audit considered that the only solution to eliminate this issue would be to take cyclists off-road to allow localised width alterations and a pair of speed cushions to be installed.

LTN 1/20 Cycle Infrastructure Design

24. Although the road layout trial was designed and implemented before the publication of LTN 1/20 in July 2020, it follows the principle of using light segregation to protect cyclists and help promote a perception of safety making the route more attractive.

Options

25. Based on the above, there are considered to be four options for the road layout at this location. The options are:
- 1) Remove the arrangement entirely,
 - 2) Retain the measures and make permanent, with no changes,
 - 3) Retain the measures and include minor changes to the road markings as suggested: replace the cycle lane with symbols only and refresh the removal of the centreline. It would also be possible to relocate the speed cushion in the southbound lane by 100mm to slightly ease vehicles hitting it off-centre, or
 - 4) Replace the arrangement with a full width speed table.

Analysis

26. Option 1 would not achieve the aims of the trial and would reduce the impact of the calming features within the 20mph zone, with the first traffic calming measure in the zone being the raised toucan crossing just north of Joseph Rowntree School. It is likely that speeds would increase on approach but noise and vibration nuisance would be eliminated. The removal is likely to cost in the region of £2k including fees.
27. Option 2 would be the cheapest option with only the changes to the speed limit to additionally fund. Most respondents to the consultation cited an overall improvement to the road layout, and there have been no recorded injury accidents at this site before or after the changes, nor has there been an increase in vehicle speeds. However, it would not allay any safety concerns about the southbound direction.
28. Option 3 would allow minor improvements to option 2 at a cost of around £3k if all amendments are taken forward. It would serve to allay some safety concerns about the southbound direction and could have a minor positive effect on noise and vibration if the positions of the speed cushions are slightly adjusted. It would bring the layout closer in line with LTN 1/20 removing a length of the substandard width southbound cycle lane. This proposal is shown as **Annex B**.
29. Option 4 would be the most expensive at around £10k and only appropriate when it can be confirmed that the existing speed table cycle crossing point will be removed as part of the A1237 Outer Ring Road project. It would however, eliminate any issues with motor vehicles

having to enter cycle lanes. It cannot be guaranteed that this would resolve concerns from residents about continued noise and vibration.

Council Plan

30. The most relevant of the key priorities is “getting around sustainably”, as any changes should benefit cyclists the most. It is likely that many of these cyclists are pupils at nearby Joseph Rowntree School, possibly encouraging good travel habits at an early age.

Implications

31. The proposals in this report have the following implications:
- **Financial** – The cost of implementing the trial was £21k, which was funded from the 19/20 capital programme, and there is a further £7k allocated in the 20/21 programme for monitoring / amendments of the trial as required. Approximately £1k of this has already been spent. Options 1, 2 and 3 could be implemented within the remaining budget. Option 4 would require additional funding.
 - **Human Resources (HR)** - There are no HR implications.
 - **Equalities** - There are no equalities implications.
 - **Legal** - There are no legal implications.
 - **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** – There are no other implications.

Risk Management

32. In compliance with the Council’s risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
33. Organisation/Reputation - there is a risk of criticism from the public in implementing changes to which some people may have objections, but equally there could also be criticism from potential supporters of the amendments if it is not implemented. Good quality consultation should ensure that well informed decisions are made about the scheme and reduce the risk of public criticism.

Risk Category	Impact	Likelihood	Score
Organisation/Reputation	Medium	Unlikely	6

Measured in terms of impact and likelihood, a risk score of 6 is considered a low score and only requires monitoring.

Contact Details

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Chief Officer Responsible for the report:

James Gilchrist
Assistant Director of Transport,
Highways and Environment

Report **Date** 07.01.21
Approved

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected:

All

Huntington and New Earswick

For further information please contact the author of the report

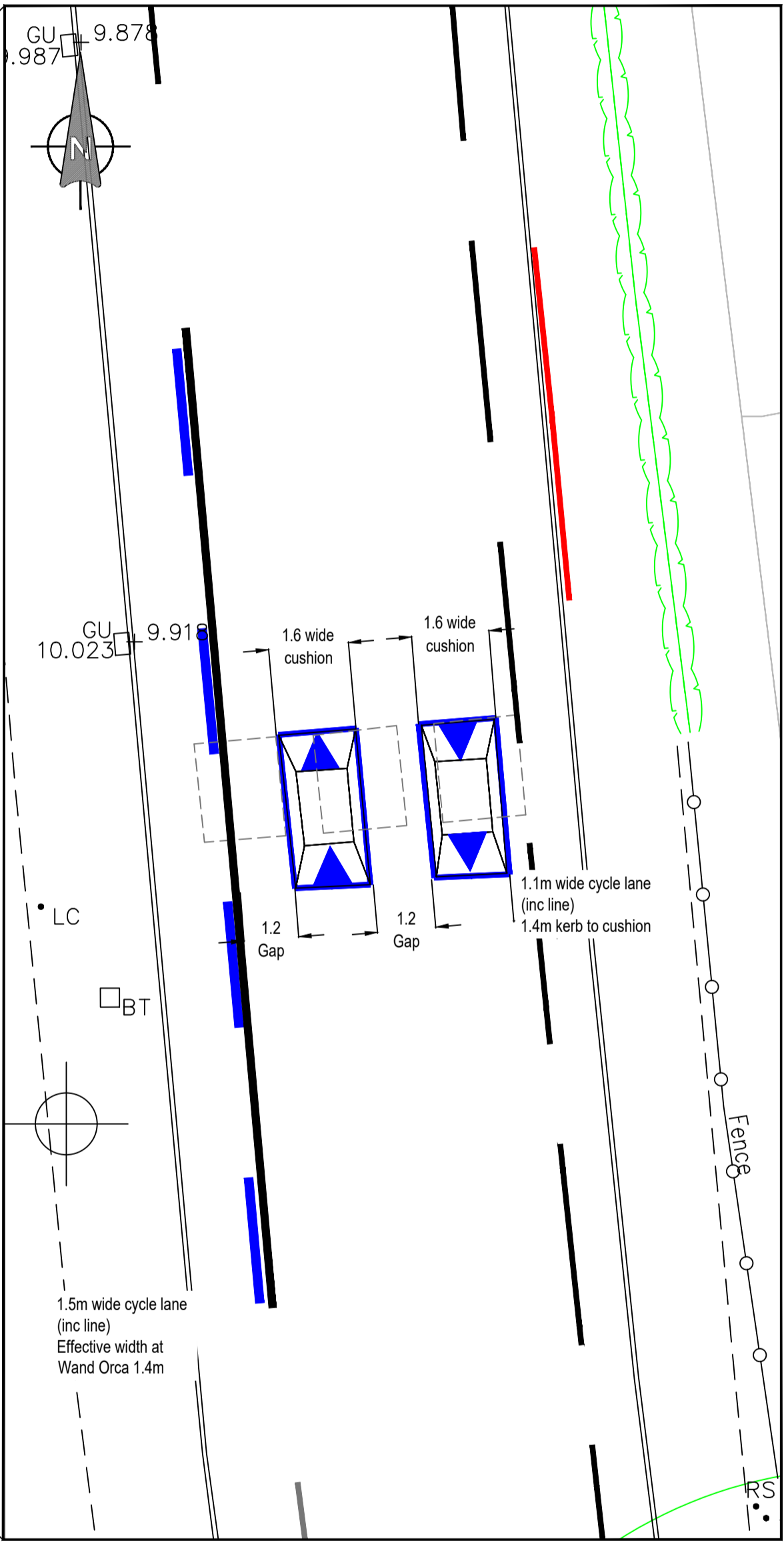
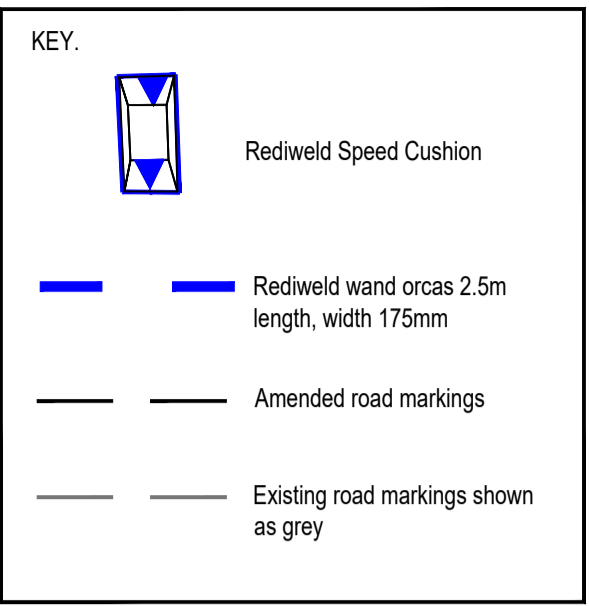
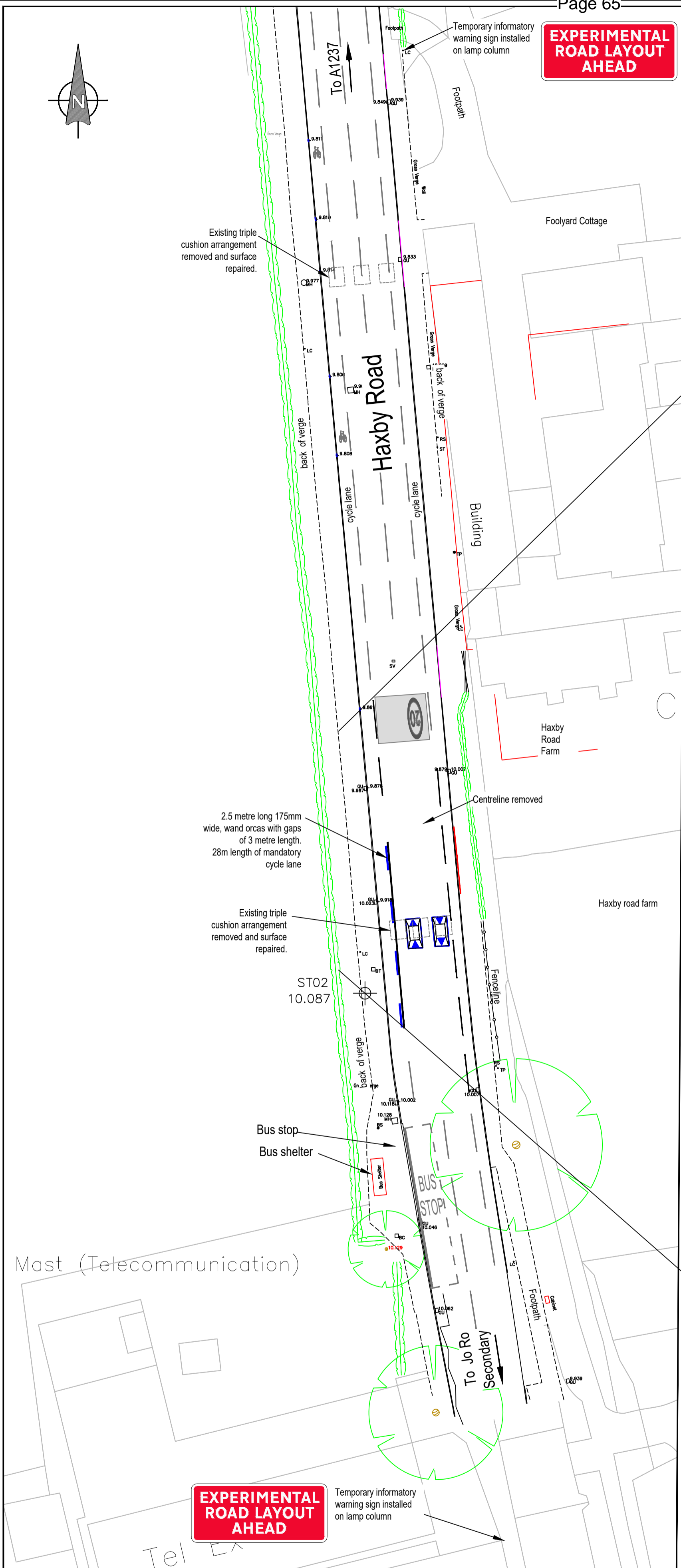
Background Papers:

Decision Session - Executive Member for Transport 11/05/2017 [Haxby Road \(north of New Earswick\) Triple Speed Cushion Replacement Trials](#)

Annexes

Annex A - Haxby Road, New Earswick Triple Cushion Replacement Trial - Road Layout

Annex B - Haxby Road, New Earswick Triple Cushion Replacement Trial – Proposed Changes to Road Layout



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CITY OF YORK COUNCIL

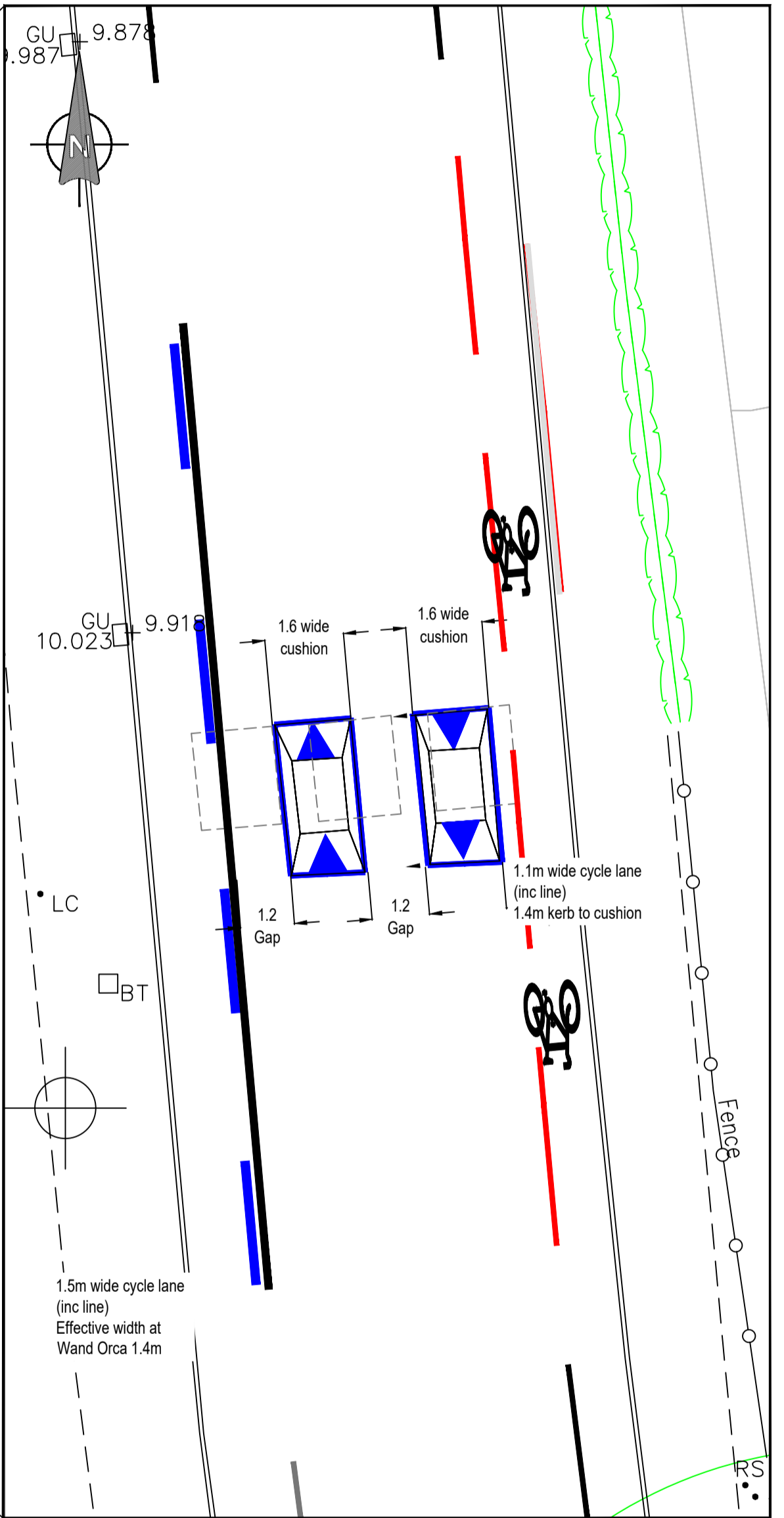
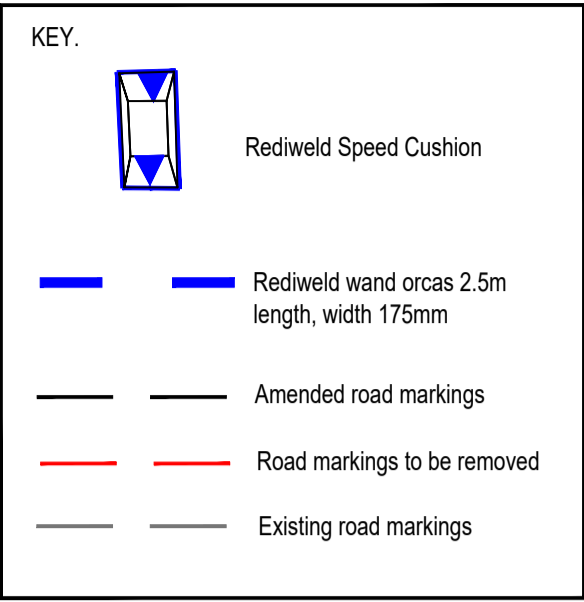
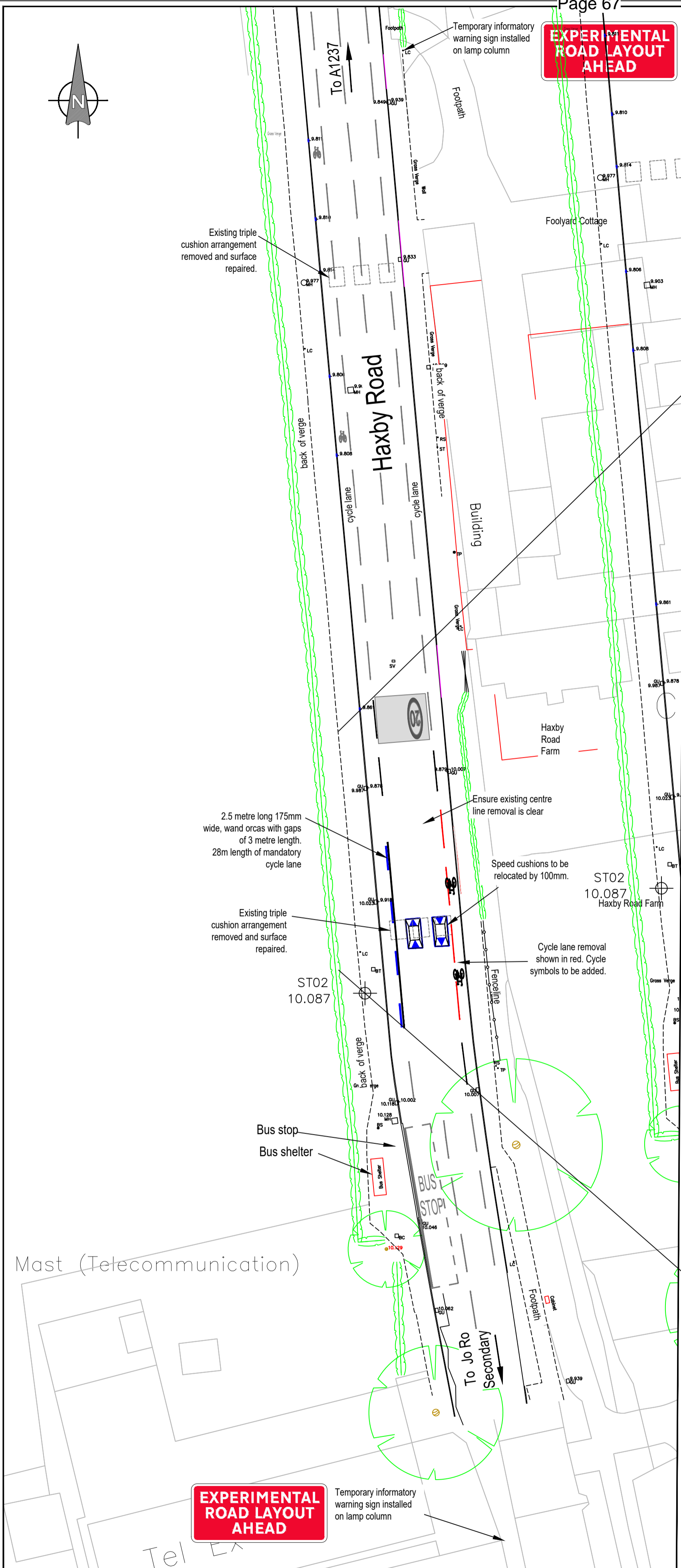
Highways - Transport Projects and Delivery Team
Eco Depot, Hazel Court, James Street, York, YO10 3DS
www.york.gov.uk

HAXBY ROAD NEW EARSWICK 3 CUSHION REPLACEMENT TRIAL
AS BUILT

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REV	AMENDMENTS	DATE	TP/170113/02 AS BUILT	SCALE	NTS	A2
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Highways - Transport Projects and Delivery Team
Eco Depot, Hazel Court, James Street, York, YO10 3DS
www.york.gov.uk

HAXBY ROAD NEW EARSWICK 3 CUSHION REPLACEMENT TRIAL PROPOSED AMENDMENTS

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REV	AMENDMENTS	DATE	TP/170113/03	SCALE	NTS	A2
Drawn	MLH	Checked	LR	DATE	14/12/2020	

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**Decision Session – Executive Member for
Transport****18 January 2021**

Report of the Assistant Director of Transport, Highways and Environment

Draft Vehicle Crossings Policy**Summary**

1. This report presents a draft vehicle crossing policy which is proposed to be adopted by City of York Council to support the vehicle crossing application process.

Recommendations

This section should set out clearly the author's recommendation for a particular option and the reasons why.

2. The Executive is asked to:
 - 1) Recommend that the draft policy presented below be subject to public consultation. The draft policy would then become final if no objections are received at the end of the consultation period (3 months) or would be presented to the Executive member for decision if objections are received.

Reason: To support the decision making process for vehicle crossing applications submitted to City of York Council.

Background

3. City of York Council, as the local highway authority and under Section 184 of the Highways Act 1980, has the power to grant permission for a vehicle crossing to be constructed, enabling a motorised vehicle to drive over a kerbed footway or verge.

4. This report present draft vehicle crossing policy to support officer decision making when considering applications for new and improved vehicle crossings.

Consultation

5. This draft policy has been the subject of internal consultation with the Council.
6. The proposed draft policy will then be open to public consultation for a period of three months before being finalised (subject to changes required as a result of the feedback received through this consultation process).

Options

7. Option 1 – Approve this draft policy document for publication to support a public consultation process (three months) before the policy is finalised.
8. Option 2 – Reject the draft policy and require officers to undertake further work to amend the draft.

Analysis

9. The adoption of a clear policy to guide officers' decisions on vehicle crossing applications will enable a more efficient decision making process for applications and will also provide applicants with clearer information on what is likely to be acceptable/refused before they submit their application.

Council Plan

10. Contributes to key council priorities within the Council Plan 2019-2023, 'Making History and Building Communities' including;
 - a. Getting around sustainability by ensuring that suitable vehicle crossing are permitted, avoiding parked vehicles encroaching on footways and ensuring adequate consideration for road safety
 - b. a greener and cleaner city – as above
 - c. an open and effective council – by providing clear information on how decision on vehicle crossing applications are made

Implications

11. The following implications have been identified.

- **Financial** –this policy is not anticipated to reduce the income we receive and therefore will not have a budget impact as it clarifies the criteria not fundamentally changes it,
- **Equalities** – positive impact anticipated, linked to a reduction in the number of vehicles parked on private driveway encroaching on footways.
- **Legal** - Vehicle crossings are constructed in accordance with section 184 of the Highways Act 1980. This section sets out the requirements for a local authority regarding vehicle access to and from the public highway.

Contact Details

Author:

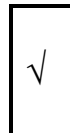
Helene Vergeareau
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Development Manager

Tel No. 01904 552077

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director Transport, Highways and
Environment

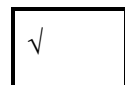
Report
Approved



Date 07.01.21

Wards Affected:

All



For further information please contact the author of the report

Annex 1 – Draft Vehicle Crossing Policy

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Draft Vehicle Crossings Policy

CYC, as the local highway authority and under Section 184 of the Highways Act 1980, has the power to grant permission for a vehicle crossing to be constructed, enabling a motorised vehicle to drive over a kerbed footway or verge.

A vehicle crossing provides the legal means for vehicle access to a property. The construction of a vehicle crossing usually involves strengthening the footway to allow vehicles to pass over without causing damage to either the footway or the numerous services usually located under the surface. Under Section 184 of the Highways Act, it is illegal for a mechanically propelled vehicle to cross the footway without a vehicle crossing.

There is no automatic right for someone to install a vehicle crossing and this policy describes how applications for new or improved vehicle crossings will be considered by CYC as the highway authority. CYC will consider applications against this policy.

In determining whether to grant permission for a dropped kerb, CYC must consider:

- The need to prevent damage to a footway or verge;
- The need to ensure safe access to and from the property; and
- The need to allow the passage of traffic on the highway.

The highway authority is not bound by precedent and considers each application on its own merits, against this policy. The decision made by the highway authority is final and is not subject to any form of appeal.

Applicants who are not satisfied with the decision can log a complaint by using CYC's complaint procedure, demonstrating where CYC might have made an error or might have failed to comply with this policy (more information is available here: www.york.gov.uk/MakeAComplaint).

Please note that charges apply for vehicle crossing applications. Information on the charges and the application process is available at www.york.gov.uk/DroppedKerbs

Property ownership and access rights

If an application for a vehicle crossing (new or improved) is submitted by a customer who is not the owner of the property, the following is required:

- Rented property (including housing association) - Written permission from the landlord is required;
- Council property - Consent from CYC Housing Services is required.

The full location of the proposed vehicle crossing needs to be either within the property boundaries or within the adopted highway, or the applicant will need to demonstrate that they have secured the appropriate access rights. A map of adopted highways can be found here: www.york.gov.uk/RoadAdoption

Is planning permission required?

Planning permission is usually required for a new or improved vehicle crossing if:

- The property is located within a conservation area (more information is available here: www.york.gov.uk/YorkConservationAreas);
- The property is a listed building (more information is available here: www.york.gov.uk/ListedBuildings);
- The vehicle crossing application is connected to other works requiring planning permission (for example paving over a former garden area, building a new house or garage, or changing the use/purpose of the property); and
- The proposed vehicle crossing is on a classified road (A, B, C).
See link: [YorkView](#) *under the Miscellaneous category in the layer list and by selecting the Highway Network tick box.*

Please note that planning permission is required if you are planning to pave over your front garden, resulting in more than five square metres built as an impermeable driveway that does not provide for the water to run to a permeable area.

There might be other situations where planning permission might be required. To find out whether a planning permission application is required, applicants can submit a householder enquiry form (more information is available here:

<https://www.york.gov.uk/PlanningPermission>).

Number of vehicle crossings

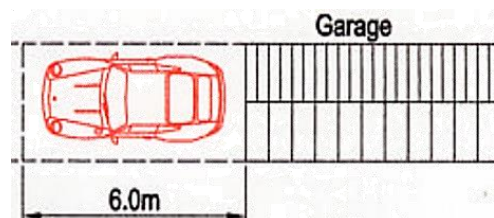
In general, only one crossing per property will be approved. Separate 'in' and 'out' crossings are not normally permitted. If a second access is desired, the specific justification should be included at the point of application.

Driveways - Permissible lengths

There must be sufficient room on the property for a vehicle to be parked without it overhanging onto the public highway.

Parking at a right angle to the highway

Where the proposed application is for a vehicle to be parked at a right angle to the highway, a minimum length of 6 metres must be available to park. This measure is taken from the back of the pavement or property boundary (the face of any wall, fence or hedge for example) to the front of the dwelling/garage.



Where the parking area is located away from any openings (dwelling doors, garage doors), this can be reduced to 5.5 metres.

Note: This requirement complies with CYC's published Highways Design Guide, paragraph 8.8.5 and Appendix 24 (the guide is available here: www.york.gov.uk/HighwayDesignGuide).

Parking parallel to the highway

Parallel parking within the curtilage of the property is not actively promoted but may be considered in exceptional circumstances. It is usually not acceptable on classified roads.

Where parallel parking is proposed, the vehicle must be able to cross the footway and enter and exit the property in a single movement.

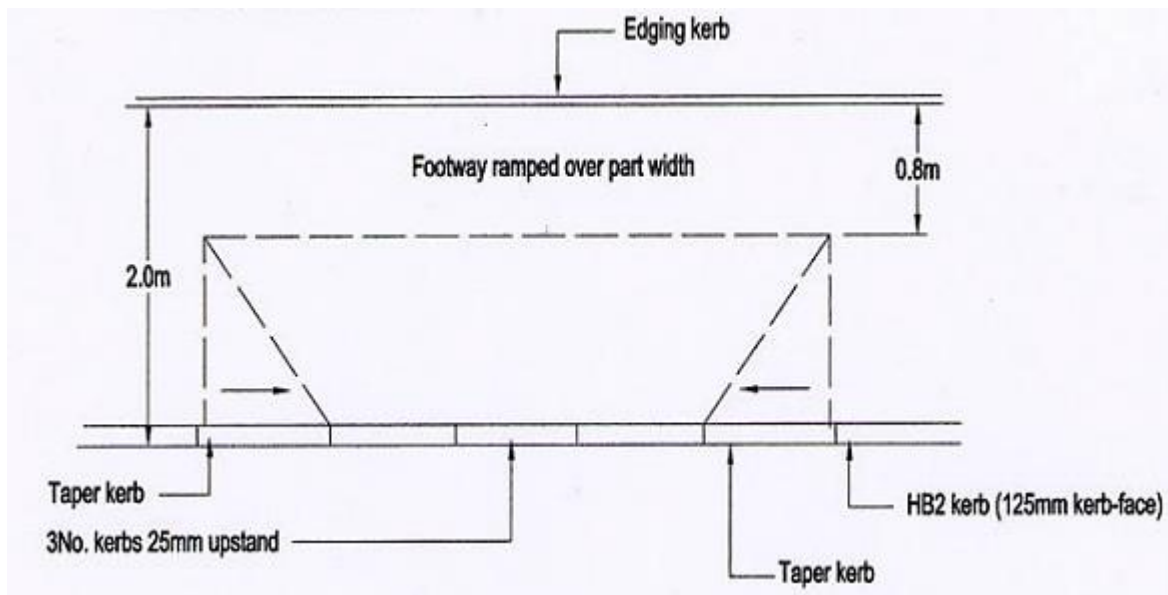
The full length and width of the vehicle must be contained within the property boundary, requiring a minimum depth of 3m and a minimum width of 6m.

Driveways - Permissible widths

The minimum width of a driveway served by a dropped crossing is 3.2 metres, which may be reduced to 2.4 metres where a separate pedestrian path is provided.

A standard dropped crossing should include 3 dropped/low kerbs (approximately 2.75 metres wide) and two transition/taper kerbs (one on either side). This is illustrated below, as per Appendix 19 of CYC's Highways Design Guide.

Where required a maximum of 5 dropped/low kerbs may be authorised for a single crossing (approximately 4.5 metres wide). If the vehicle crossing is shared with the neighbouring property, 8 dropped/low kerbs can be installed (approximately 7.2 metres wide, 4 dropped/low kerbs in front of each property).



Driveway size for vehicle crossings on classified roads

For vehicle crossings on classified roads (A, B and C where the proposed crossing is at a high risk location – close to a junction, high speeds, etc), additional space will be required within the property boundary to enable vehicles to access and egress in a forward gear. This will generally be required and secured through the planning process.

Note: Basic dimensions and layouts for turning heads are shown in CYC's Highways Design Guide, Appendix 6 (available here: www.york.gov.uk/HighwayDesignGuide).

Proximity to junctions

If the proposed vehicle crossing is located within 10 metres of a junction or stop line of a signalised junction, the application will generally be refused on road safety grounds. If the property is situated at a junction between a minor and major road, it will generally be safer to locate the access on the minor road.



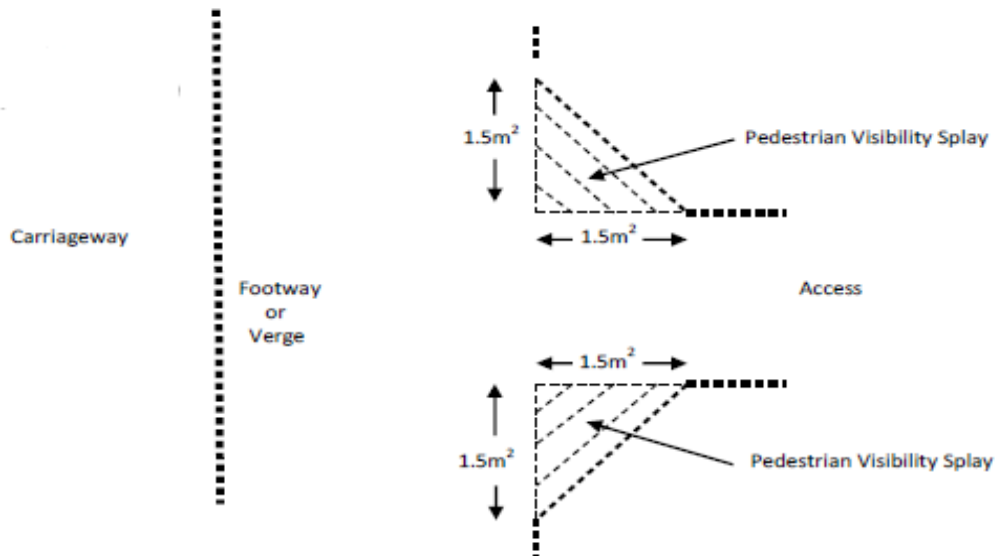
Visibility

To ensure the safety of other highway users, including pedestrians and children, proposed vehicle crossings need to demonstrate that adequate visibility splays are available and kept clear of any obstruction greater than 600mm in height, as illustrated below (exceptions are made for trees providing they have a clear stem of and street lighting columns). This includes:

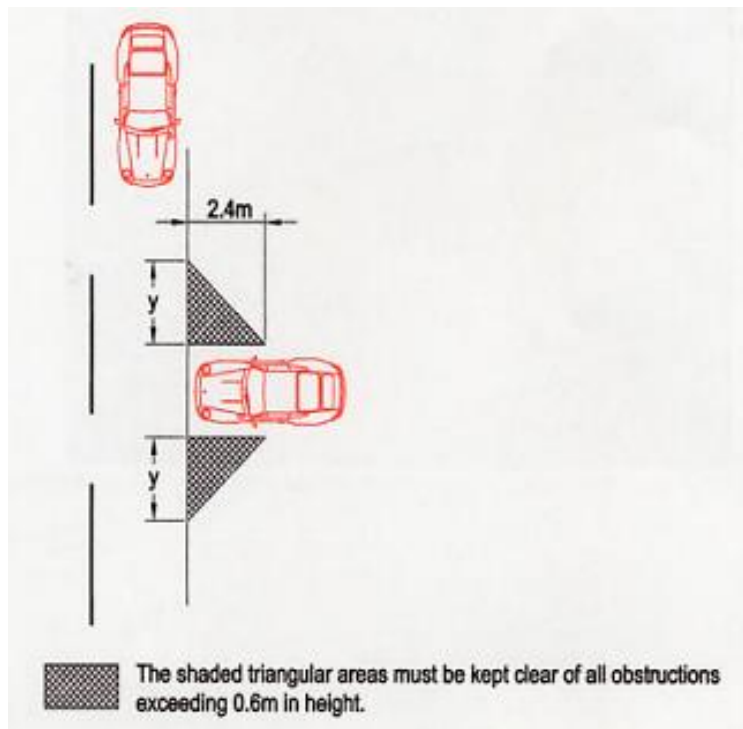
- Vehicle versus pedestrians – splays measuring 1.5m by 1.5 m are usually required. This
- Vehicle versus vehicle - The visibility splay is made up of two components:
 - the 'X' distance measured from the kerb towards the dropped crossing and driveway, this is usually 2.4m and can be reduced to 2m in urban areas; and
 - the 'Y' distance measured along the edge of the road carriageway from the side of the dropped crossing/driveway. Y must be at least 40m for 30mph roads, reduced to 22m in 20mph areas.

Note: This requirement complies with CYC's published Highways Design Guide, Appendix 25 and the relaxation is in line with advice included in national guidance published in Manual for Streets. These documents also provide more detailed information on visibility splay requirements

Vehicle versus pedestrians



Vehicle versus vehicle



Trees and street furniture

Trees form an important part of the street scene and will not be removed in order to accommodate a vehicle crossing unless there is a

sound arboricultural reason for removing them. Applications requiring the removal of a healthy, well establish highway trees will be refused.

A minimum 1 metre clearance must be maintained for mature trees, and 2 metres from newly planted trees. Some trees are protected by a Tree Preservation Order (TPO) and additional permissions might be required. More information is available here:

www.york.gov.uk/TreesInConservationAreas.

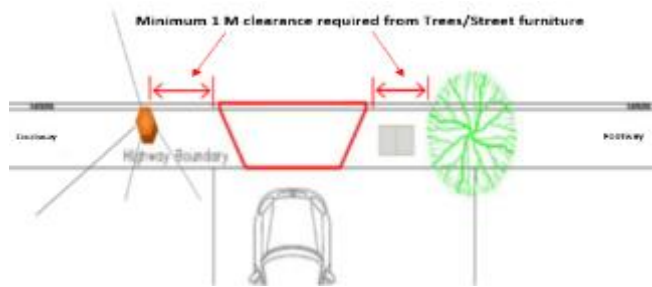
A minimum 1 metre clearance must be maintained from existing street furniture (for example telegraph poles, street lighting, signs, bus stops, and utility chambers).

Resident parking/Bus stop/Pedestrian Crossing - Additional approvals/processes required if any of these need to be removed/relocated.

If the street furniture needs to be relocated as a result of the proposed vehicle crossing, the applicant will need to obtain the required consent from all necessary parties before a vehicle crossing can be permitted. Any costs associated with this requirement will be at the expense of the applicant.

This also applies where changes might be required to existing Traffic Regulation Orders (for example where a dropped crossing requires the removal of a marked on-street parking bay such as Resident Parking, loading or a disabled bay). If it is necessary to amend an existing Traffic Regulation Order, this will result in additional costs to cover the costs of advertising and consulting on the proposed changes to the Order. Any change to an existing Order will be subject to the outcome of a statutory consultation and cannot be guaranteed.

It will also significantly delay the process of approving a crossover application. The council may refuse an application where it is considered that the removal of too many on-street spaces or provision of too many vehicle crossings would lead to insufficient on street space being available.



Other issues to consider

Gradient - If there is a steep verge over which the new crossing must be constructed, the gradient cannot be steeper than 1:10.

Use of gravel hardstanding – If the intention is to use gravel/stones as hardstanding for the driveway, a 2m buffer of bound material inside the private curtilage must be provided to prevent overspill onto the highway.

Drainage - If the proposed driveway slopes/drains towards the public highway, and is not constructed of permeable material, a drainage channel must be installed to drain water away from the public highway.

Gates - If gates are to be fitted across the entrance to the property, they must not open outwards across the footpath or carriageway (Section 153 Highways Act 1980). On A, B and C class roads, the gates should be at least 6 metres back from the edge of the footway and open inwards unless the 6 metres is achievable whilst opening the gate.

Redundant vehicle crossings - Any existing vehicle crossing that becomes redundant following the construction of a new/improved crossing must be removed, with the footway/verge reinstated at the applicant's costs. If a crossing is no longer performing its function due to a new fence or building preventing a vehicle from being able to park off the highway (to minimum dimensions above), it should be removed at the owner's cost.



Decision Session – Executive Member for Transport**18 January 2021**

Report of the Assistant Director, Transport, Highways and Environment

Progress towards determining all outstanding DMMO applications**Summary**

1. Report detailing ongoing progress towards eliminating City of York Council's backlog of undetermined definitive map modification order applications (DMMO).

Recommendation

2. The Executive Member is asked to note the content of the report and give authorisation for it to be forwarded to the Local Government Ombudsman.

Background

3. Following the finding of the Local Government Ombudsman (LGO) made in May 2019 that City of York Council (CYC) was at fault in the time taken to process the DMMO application of the individual known as Mr X, CYC is required to report progress towards reducing the backlog of undetermined DMMO applications to the Executive Member for Transport.
4. This report constitutes the third of those update reports, a copy of which is required to be forwarded to the LGO. The first report was made in January 2020.

Progress made to date

5. Since the last report three further applications are in the process of being made. These relate to routes in Naburn, Haxby, and Strensall. These applications were received in 1998, 2000, and 2002.

6. Publicity for the making of these orders will be happening at the time of the decision session or shortly after.
7. With reference to two orders mentioned in the last report (199712 Kexby – BW8 to FP11 & 199712 Kexby – Hagg Farm to FP11) we are still waiting to hear how the Secretary of State is going to deal with them.
8. The initial consultation with user groups and land owners for the DMMO application received from Strensall with Towthorpe Parish Council is currently underway.
9. As a result, all the outstanding DMMO applications have either been determined by CYC or will be in the near future. This means that one of the LGO's principal findings against the council has been addressed.
10. See appendix 1 for a detailed progress chart for each application and appendix 2 for a flow chart illustrating the process.
11. To maintain this momentum the additional member of the rights of way team (Definitive Map Assistant) that the council committed to as consequence of the LGO finding has been advertised internally and interviews will be taking place shortly. This member of staff, after initial training, will be focussed on making and advertising orders for the outstanding applications. This means the Definitive Map Officer can concentrate their time on dealing with the cases that are with the Secretary of State.
12. Finally, the order CYC were directed to make as a consequence of the application submitted by Mr X (see para 3 above) has been submitted to the Secretary of State for a final decision. At the time of writing we still have not received any indication of how the Secretary of State intends to resolve this matter.

Council Plan

13. The need for the council to be an “efficient, open, transparent, democratically-led and accountable organisation” identified by the Council Plan 2019-2023 means that historic failings identified by the LGO are being rectified by the measures set out in this report.

Implications

Financial

14. The making and confirmation of an unopposed DMMO requires that two statutory notices are placed in a local newspaper. This will cost in the region of £1700.
15. If the order attracts objections then CYC are required to send the opposed order to the secretary of state for determination. Depending on how the secretary of state chooses to determine, the additional cost to CYC will be between £2000 and £5000.
16. Notwithstanding the above, the costs to the council of making a DMMO, are not relevant within the legislation and can therefore not be taken into account when determining an application.

Human Resources (HR)

17. There are no human resource implications. This work will continue to be managed within existing staffing levels.

Equalities

18. There are no equalities implications

Legal

19. City of York Council is the Surveying Authority for the purposes of the Wildlife and Countryside Act 1981, and has a duty to ensure that the Definitive Map and Statement for its area are kept up to date.
20. If the Authority discovers evidence to suggest that the definitive map and statement needs updating, it is under a statutory duty to make the necessary changes using legal orders known as DMMOs.
21. Before the authority can make a DMMO to add a route to the definitive map it must be satisfied that the public rights over the route in question are reasonably alleged to subsist. Where this test has been met, but there is a conflict in the evidence, the authority are obliged to make an order so as to allow the evidence to be properly tested through the statutory order process.
22. DMMOs, such as those mentioned within this report, do not create any new public rights they simply seek to record those already in existence.
23. Issues such as safety, security, desirability etc, whilst being genuine concerns cannot be taken into consideration. The DMMO process requires an authority to look at all the available evidence, both documentary and user, before making a decision.

Crime and Disorder

24. There are no crime and disorder implications

Information Technology (IT)

25. There are no IT implications

Property

26. There are no property implications

Risk Management

27. The need to reduce the backlog of undetermined DMMOs is part of the steps required for CYC to avoid a finding of maladministration by the LGO.
28. The need to make this report and submit it to the LGO are part of the steps required for CYC to avoid a finding of maladministration by the LGO.

Councillor Responses

29. No comments were received.

Contact Details

Author:

Russell Varley
Definitive Map Officer
Rights of Way
Tel No. 01904 553691

Chief Officer Responsible for the report:

James Gilchrist
Assistant Director Transport Highways and
Environment

Report **Date** 07.01.21
Approved

Specialist Implications Officer(s) List information for all

Financial
Jayne Close
Accountant
01904 554175

Legal
Sandra Branigan
Senior Solicitor
01904 551040

Wards Affected: All wards.



For further information please contact the author of the report

Background Papers:

None

Annexes

Appendix 1
Appendix 2

List of Abbreviations Used in this Report

DMMO – definitive map modification order

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DMMO Ref No	Duly made	Initial consultation dates	No. of objs	AD report done?	Determination	Appeal	Order made	Consultation dates	No. of objs	Sent to SoS	Inquiry to be held	Final decisio
199712 Kexby - 20 BW8 to FP11 (Hagg Wood)	Yes	25/9/2019 to 8/11/2019	2	Yes	Make the order	N/A	24/02/2020	3/3/20 to 17/4/20	10	24/07/2020		
199712 Kexby - 19 Hagg Farm to FP11 (Hagg Wood)	Yes	25/9/2019 to 8/11/2019	2	Yes	Make the order	N/A	24/02/2020	3/3/20 to 17/4/20	10	08/09/2020		
199803 Dringhouses & Woodthorpe - Mayfield Nature Reserve	Yes	25/9/2019 to 8/11/2019	0	Yes	Reject the order	None						Closed
199810 Naburn - Landing Lane to Acaster Malbis	Yes	25/9/2019 to 8/11/2019	0	Yes	Make the order	N/A						
200002 Haxby - Sandy Lane	Yes	25/9/2019 to 8/11/2019	0	Yes	Make the order	N/A						
200203 Strensall - The Village to Southfields Road	Yes	25/9/2019 to 8/11/2019	0	Yes	Make the order	N/A						
200308 Heworth - Hempland Lane Allotments 96 to 125	No	25/9/2019 to 8/11/2019	0	Yes	Reject the order	None						Closed
200309 Heworth - Hempland Lane Allotments 65 to Whitby Ave	Yes	25/9/2019 to 8/11/2019	0	Yes	Reject the order	None						Closed
200310 Heworth - Hempland Lane Allotments 92 to 81	Yes	25/9/2019 to 8/11/2019	0	Yes	Reject the order	None						Closed
200401 Dunnington - Common Road to FP7	Yes	25/9/2019 to 8/11/2019	0	Yes	Make the order	N/A						
200601 Heslington - Boss Lane to Main Street	Yes	25/9/2019 to 8/11/2019	1	Yes	Make the order	N/A						
200802 Naburn - Palmes Close to Vicarage Lane	Yes	25/9/2019 to 8/11/2019	1	Yes	Make the order	N/A						
200803 Heworth - Bad Bargain Lane to Burnholme Avenue	Yes	25/9/2019 to 8/11/2019	0	Yes	Make the order	N/A						
201201 Fulford - Hoisty Field	Yes	2/2/2015 to 2/3/2015	1	N/A	Directed to make the	Yes	12/09/2019	24/09/2019 to 05/11/2019	1	29/04/2020		
201805 Skelton - Brecksfield to Burtree Dam	Yes	25/9/2019 to 8/11/2019	0	Yes	Make the order	N/A						
201805 Skelton - Hurns Bridge to Moorland Wood	Yes	25/9/2019 to 8/11/2019	1	Yes	Make the order	N/A						
201805 Skelton - Village Hall to Moorlands Road	Yes	25/9/2019 to 8/11/2019	0	Yes	Make the order	N/A						
201811 Westfield - Foxwood Lane to Osprey Close	Yes	25/9/2019 to 8/11/2019	1	Yes	Make the order	N/A						
202006 Strensall - Towthorpe Bridge to Haxby Moor	Yes											

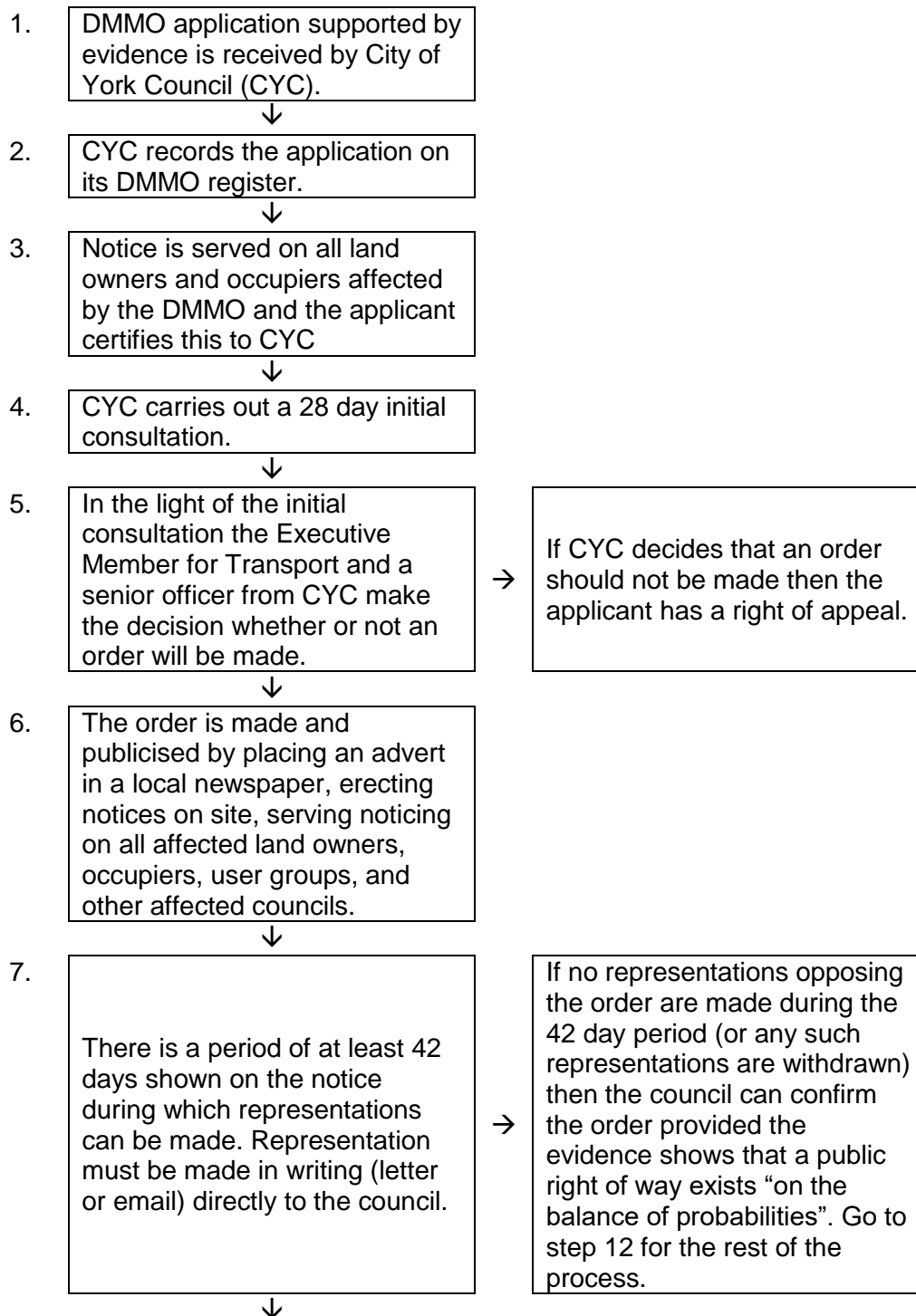
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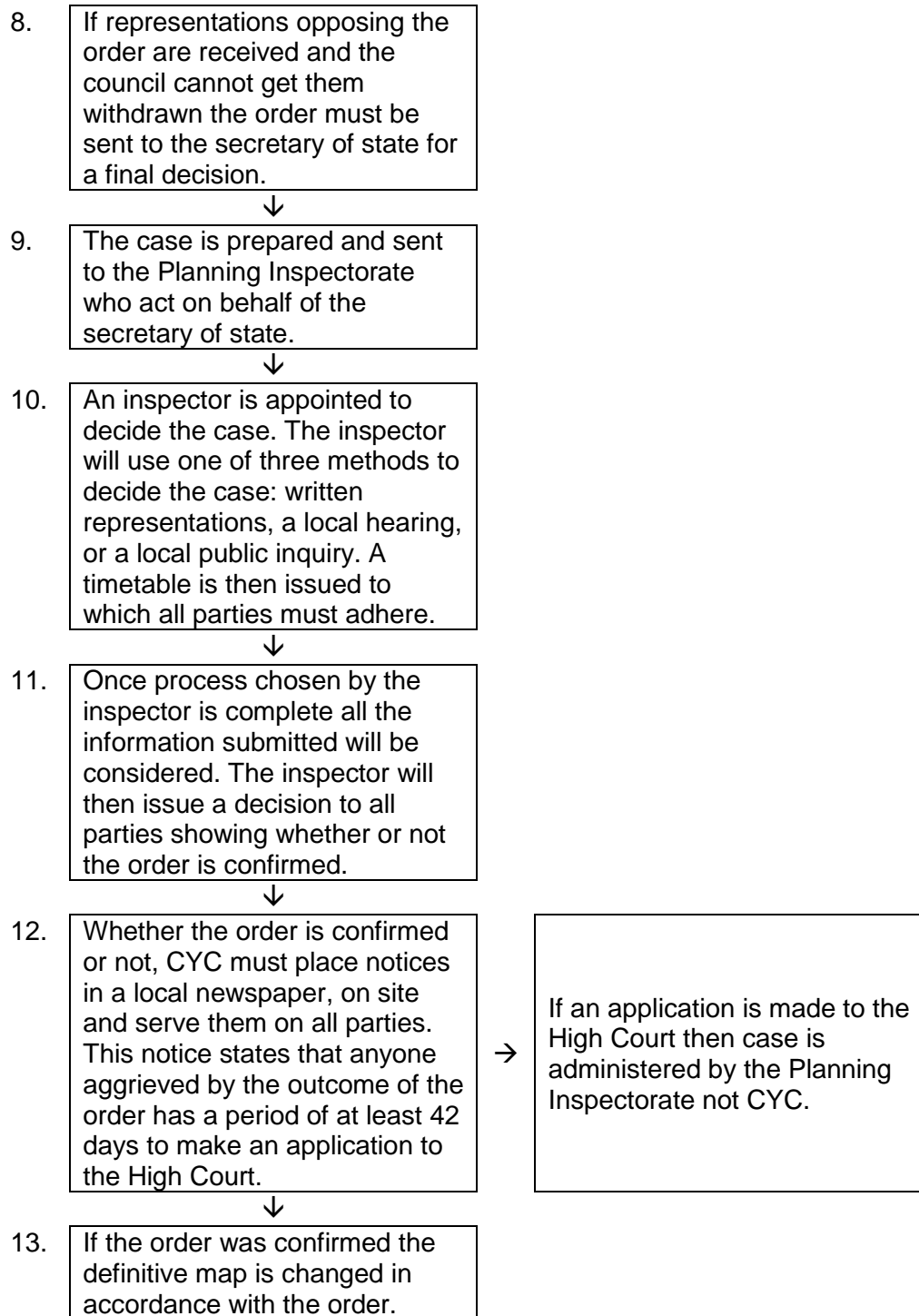


DMMO PROCESS

The definitive map modification order process – start to finish

These notes are intended to give a general view of the process that a definitive map modification order (DMMO) application has to go through before it is complete.





As mentioned at the beginning this document is only intended as a brief overview of the DMMO application process. You can find more detailed guidance on specific parts of the process on City of York Council's definitive map web page at <https://www.york.gov.uk/DefinitiveMap> .

Alternatively please get in touch and we will do our best to answer any questions you may have.

Contact details

You can get in touch with us in the following ways:

By email: rightsofway@york.gov.uk

By telephone: 01904 551550

By letter: The Rights of Way Officer, Rights of Way, City of York Council, West Offices, Station Rise, YORK, YO1 6GA.

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**Decision Session -
Executive Member for Transport**

18 January 2021

Report of the Assistant Director of Transport, Highways and Environment

Intake Lane, Dunnington

Summary

1. The report is for consideration of the objections received to a proposed amendment to the York Parking, Stopping and Waiting Traffic Regulation Order to include a No Waiting at any Time on a 210m stretch of grass verge on Intake Lane, Dunnington.
2. The Executive Member is requested to consider the proposal and representations received in both support and objection and decide the way forward from options given in the report.

Recommendations

3. The Executive Member is asked to:
4. 1) Approve **Option one** in the report (*paragraph 15*)
Over-rule the objections and implement the proposal as advertised

Reason: This is the recommended option because the proposal provides a solution to prevent parking on the grass verge whilst allowing legitimate vehicle access across the verge.

- 2) Approve **Option one** for installation of regulatory signs on short black metal poles (*paragraph 19*)

Reason: This is recommended option. It is a standard installation process and most cost effective method whilst still minimising visual impact on the rural location.

Background

5. Residents of Intake Lane and the Parish Council contacted City of York Council about long term and ongoing issues with obstruction caused by inconsiderate parking. The Fire and Rescue Service had visited the area and confirmed their appliances would have difficulty with access when vehicles were parked indiscriminately.
6. Intake Lane is a single track carriageway leading to public bridleway/footpaths in Hagg Wood. It is part of the national Sustrans cycle route 66. The lane is adopted to the culvert just beyond the bend after which it becomes private.
7. Traffic Project Officers met with a resident of Intake Lane and representatives of Dunnington Parish Council on site to discuss the issues and measures which could be taken to resolve the problem and ensure access.
8. Various measures were discussed. It was decided the best way forward for the verge opposite the residential properties (which included field access gate) was implementation of a No Waiting on the Verge Regulation Order. The verge at this location is wider and easily used for parking by non-residents accessing Hagg Wood. Authorisation to advertise the proposal was given under delegated authority by the Corporate Director of Economy and Place in consultation with the Executive Member for Transport. The decision was made on August 6th and published on the website on 11th September 2020. A plan of the proposal is included as Annex A.

Consultation

9. The proposal was advertised on the 16th October 2020. Notices were placed on street and in The Press. Residents adjacent to the proposal received details. Ward Councillors, Dunnington Parish Council were notified. To meet Highway Regulations, details are sent to the Police, Fire and Rescue Service, Ambulance Service and Haulier Associations.
10. The closing date for representations to the proposal was 6th November. We have received two representations in objection to the proposal from residents of Dunnington Village. We have received a representation in support from the Parish Council and another from a Ward Councillor.

Representations Received in Objection from Residents (2) of the Village

11. I have now had the time to think about this and it seems like an overkill solution for a problem that doesn't exist; is a waste of tax payers money that will only achieve the suburbanisation of a country lane with unnecessary bollards and traffic signs. I walk down this land every weekend and there are rarely cars parked on this verge and when they are they tend to be associated with the houses opposite (one does car repairs). It seems that all this will achieve is an obstruction if 2 vehicles (particularly a tractor) are passing and an unnecessary visual intrusion into the countryside.
12. The second objection reads identical to the first one with the addition of:

*This lane has already got white lines along it which looks dreadful.
Please do not put these posts up.*

Representation received from Dunnington Parish Council

13. The Parish Council confirms, that in the interests of the residents living at that location, it fully supports the Order stated.

Comments received from the Ward Councillor (Cllr Warters) in support with additional requests

14. I understand that there have been two objections to the TRO on Intake Lane, Dunnington formalising no parking at any time on the verges Obviously I haven't seen the objections but they cannot have any merit as damaging verges by driving onto them, parking on them and driving off them, frequently causing obstructions to landowners seeking to access their fields, causing obstructions to landowners with farm machinery trying to travel down Intake Lane and causing danger and obstruction to pedestrians and cyclists using the Lane is not something Dunnington or Kexby PCs would advocate and not something CYC would support.

You have been in discussions with Dunnington PC over many months to resolve these issues, ward money has been provided to carry out many of the measures agreed with yourselves to stop some of these problems and the TRO is needed to have a legal basis to stop verge parking and if necessary issue fines for transgressions.

On a practical matter once the TRO is formalised can I insist that the no parking signs to go on the verges are mounted on wooden 4” bollards/posts which would be more fitting for this rural Lane and kept to a bare minimum.

Options

15. **Option One:**

Over-rule the objections and implement the proposal as advertised

This is the recommended option because the proposal provides a solution to prevent parking on the grass verge whilst allowing legitimate vehicle access across the verge.

16. **Option Two:**

Uphold the objections and take no further action on this matter

This is not the recommend option because it would not solve the obstruction issues reported to us.

Analysis

17. **Option one** (recommended)

The verge at this location is wide enough for vehicles to park on it. Bollards were considered but were not practicable on this occasion for the following reasons:

- a) They would have to be set back 450mm from the verge edge and vehicles could park half on/half off the carriageway thereby still causing obstruction for agricultural vehicle access
- b) A gap would have to be left for vehicle access to the field, thereby vehicles would still be able to drive and park on the verge.

There are legitimate reasons why vehicles would need to drive across and on the verge, yet not be allowed to park on it. Consequently, it was considered a regulation order to prohibit verge parking would be the way forward. The regulatory signs could be positioned strategically to the rear of the verge thereby not causing obstruction to legitimate use and provide sufficient width to act as a passing place for agricultural machinery where necessary.

18. **Option two** (not recommended)

Although we can sympathise with the views of the residents about maintaining the rural aspect of the area, the continuing indiscriminate and obstructive parking should not be allowed to continue.

The Parish Council are taking measures to prevent parking on the narrow verges around the bend area by placing a small fence, which has been licensed by City of York Council. The fence will extend across the culvert area which currently is not protected from vehicles driving into it.

This solution for the wider verge area was not possible for the wider verge because of the need for field access. Occasionally larger vehicles accessing the residential properties may need to utilise the verge area for turning; for e.g. domestic oil deliveries.

Enforcement signage options

19. **Option one:**

It is planned to enforce the restriction with short black poles (to minimise visibility impact), approx. 1m high. The first and last ones to be at the front of the verge and the rest at the rear at 30m intervals. A short pole would cost approximately £28 to purchase + installation costs. We consider a short black pole would be sufficient to meet regulatory requirements as well as sufficiently minimising the visible impact.

20. **Option two:**

Cllr Warters has requested we place the regulation signs onto wooden posts. We sympathise and understand the reasoning behind this request.

A standard wooden post used in CyC is a wooden heritage bollard. This would cost approximately £175 - £200 each + installation costs. Maintenance have advised we may be able to source a cheaper alternative but they not be as robust.

The additional costs to meet Cllr Warters request would be around £1,000+ to mount signs on the standard heritage bollards. We do not consider this to be a justifiable cost in the current economic climate when considering the other demands on our limited budget allocations.

Council Plan

21. Contributes to key council priorities within the Council Plan 2019-2023, 'Making History and Building Communities' including an open and effective Council.

Officers worked with the local Parish Council to achieve a practicable solution to identified problems.

A consultation exercise has been carried out as part of the legal process to give local residents an opportunity to engage with the process and have their say. Representations to the proposal have been fully recorded, and considered within the report.

The Residents who made representation to the proposal and others who have expressed an interest have been informed of the date of the decision session and thereby given an opportunity to make further representation either in person or in writing.

Implications

22. This report has the following implications:

Financial – The cost of implementation of this proposal, if implemented, will be funded from the budget allocation for “new signs and lines”. Additional funding may have to be identified if the Executive Member resolves to implement Option two in paragraph 20.

Human Resources – The enforcement of additional waiting restrictions will fall to the Civil Enforcement Team and increase their work load accordingly. Any penalty charge notices issued will add to the workload of the Business Support team and parking services to process payment and appeals.

Equalities – None identified within the consultation process.

Legal – The proposals require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996;

Crime and Disorder – None

Information Technology – None

Land – None

Other – None

23. **Risk Management** - There is an acceptable level of risk associated with the recommended option.

Contact Details

Author:

Sue Gill

Traffic Project Officer

Transport

Tel No. 01904 551497

Chief Officer Responsible for the report:

James Gilchrist

Assistant Director of Transport, Highways

and Environment

Report

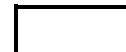
Approved



Date

07.01.21

Wards Affected: Osbaldwick and Derwent



For further information please contact the author of the report

Background Papers:

None

Annexes

Annex A: Plan of the proposal for Intake Lane, Dunnington

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Recommended option to place a “No Waiting on The Verge” Traffic Regulation Order



Sign will be as shown, with the wording adjusted

to “At any time on verge” These signs are not large and too intrusive. We will use black coated poles to reduce the visual intrusion on a rural lane.



The DfT recommends these signs are positioned at approximately 30m intervals.

Length of order 210m. This would result in 8 1m poles on the verge at the approximate positions shown below. The poles would be positioned to the rear of the verge to ensure sufficient width for HGV/Agricultural machinery access.

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Decision Session – Executive Member for Transport

18th January 2021

Report of the Corporate Director of Economy and Place

Active Travel Fund

Summary

1. This paper provides an update on the projects in the Emergency Active Travel Fund (EATF) programme – a set of emergency transport measures designed to promote social distancing and reduce pressure on public transport, implemented from May 2020 during the first lockdown.
2. This paper then discusses York’s Active Travel Fund (ATF) programme, a DfT programme with funding allocated in November 2020 to encourage greater use of active travel, in line with the government’s vision to increase walking and cycling levels as expressed in the “Gear Change: A vision to increase walking and cycling” document (published July 2020).
3. The paper also makes recommendations for the development of walking and cycling policies in York more generally, in particular development of a Local Cycling and Walking Infrastructure Plan (LCWIP) for York.

Recommendations

4. The Executive Member is asked to:
 - 1) Note the updates on the Emergency Active Travel Programme schemes shown in Table 1.
 - 2) To make a £600k in-principle commitment to delivering the ATF programme, with a final match funding budget set following scheme costing and preparation. **Reason:** this will match the original application whilst leaving City of York Council to determine the most efficient distribution of match funding once more is known about the cost and delivery timescales for the programme as a whole.

- 3) To endorse the proposed Consultation Plan. **Reason:** This will ensure the best possible schemes are progressed - addressing the aspirations to increase the take up of active travel modes whilst minimising the impact on residents and other road users in compliance with DfT requirements.
- 4) To give officers delegated responsibility to make decisions about how to resource the ATF programme. **Reason:** this will allow timely and efficient delivery of the programme alongside existing capital programme commitments.
- 5) To allow development a pipeline of future walking and cycling schemes through working with stakeholder groups to develop an LCWIP. **Reason:** this will assist CYC in attracting central government funds for active travel projects which will assist in meeting CYC's transport, health and air quality objectives.

Background

5. York's bid to the Active Travel Fund (ATF) was submitted on 4th August 2020. At the time the fund was named the Emergency Active Travel Fund. Confirmation of the funding was expected by the end of August, but was delayed. Funding was announced on 13th November with accompanying guidance from the DfT that was subtly different from that provided for the initial contest in August. In particular:
 - A greater weight has been given to consultation, with Local Authorities required to publish a consultation plan for their programmes by 11th December 2020. Details of the Active Travel Fund Tranche 2 application and the Consultation Plan are available as downloads at: <https://www.york.gov.uk/lets-york/active-travel-bid/1>
 - Delivery of schemes is now expected by 31st March 2022, (initially 31/03/21 although there is still an expectation that commitment to deliver will be confirmed by 31/3/21).
 - There is a greater emphasis on schemes being permanent – and the word “Emergency” has been removed from the fund title.
6. From a York perspective there have also been changes in the external environment to ATF. When the first tranche of EATF funding was announced in late Spring there was an emphasis on providing measures which facilitated social distancing or provided an alternative to public transport – at that time compromised by social distancing regulations. However, with the roll-out of covid vaccination over the next 6 months, the focus will shift from objectives to facilitate social distancing and providing

an alternative to public transport. In York, too, transport policy has moved on, with the general adoption of an Economy and Place Covid Recovery Plan which is now being updated as part of a review of the decade old Local Transport Plan (LTP).

Emergency Active Travel Fund (EATF)

7. Table 1 sets out the measures in York's Emergency Active Travel Fund bid, made in May 2020, and delivery progress to date.

Table 1: EATF Measures

Measure/ theme	Already in CYC Capital Programme	Implementation progress to date	Next steps
Space for Pedestrians			
Bishopthorpe Rd shopping area	No	Trial measure implemented in May 2020, removed in July 2020	Further measures to be considered in LTP4
Pedestrian Pinch Points at Coppergate and Piccadilly	No	Measures implemented in June 2020. Still in place	Decision made to explore options for making scheme permanent – October 2020.
Footstreets Enhancements			
Footstreets extensions to Blake St, Lendal, Goodramgate, Colliergate, Church St, Castlegate, Fossgate	Yes	Measures implemented in June 2020	Decision by Executive November 2020 to continue this measure.
Cycle Route network improvements			
Castle Mills Bridge (Westbound) pop up cycle lane	No	Cones for maintenance scheme of April 2020 left in place after lockdown ended. Scheme removed October 2020.	Further options to be considered as part of city centre/ Castle Gateway project
North South City Centre Cycle Route inc. Navigation Road measures	Yes	Scheme prepared. Report to February 2021 Decision Session	Consultation on scheme ongoing
Lendal, Ouse and Skeldergate Bridges measures to improve conditions for cyclists	No	Schemes in preparation – small scale lining and signing changes to be implemented	NA
Low Traffic Neighbourhood			
The Groves Low Traffic Neighbourhood	Yes	Experimental Scheme implemented September 2020. Minor parking and closure point amendments November 2020.	Monitoring of network impact and evaluation after trial of at least 6 months.

Park and Cycle Schemes			
Shipton Road – new segregated cycle lanes to support park and pedal from Rawcliffe Bar	No	Scheme designed (except for section between Rawcliffe Lane and Clifton Green junctions.	Scheme implementation between Clifton Green and Bootham Bar in early 2021. Consultation on parking impact and further work required in ATF programme.
Tadcaster Road – improvements to cycle lanes to support park and pedal from Askham Bar	Yes	Implemented as part of resurfacing scheme July 2020	Scheme complete
Malton Road – remarking of cycle lanes to support park and pedal from Monks Cross	No	Implemented	Scheme complete
Cycle Parking/ counters			
City Centre – additional stands	No	Installation of 168 new spaces in August 2020, other suitable sites also under consideration.	NA
Rawcliffe Bar – additional lockers	No	Installation October 2020 (doubling capacity from 20 to 40 lockers)	Scheme complete
Upgrade to existing cycle counter site and provision of two new sites to monitor cross-river cycle trips	No	Installation October / November 2020	NA

8. As can be seen, the majority of the schemes in the programme have now been implemented or are on the way to implementation via a consultation process.
9. Recommendation: The Executive Member is asked to note progress with scheme delivery.
10. Reason: this is important contextual information for considering the Active Travel Programme and its development.

York's Active Travel Fund (ATF) Programme

11. York's ATF programme comprised 6 broad schemes, as set out in table 2 overleaf.

Table 2: The ATF Programme, Costs and Funding

Scheme	Comprises	Cost (£k)	DfT total	DfT Revenue	DfT Capital	CYC Capital
A1237 Ouse Bridge	Cycle lanes on bridge over Ouse and ECML	120	100	22	78	20
Shipton Road	Improvements north of Clifton Green	350	250	55	195	100
City Centre	Crossing for Tower St adj St. George's Field car park and measures to improve accessibility for mobility impaired people	150	100	22	78	50
University Road and Wheldrake – Heslington cycle path	Off road path between Wheldrake and Heslington (potential funding support via Sustrans bid to DfT).	550	200	44	156	350
Acomb Road	Cycle lanes on Acomb Road	200	150	33	117	50
People Streets	People Streets trial at Carr Junior and evaluation with a view to development of a People Streets programme for York as a whole.	80	50	11	39	30
	TOTAL bid for	1,450	850	187	663	600
	Actual DfT Funding awarded to CYC in November 13th letter		658	122	526	

Funding awarded and match funding required

12. York's bid made a match funding pledge of £600,000 towards delivering the programme. However, because CYC has been awarded £192k less than bid for there is a question about what match funding contribution should be made, and the consequent size of the programme.
13. It is worth noting that the bid in August was put together quickly in response to a funding call. The schemes included within the bid still require detailed cost assessment, and in some cases option selection. The costs put forward in the bid are likely to be subject to change as the schemes are developed.
14. A further consideration is timing. The original fund guidelines suggested all projects should be delivered by 31/03/2021. However, this deadline has now changed to a preference that they be delivered by 31/03/2022—with potential for later delivery if agreed with DfT (although a firm commitment to deliver schemes must be given by Local Transport Authorities by 31/03/21).
15. There are a number of Options to resolve the impact of the reduced DfT funding:
 - The budget for the programme could be amended by:
 - Increasing the match funding to replace the £192k not allocated to the programme by the DfT (in which case CYC match funding would increase to £792k) – a total programme value of £1,450k. This would allow progression of the complete programme as bid for.
 - Maintaining the match funding level identified in the bid (£600k), in which case the programme budget would need to be reduced by £192k to give a total programme budget of £1,258k. The programme could be kept within budget by reducing the allocations for one or more schemes, or removing a single scheme from the programme. These changes could be determined now using the indicative costs or later when further feasibility work had been undertaken.
 - Increasing the match funding to £1m to accommodate possible cost increases as the detailed schemes are developed.

- Alternatively, a commitment could be made in principle to provide the match funding of the £600k set out in the bid, with a final decision about match funding budgets and distribution between financial years to be made following an assessment of the Programme and definition of a detailed Programme Plan.

16. Recommendation: To make a £600k commitment in-principle, with a final match funding budget set following scheme costing and preparation.
17. Reason: this will match the original application whilst leaving City of York Council to determine the most efficient distribution of match funding once more is known about the cost and delivery timescales for the programme as a whole.

Delivery

18. Programme delivery will broadly use CYC's "All About Projects" methodology. These stages are set out in table 3 below.

Stage	Involves	Work undertaken by
Consultation	Consultation on measures as per DfT Consultation Plan spec	CYC comms supported by i-travel team (see Appendix A of this paper)
Feasibility	Assess feasibility of proposed measures and calculate outline. Costs.	CYC supported by consultants
Design	Detailed design of measures	CYC supported by consultants
Contracting and implementation	Purchase of materials etc, construction of scheme	To be decided on a scheme by scheme basis.
Post implementation monitoring and evaluation	Assessment of success or otherwise of measures, lessons learned for future projects	To be decided on a scheme by scheme basis.

Consultation

19. The success of the ATF programme will depend on effective consultation to ensure that there is a clear understanding of the objectives of the individual projects and to help determine the best solution whilst mitigating as far as possible potential impacts on residents and other road users.
20. A generic consultation plan for the programme has been published (see Annex A) to meet the DfT's deadline for acceptance of the indicative funding allocation, which is in line with the standard approach taken when delivering transport schemes across the city. There are two main pre-delivery consultation stages followed by a monitoring and evaluation stage:
 - Option Appraisal Consultation - Schemes with several possible delivery options
 - Detailed Stakeholder Consultation - Schemes with a single delivery option – would follow on from option appraisal stage where needed.
 - Post-implementation Monitoring and Evaluation
21. Different approaches will be taken for the different schemes in the programme owing to the wide range of constraints. There is a need to undertake preliminary feasibility work on all of the schemes to ensure that there are deliverable potential options. For some schemes, where there are very rigid physical constraints such as the A1237 bridge where it is anticipated that there will be only one viable solution, it is proposed to undertake a single stage consultation.
22. Recommendation: The Executive Member is asked to endorse the proposed Consultation Plan
23. Reason: This will ensure the best possible schemes are progressed - addressing the aspirations to increase the take up of active travel modes whilst minimising the impact on residents and other road users in compliance with DfT requirements.

Delivery Resources

24. Other commitments within CYC's Capital Programme are fully utilising the existing staff resources within CYC's transport team. The ATF

programme is significant and comprises a number of substantial schemes.

25. Consequently, there are a number of options for delivering the ATF programme:
 - The programme could be delivered using the existing resources within the transport engineering and sustainable transport teams, accepting that this would lengthen delivery timescales or reduce the amount of other work which could be progressed
 - The programme could have dedicated additional resources allocated to its delivery funded from the ATF budget, with operational decisions relating to the division between CYC employees and consultants delegated to officers.
26. Recommendation: officers are delegated responsibility to make decisions about how to resource the ATF programme in consultation with the Executive Member.
27. Reason: this will allow timely and efficient delivery of the programme alongside existing capital programme commitments in the light of consultation and feasibility work prior to the DfT deadline.

Developing a walking and cycling schemes in the future

28. Central Government's "Gear Change" document makes clear the Government's ambition to see substantial development and delivery of new infrastructure to promote walking and cycling by local authorities. Local authorities are also challenged to deliver very high quality cycling infrastructure through the recently published LTN1/20 document setting out new design standards for cycling infrastructure.
29. Active travel has an identified central government budget line of £2billion over the next 4 years in the most recent Comprehensive Spending Review. This implies an expenditure of £500m per year – which is twice the expenditure made in the 2020/21 year under EATF and ATF.
30. York has a historic "pipeline" of cycling infrastructure schemes (Approved in May 2016 and recently updated to account for delivery - attached as Annex B) and progress is currently being made on delivering this programme alongside the EATF and ATF programmes. However,

the new design standards challenge York's historic programme and there is a need to check the programme to determine which schemes could most readily be developed in a way which is compliant with LTN1/20. Although it is recognised that walking is the most prevalent mode of transport for city centre residents CYC does not have a separately identified pipeline of pedestrian schemes. Most pedestrian improvements are currently progressed as part of wider cycling, road safety or pedestrian crossing schemes.

31. In 2017 Government recommended local authorities develop Local Cycling and Walking Infrastructure Plans (LCWIP). Surrounding local authorities are already developing their plans. North Yorkshire County Council and East Riding Council are developing settlement specific LCWIPs, whilst the five West Yorkshire authorities are developing LCWIPs at a district level. Work commenced on a York LCWIP in March 2020, through development of an initial scoping document which examined trip making patterns in York and set out how CYC might work with stakeholders to develop an LCWIP for York. This scoping document is attached at Annex C.
32. Given the certainty of central government spend on active travel measures in future years, and the possibility that funding will be allocated competitively rather than allocations based on population (as ATF and EATF were allocated), it is imperative that CYC develops a programme of pedestrian schemes and LTN 1/20 compliant cycle infrastructure schemes so that it is able to attract active travel funding to increase the coherence and connectivity of York's already comprehensive cycling/ walking infrastructure.
33. Increasing walking and cycling in York will also advance many other areas of Council policy (and wider regional policies being developed by local Enterprise Partnerships and Combined Authorities) – for example, traffic/ congestion reduction, healthy living, obesity reduction, social equality, air quality improvements and carbon reduction policies.
34. Recommendation: CYC develops a pipeline of compliant future schemes through working with stakeholder groups to develop and LCWIP.
35. Reason: this will assist CYC in attracting central government funds for active travel projects which will assist in meeting CYC's climate emergency strategy to decarbonise transport and improve air quality and health.

Consultation

36. Annex A to this report sets out the consultation protocol to be used in connection with the Active Travel Fund Programme.

Council Plan

37. The measures and outcomes referred to above make a contribution to the “Travelling Sustainably” and modal shift objectives in the Council Plan, and a variety of other CYC objectives around social equality, public health, air quality and decarbonisation.

Implications

- **Financial:** a match funding allocation of £600,000 is outlined in the report and will need to be identified within current Highways and Transport capital budgets. There is capacity within current budgets and proposed budget amendments will be included in future capital monitoring reports taken to Executive.
- **Human Resources (HR):** there will be some recruitment to deliver the outlined programme – to be determined by Council Officers under delegated responsibilities.
- **Equalities:** none
- **Legal:** the schemes outlined above will require Traffic Regulation Orders, a straight forward legal process which CYC already has significant experience in delivering.
- **Crime and Disorder:** none
- **Information Technology (IT):** none
- **Property:** none
- **Other:** none

Risk Management

38. No known risks – schemes are conventional.

Contact Details

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Economy and Place

Report **Date** 08/01/21
Approved

Wards Affected: [List wards or tick box to indicate all]

All

For further information please contact the author of the report

Annexes

- A. Consultation Plan
- B. Current CYC Strategic Cycling Plan
- C. LCWIP Scoping Study

List of Abbreviations Used in this Report

EATF – Emergency Active Travel Fund
ATF – Active Travel Fund
DfT – Department for Transport
CYC – City of York Council
LCWIP – Local Cycling and Walking Infrastructure Plan

Further Reading

<https://www.gov.uk/government/publications/creating-the-transport-decarbonisation-plan>

<https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

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Annex A City of York Council - Active Travel Fund Consultation Plan

Introduction

This consultation with residents and business of York will support our implementation of improvements across the city, funded by the Active Travel Fund. In our engagement with residents, we will align our aims and objectives with the wider strategic priorities of the council, namely to promote a cleaner, greener city and support people to get around sustainably. This insight will also support multiple conversations taking place across the city on related subjects such as Carbon Reduction, Regeneration and Climate Change.

Consultation Stage	Consultation type and method	Consultation involves	Outputs
<p>Option Appraisal Consultation - Schemes with several possible delivery options This is proposed for schemes where there are a number of potential alternative designs for providing cycle routes and lanes. This element of the consultation will be omitted for schemes where there is only one delivery option.</p>	<p>Consultation on multiple options for individual schemes. To incorporate channels such as resident email updates, web surveys and website content, social media (CYC and iTravel channels), postcard/leaflet drops to residents in relevant areas, pop-up events (in accordance with current COVID restrictions) and targeted consultation with key stakeholders. For schemes where there may be an impact on network capacity on-street signage will be provided to highlight to motorists that a layout change is proposed - advertising link to website content.</p>	<p>Broad reaching promotion of consultation and city ambitions to give greater access to sustainable transport options. Residents and businesses in area of proposed schemes – via online consultation and postcard/leaflet drops. On-line and paper surveys for responses. Key stakeholders: Emergency services, disabled groups, bus services, taxi and private hire operators, sustainable mode groups (for example: Cycle Campaign), ward councillors, parish councils, MPs, schools in area and other local facilities. Public Decision Meeting (Agendas published 7 days in advance of meeting) – Opportunity for anyone to register to speak or submit written representation in advance of any decision.</p>	<p>Assessment of support in areas local to scheme. Assessment of impact of scheme on key stakeholders. Report to Executive Member for Transport – Decision to progress single solution.</p>

Gateway: Executive Member Decision Session (public meeting) to determine appropriate option and budget for scheme

Consultation Stage	Consultation type and method	Consultation involves	Outputs
<p>Detailed Stakeholder Consultation - Schemes with a single delivery option Consultation on specified proposal, for some schemes this would follow the Option Appraisal Consultation.</p>	<p>Consultation on individual schemes. To incorporate channels such as resident email updates, web surveys and website content, social media (CYC and iTravel channels), postcard/leaflet drops to residents in relevant areas, pop-up events (in accordance with current COVID restrictions) and targeted consultation with key stakeholders. For schemes where there may be an impact on network capacity on-street signage will be provided to highlight to motorists that a layout change is proposed - advertising link to website content. An additional Experimental Traffic Regulation Order consultation phase may be progressed prior to potential permanent implementation for some schemes where the impact of the proposal is difficult to determine.</p>	<p>Residents and businesses in area of proposed schemes – via online consultation and postcard/leaflet drops. On-line and paper surveys for responses. Key stakeholders: Emergency services, disabled groups, bus services, taxi and private hire operators, sustainable mode groups (for example: Cycle Campaign), ward councillors, parish councils, MPs, schools in area and other local facilities. Individual consultation letters to residents most directly affected by measures (e.g. those affected by potential loss of on-street parking) – Note: separate Statutory process may be needed where changes to Traffic Regulation Order is required. Public Decision Meeting (Agendas published 7 days in advance of meeting) – Opportunity for anyone to register to speak or submit written representation in advance of any decision.</p>	<p>Assessment of support in areas local to scheme. Assessment of impact of scheme on key stakeholders. Assessment of impact of TROs required to deliver scheme. Report to Executive Member for Transport – Decision to complete design and implement scheme.</p>

Gateway: Executive Member Decision Session (public meeting) to confirm final design and budget for scheme, leading to letter required by the DfT setting out support for schemes and scheme implementation.

Consultation Stage	Consultation type and method	Consultation involves	Outputs
Post-implementation Monitoring and Evaluation	Opinion surveys, use surveys. Pop-up events when implementation is complete (in accordance with current COVID restrictions). Project reviews.	Online opinion surveys. Counts of users (before and after measure). Review of accident data. Post implementation project review.	Evaluation of scheme for Council and DfT. Lessons learned to be applied to future schemes.

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Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Linking		Strategic Route		Destination Types Served by Route										Added Value			Potential Usage		Cost (to CYC)		Build-ability		Overall Score +	Comments				
						Origin(s)	Destination(s)	Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+5)	City Centre (+4)	Maj Centre: Acomb/CM/MM/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K +) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score			Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score		
1	University Road / Field Lane	Off-road facility linking the current facilities alongside Field Lane and University Heslington East campus with the facilities on University Road and routes onwards to the city centre.	Missing link on busy route to/from university	SRTS (University of York)	Hull Road	Elvington, Wheldrake, Osbaldwick, Murton, Dunnington, Badger Hill, Heslington East, Tang Hall, Heslington, Fulford	University of York, Schools (Archbishop Holgate's, Badger Hill, Lord Deramores, Fulford, St Oswalds), Science Park, City Centre, Sports Village	6	5	4	3	2	2	1	2	1	7.50	3	2	2	2	2	2	2	11.00	High	10	Low	1	Fairly difficult due to conservation area status of area and width constraints	3	35.50	Heslington East Planning Condition?	
2	University of York - Heslington East Campus links	Link from Field Lane through the Heslington East campus to the Sport Village and onwards to the Grimston Bar P&R site	Missing radial route links from commuter belt inwards		Hull Road	Dunnington, Stamford Bridge, Grimston Bar	University of York, Science Park, City Centre, Heslington, Fulford	6	5	4	3	2	2	1	2	1	7.50	3		2	2	2	2	2	11.00	Medium	6	Low	1	Planning condition for heslington East campus	1	33.50	Heslington East Planning Condition?	
3	High Petergate, Deangate, Aldwark, Hungate, Navigation Rd, Walmgate (or Low Petergate, Colliergate, Fossgate, Walmgate)	Key north-south link alongside or through the Footstreets area	Enables cross-city movements without having to use sections of the inner ring road	CCMAF scheme	Guildhall	Clifton, Rawcliffe, Hull Road, Tang Hall	City Centre, University of York, York St John University	10	5	4		2	2	1	2		5.50	3		2	2	2			9.00	High	10	Medium / High	4	Difficult due to current status of route as part of the pedestrianised area and the one way streets involved	3	32.50	High Petergate being trialled in the eastern direction as part of Scarborough Bridge complementary works	
4	St Leonards Place / Museum Street / Lendal Bridge / Station Road	Improved links to the new Council HQ from the Bootham/Gillygate/Monk Bar direction plus improved access to the station	Improved Inner Ring Road provision and missing link from SE to NE of city		Micklegate / Guildhall	Clifton, Rawcliffe, The Groves, Huntington, Haxby, New Earswick, Holgate, South Bank, Dringhouses, Acomb	City Centre, Acomb, York St John University, York Station, York College, All Saints School, Millthorpe School, Millthorpe School, new CYC HQ	10	5	4	3	2	2	1	2		7.00	3	2	2					7.00	High	10	Medium / High	4	Difficult due to restricted widths available and status as part of IRR	3	32.00	Was feasibility study ever actually done?	
5	Micklegate / Bridge Street / Nessgate / Coppergate / Pavement / Stonebow / Peasholme Green	Key east-west link across city centre proposed as part of the City Centre Movement and Accessibility Framework. Insufficient width to provide on-road facilities therefore traffic restrictions may need to be used.	Missing link to enable cyclists to make cross-city movements without having to use sections of the inner ring road	CCMAF scheme	Micklegate / Guildhall	South Bank, Holgate, Acomb, Dringhouses, Foxwood, Woodthorpe, Heworth, Tang Hall, Hungate	City Centre, Acomb, York College, All Saints School, Millthorpe School, Foss Islands Retail Park, Foss Bank shops, York Station	10	5	4	3		2	1	2		6.00	3	2	2					9.00	High	10	High	5	Difficult due to conflicts with other modes along this corridor and restricted widths available	3	32.00	Coppergate being trialled. Stonebow / Peasholme Green being improved as part of Hungate scheme	
6	Improvements to Station Road / Station Avenue gyratory	Provision where possible of facilities to aid cyclists using the gyratory - links to Station frontage scheme	Missing links on network	TSAR project?	Micklegate	Clifton, Holgate, Acomb	City Centre, York Station	10	5	4		2	2	1	2		5.50	3	2	2					7.00	High	10	Medium	3	Difficult due to large number of other users on same link and status as part of IRR	3	31.50	Station Frontage to York Central links investigated by Arup	
7	Route through former British Sugar site	Link from Millfield Lane / Low Poppleton Lane through to Plantation Drive / Ouseacres delivered by development	Route through development site to link up to routes to Poppleton / York Business Park	SRTS (Manor School)	Acomb / Rural West York	Poppleton, York Business Park, Boroughbridge Road area	Manor School, Clifton Moor, York Business Park, Poppleton Park	6	5	4	3	2	2	1	2		7.00	3			2	2	2		9.00	Medium	6	Low	1	Fairly easy as will be a planning condition of development but timescales are outside CYC control	1	31.00	Being provided by development	
8	Castle Gateway Foss Bridge	New shared use bridge to be provided as part of the Castle Gateway project	New link from riverside path through to city centre	Castle Gateway project	Guildhall	Fulford, Fishergate	City centre	6	5	4		2		1		1	4.00	3	2	2	2	2			11.00	High	10	Low	1	Difficult as entirely dependent on development happening	5	30.00	Being provided as part of Castle Gateway project	
9	York Central - link from Chancery Rise	Link into York Central site from Holgate Road	Missing link to major development site	York Central	Holgate	Acomb, Holgate, South Bank	York Central, city centre, York Station	10	5	4	3	2	2	1	2	1	7.50	3	2	2	2	2			11.00	Medium / High	8	V High	7	Very difficult but may be a planning condition	5	29.50	Being looked at as part of York Central project but may be replaced by Wilton Rise footbridge improvement	
10	Bar Lane / Toft Green / Tanner Row	Improved links to West Offices from the Micklegate and North Street directions	Improved links to/from key trip attractor	CYC HQ Relocation	Micklegate	South Bank, Holgate, Acomb, Dringhouses, Foxwood, Woodthorpe	New CYC HQ, City Centre (N), York College, All Saints School, Millthorpe School, Scarcroft School, Acomb	6	5	4	3	2			2		5.50	3	2		2				7.00	Medium	6	Low	1	Easy	1	27.50	Signing only?	
11	Fishergate Gyratory	Improvements for cyclists on all arms of the gyratory including crossing points and potential contra-flow facility along Paragon Street footway	Major barrier to cycle trips and missing link on busy radial route and key junctions of the Inner Ring Road	Link to OCR	Fishergate	Fulford, Heslington, Fishergate, city centre (outbound)	City Centre, York Barbican, schools (St George's, Fishergate), Foss Islands Retail Park, University of York	6	5	4	3		2	1	2	1	6.50	3	2	2	2					9.00	High	10	Medium / High	4	Very difficult due to width constraints, high vehicle numbers and location on IRR	5	27.50	Looked at previously by Graham Kelly
12	Wilton Rise to York Central site - replacement bridge	Replacement to Wilton Rise footbridge with associated approach ramps	Improved route to city centre		Holgate	Acomb, Holgate	City centre, York Station	6	5	4	3	2	2	1	2	1	7.50	3	2	2	2	2			11.00	High	10	V High	7	Very difficult due to bridge spanning live rail line	5	27.50	York Central scheme	
13	Blue Bridge to new Castle Gateway bridge	Link between New Walk and Piccadilly via St Georges Field car park a new crossing of Tower Street and route to rear of Castle Museum	Missing link on off-road radial route		Fishergate / Guildhall	Fulford, Fishergate, University of York	City Centre	10	5	4		2		1			3.50	3	2	2	2	2			11.00	Medium / High	8	High	5	Could be very difficult to achieve a scheme which is flood-proof and along backs of existing properties	5	27.50	Being provided as part of Castle Gateway project	
14	Boroughbridge Road - outbound link between Water End junction and commencement of cycle lane beyond the Malvern Avenue junction	On or off-road provision to link up the two junctions	Missing link on radial route - Scrutiny Board scheme	Access York Phase 1 scheme	Holgate	Clifton, Rawcliffe, City Centre	Acomb Centre, Manor School	6	5		3			1	2		3.00	3	2			2			7.00	High	10	Low (on road informal facility proposed)	1	Difficult due to height differences and utility services under the footway and in the adjacent verge	3	27.00	May only be feasible if one traffic lane is removed	
15	Acomb Road	Link from Holgate Road / Poppleton Road junction to Hobgate junction	Missing link on radial route	SRTS (Acomb Primary)	Holgate, Westfield	Holgate, Acomb, Foxwood, Woodthorpe, Bishophill, South Bank	City Centre, York Station, All Saints School, Millthorpe School, Mount School, Acomb Centre, Poppleton Park	5	0	4	3	2	2	1	2		7.00	3	2						5.00	High	10	Medium	3	Difficult due to width restrictions, parking and various crossing points along stretch	3	26.00		
16	New Lane - Malton Road to start of current on road mandatory cycle lane	Infill of gap between the New Lane / Malton Road junction and the start of the on-road mandatory cycle lane	Missing link	LSTF	Huntington	Tang Hall, Heworth	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium	6	5	4	3	2		1		1	5.50	3	2			2			7.00	Low / Medium	4	Low	1	Should be fairly easy provided enough width can be secured	1	25.50	Not feasible? Looked at by Richard Holland several years ago	

Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Origin(s)	Destination(s)	Strategic Route		Destination Types Served by Route										Added Value			Potential Usage		Cost (to CYC)		Build-ability		Overall Score +	Comments		
								Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+5)	City Centre (+4)	Maj Centre: Acomb/CW/MX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K +) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score			Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score
34	Hospital Fields Road	Safety improvements for cyclists on busy industrial estate road - potential for segregated cycle facility if parking removed?	Safety improvement - Scrutiny Board scheme	SRTS (Uni of York)	Fishergate	South Bank, University of York, Dringhouses and beyond, Fishergate	University of York, Science Park, City Centre	6	5		3	2		2	1	4.00	3							3.00	High	10	Low / Medium	2	Difficult due to volume of HGVs and PSVs using the road	3	23.00	Needs to be resurfaced and then have cycle lanes installed, will need parking to be removed though
35	Hull Road / Thief Lane route	Provision of off-road path from Windmill Lane across frontage of David Lloyd Centre to Thief Lane + minor improvements on Thief Lane to make it better for cyclists especially at the point closure	Alternative radial route into the city centre avoiding the busy A1079	SRTS (St Lawrences)	Hull Road	Osballdwick, Murton, Dunnington, Badger Hill, Heslington East	City Centre, University of York, Archbishop Holgate's School, Science Park, David Lloyd Centre	6	5	4		2	2	1	2	1	6.00		2		2			4.00	Medium / High	8	Medium	3	Could be some difficulty across front of David Lloyd site	3	23.00	Needs feasibility study doing
36	Millfield Lane Poppleton extension	Extension of off-road shared use path north of Long Ridge Lane to Ebor Way	Extension of Safe Route to School	SRTS (Manor School, Poppleton Ousebank)	Rural West York	Upper & Nether Poppleton	Manor School, City Centre	6	5	4	3			2		2	6.00	3						5.00	Medium	6	Low / Medium	2	Could be difficult if adjacent residents object	3	23.00	Many more driveways to cross but would probably be supported by Parish Council
37	Lord Mayor's Walk	Provision of facilities along this section of the Inner Ring Road	Missing link between two busy radial links on the inner ring road and York St John Uni	SRTS (York St John University)	Guildhall	The Groves, Clifton, City Centre, Heworth	City Centre, York St John's University, Foss Bank shops	6	5	4	3	2	2	1	2		7.00	3	2					5.00	Medium	6	Medium	3	Difficult due to being part of inner ring road and constrained widths	3	23.00	Can anything be fitted in here without removing all the on-street parking?
38	Bishopthorpe Road - link from end of shared use at Focus School north to meet the off-road path at the southern edge of the Chocolate Works site	Provision of off-road link between the two existing sections of path if feasible, will need the hedge to be moved and the footway widened	Missing link on radial route		Micklegate	Bishopthorpe, Acaster Malbis, Naburn? South Bank, Fishergate	City Centre, Crematorium, Law College, University of York, York Station	6	0	4		2	2	1	2	1	6.00	3	2		2	2	2	11.00	Medium	6	Medium	3	Difficult due to width constraints and it may be necessary to CPO some adjacent land or remove hedges	3	23.00	At an advcand stage of feasibility. Need racecourse land transfer.
39	Signed route between Woodland Way (Huntin) and Church Lane (Huntin) via North Moor Road	Provision of a signed route to take cyclists from the main road through Huntingdon to the link to Monks Cross mentioned above	Missing link between the above off-road link and the main road using quiet residential streets	Outer Orbital route?	Huntington	Huntingdon, Earswick, (Strensall?)	Monks Cross (shops, Portakabin, Aviva) Huntingdon Stadium	6	0		3	2		1		1	3.50	3	2		2	2		9.00	Medium	6	Low	1	Easy	1	22.50	Needs to be done in conjunction with link though to Alpha Court
40	Stockton Lane - feeder lane to Heworth Green rd	Provision of narrow feeder lane along the final inbound section of Stockton Lane to enable cyclists to bypass the queuing traffic	Cyclist priority measure on approach to junction		Heworth	Heworth Without, Stockton on the Forest	City Centre	6	5	4				1			2.50	3	2					5.00	Medium	6	Low	1	Easy	1	22.50	Can anything be fitted in here without removing all the on-street parking?
41	New Lane - Stratford Way snicket to Jockey Lane Rd	Link from Portakabin to the existing facilities at the Jockey Lane mini roundabout	Missing link on commuter route		Huntington	New Earswick, Huntington South, Heworth, Heworth Without	Monks Cross, Portakabin	6	5		3	2		1	2	1	4.50	3	2			2		7.00	Medium	6	Medium	3	Fairly difficult due to available width and parking	3	22.50	Can anything be fitted in here without removing all the on-street parking?
42	Broadway - link from Heslington Lane crossing to Fulford Road	Link along Broadway past the shops	Missing link on the Fulford Road to Hull Road route	Routes to University	Fishergate / Fulford	Fishergate, Fulford, South Bank	University, Science Park	6	5		3	2		1	2	1	4.50	3	2			2		7.00	Medium	6	Medium	3	Fairly difficult due to available width and parking	3	22.50	Can anything be fitted in here without removing all the on-street parking?
43	Front Street (Acomb) - link along pedestrianised section to Green Lane junction	On-road provision to enable cyclists to get from York Road to Green Lane or along the remainder of Front Street avoiding the mini-roundabouts	Missing link on radial route and to shops		Westfield	Holgate, Acomb, Foxwood, Woodthorpe	City Centre, Acomb Centre, York Station	6	0	4	3			2			5.00	3	2		2			7.00	Medium / High	8	Medium	3	Fairly easy in theory	1	22.00	
44	Wilton Rise to Leeman Road - better facility	Improved link between bridge and NRM / Leeman Road via York Central site	Improved route to city centre	York Central	Holgate	Acomb, Holgate	City centre, York Station	6	0	4	3	2	2	1	2		7.00	3	2		2	2		9.00	Medium	6	Medium	3	Would need to purchase land either side of current path and amend fenceline	3	22.00	
45	Shipton Road - Loweswater Road to Clifton Park	Link between the end of the Shipton Road parallel service road and Clifton Park - will affect parking & ped refuges	Missing link on radial route		Rawcliffe	Skelton, Rawcliffe, Clifton, City Centre, Clifton Park (residential)	Clifton Moor, City Centre, Clifton Park (employment)	6	5	4	3	2	2	1			6.00	3	2					5.00	Medium	6	Medium	3	Fairly difficult due to speed limit and lack of available width in places	3	22.00	
46	Tower Street	Removal of traffic lane on dual carriageway section to provide cycle facilities	Scrutiny Board scheme	Castle Gateway project	Fishergate / Guildhall	Fulford, Heslington, Fishergate, city centre (outbound)	City Centre, York Barbican, Foss Islands Retail Park	6	0	4		2	2	1		1	5.00	3	2	2	2	2		11.00	High	10	High	5	Very difficult due to width constraints, high vehicle numbers and location on IRR	5	22.00	Is this being looked at as part of Caslte gateway project?
47	North Street (Guildhall) Bridge	New footbridge between North Street Gardens and City Screen with associated improved cycle parking at North Street end	New bridge to relieve the pressure on Lendal Bridge for city centre bound trips	CCMAF scheme	Micklegate / Guildhall	Acomb, Station, Micklegate area	City Centre, Aviva, York Station	10	0	4		2	2	1		1	5.00	3	2	2	2			9.00	High	10	V High	7	Very difficult due to needing permission from landowners at either end and very high costs involved	5	22.00	Is this bridge still of interest? Is it in the Local Plan?
48	Fulford Main Street / Selby Road	Facility to link up current provision on Fulford Road (N of Heslington Ln) and on Selby Road south of Landing Lane	Missing link on radial route		Fulford	Naburn, Fulford (southern end), Fishergate (outbound trips)	City Centre, Designer Outlet, Naburn	6	5	4		2	2	1	2	1	6.00	3	2		2	2	2	11.00	Low	2	Medium	3	Very difficult due to conservation area status of area and width constraints	5	22.00	Can anything be fitted in here without removing all the on-street parking?
49	Hull Road - southern link path between existing shared use section (opp. Pinelands Way) and Field Lane rd including the roundabout	Widening and conversion of footway along southern side to shared use along its whole length so that cyclists do not have to share bus lane with many buses and Park & Ride vehicles	Missing link on busy radial route	SRTS (Archbishop Holgates Secondary)	Hull Road	Osballdwick, Murton, Dunnington, Badger Hill, Heslington East	City Centre, University of York, Archbishop Holgate's School, Science Park, David Lloyd Centre, Sports Village	6	0	4	3	2		1	2	1	6.50	3			2			5.00	Medium	6	Low	1	Fairly easy	1	21.50	
50	Link from Hob Moor Drive to Beech Avenue along Collingwood Avenue	Provision of signed route with any appropriate improvements to link the path emerging from Hob Moor to the signed route up Beech Avenue (and then onwards towards the city centre via Holgate Road / Wilton Rise and footbridge to Leeman Road)	Missing link on route to city centre / English Martyrs School		Holgate	Holgate, Foxwood, Woodthorpe, Acomb	English Martyrs School, Our Lady's School, St Paul's School, City Centre, Energise, York Station	6	0	4			2		2	1	4.50	3			2	2		7.00	Medium	6	Low	1	Easy - signing only required	1	21.50	
51	Hull Road - Grimston Bar to Field Lane inbound	On-road link between the two junctions using the bus lane as appropriate	Missing link		Hull Road	Stamford Bridge, Dunnington, Elvington	City centre, University of York	6	0	4	3	2	2		2		6.50	3	2		2	2		9.00	Low / Medium	4	Medium	3	Fairly easy if bus lane can be made more cycle friendly	1	21.50	

Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Linking		Strategic Route		Destination Types Served by Route										Added Value			Potential Usage		Cost (to CYC)		Build-ability		Overall Score +	Comments			
						Origin(s)	Destination(s)	Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+5)	City Centre (+4)	Maj Centre: Acomb/CM/MM/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K +) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score			Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score	
52	Northfield Lane (Poppleton) – link from Moor Lane to the shared use path just north of the Northminster Business Park	Provision of on or off-road facilities to link the Rufforth to Knapton route with the Industrial Estate and onwards to Poppleton Station	Missing link to employment site / outlying village / Park & Ride site	Rufforth to Knapton scheme	Rural West York	Knapton, Rufforth, Acomb, Poppleton	Poppleton Bar P&R (when built), Poppleton Station, Acomb Centre, Northminster Business Park	6	5		3	2	2	1		1	4.50				2	2	2	6.00	Low / Medium	4	Medium	3	Fairly easy in theory as traffic levels are fairly low once past Northminster Business Park	1	21.50		
53	Routes through Haxby / Wigginton	Provision of suitable off-road or safer routes through the villages of Haxby & Wigginton – exact alignments need to be agreed with Parish Council and Town Council	Links from various sections of the villages to the existing facilities on York Road – Scrutiny Board scheme		Haxby	Residential parts of village	Schools, shops and destinations farther afield via existing links	6	5	4	3			2	2		5.50	3			2			5.00	Medium	6	Medium	3	Dependent on where and how the routes are achieved (20mph zones may be easiest solution)	3	21.50		
54	Link between Earswick village and Huntington using the Foss towpath	Link from the south of Earswick from the end of The Village along the east bank of the River Foss under the A1237 to rejoin the residential streets at the end of Vesper Walk (Huntin)	Grade-separated crossing of the busy A1237 linking the two villages either side of it and providing a safe crossing for utility and leisure trips	SRTS (Huntington Primary and Secondary schools)	Strensall / Huntington	Earswick, Strensall	Huntington schools, Joseph Rowntree School, Monks Cross, (New Earswick?)	6	0	4	3	2		1	2	1	6.50	3	2	2	2	2	2	11.00	Low / Medium	4	Medium	3	Dependent on gaining approvals of Earswick and Huntington Parish Councils and being able to construct path along towpath	3	21.50		
55	Knapton - link from the A1237 & New House Covert to Beckfield Lane	Link from end of existing shared use path at the A1237 end of Main Street via Ten Thorn Lane and Knapton Lane to Beckfield Lane	Missing link on rural route to edge of urban area	SRT Northminster Business Park, Rufforth to Acomb scheme	Rural West York / Acomb	Rufforth, Knapton, Acomb	Acomb, Northminster Business Park, Poppleton Bar P&R, Poppleton Station	6	5	4	3			2	1	2	1	6.50		2		2	2	2	8.00	Low	2	Medium	3	Fairly difficult to fit anything meaningful in restricted width available but measures to reduce traffic speed and volume more suitable	3	21.50	
56	Beckfield Lane – provision of facilities along the southern section from just south of Ostran Road to Wetherby Road	Either on or off-road provision along the remaining section of Beckfield Lane	Missing link on commuting / school route - Scrutiny Board scheme	SRTS (Manor School)	Acomb	Chapelfields, Foxwood, Acomb, Woodthorpe, Poppleton	Manor School, Clifton Moor, Acomb Centre, Energise, York Business Park	6	5		3	2		1	2	1	4.50	3			2	2		7.00	Medium / High	8	Medium / High	4	Very difficult due to existing opposition from adjacent residents, width restrictions and traffic flows / speeds	5	21.50		
57	Bootham Stray to Burton Green link	Provision of link between the southern end of the Bootham Stray path across Wigginton Road, over the level crossing and then off-road to the northern end of Burton Green by widening and hard-surfacing the existing footpath	Missing link enabling potential users to avoid Crichton Avenue	SRTS (Joseph Rowntree School, Huntington Secondary)	Rawcliffe	New Earswick, Haxby, Wigginton, Clifton	Clifton Moor, Clifton Schools (Burton Green, Clifton Green, Canon Lee), Joseph Rowntree school, Huntington School	6	0		3	2			2	1	4.00	3	2	2	2			9.00	Medium	6	Medium	3	Fairly easy (although Network Rail will have an input near level crossing)	1	21.00		
58	Innovation Way to Windmill Lane	Improve current grade separated path by widening and easing bends	Improved link to Science Park & University		Hull Road	Tang Hall, South Bank, Acomb	Science Park, University of York, Hospital Fields Road estate	6	0		3	2			2	1	4.00	3	2					5.00	High	10	Low	1	Fairly difficult as adjacent land not owned by CYC	3	21.00		
59	Front Street (Acomb) – link between Green Lane and Gale Lane junctions	On-road provision to enable cyclists to get from Green Lane to Gale Lane safely and to highlight their presence to motorists (especially those at the mini-roundabout and emerging from Morrison's car park)	Missing link on radial route, to shops and to school	SRTS (Westfield Primary, York High)	Westfield	Holgate, Acomb, Foxwood, Woodthorpe	City Centre, Acomb Centre, York Station, York High School	6	0	4	3			2	1	2	6.00	3	2					5.00	High	10	Medium	3	Difficult due to width restrictions, parking and various crossing points along stretch	3	21.00		
60	Layertorpe/ Hawthorn Grove / East Parade / Heworth Village / Hempland Lane / Heworth Allotment access road to Tang Hall Beck link	Link from Layertorpe Bridge & Foss Islands path to Applecroft Road and Hemplands School	Missing link on minor radial link, to Heworth village amenities, allotments and primary school	SRTS (Heworth Primary, Hempland Primary)	Guildhall / Heworth	Heworth Without, Heworth, Osbaldwick	Orbital Route, City Centre, Foss Islands Retail Park, Hemplands School	6	0	4	3			2	1	2	6.00	3	2			2		7.00	Medium / High	8	Medium but dependent on what can be achieved on road	3	Difficult due to lack of available width and on street parking	3	21.00		
61	Foss Islands Road - Walmgate Bar to Navigation Road	Link along section of Inner Ring Road may be deliverable in stages	Missing link between major radial route and new access point into City Centre via Hungate Bridge		Guildhall	Tang Hall, University of York, Fishergate	City Centre, York St John University	6	0	4	3			2	1	2	6.00	3	2	2				7.00	Medium	6	Low if sufficient room for on road lanes	1	Depends on available road width and parking arrangements	3	21.00		
62	Haxby Road – Alder Grove (New Earswick) to Wigginton Road junctions	Link along popular commuting route from Haxby / New Earswick to the city centre avoiding the off-road, unlit path across Bootham Stray	Popular radial route with no current facilities south of the northern end of New Earswick		Huntington / Rawcliffe / Guildhall	New Earswick, Haxby, Wigginton	City Centre, Nestle, Hospital	6	0	4		2		1	2	1	6.00	3	2		2	2	2	11.00	Medium / High	8	High	5	Extremely difficult	5	21.00		
63	Link between Murton and Dunnington following former railway line	Link between Murton and Dunnington using land which was formerly the Derwent Valley Light Railway with a safe crossing of the A166	More direct NCN route alignment for NCN66		Osbaldwick	Dunnington, Stamford Bridge	City Centre, Monks Cross	6	5	4	3				2	1	5.00	3	2	2	2	2	11.00	Low / Medium	4	High	5	Very difficult due to lack of landowner support and difficulty crossing the A166 safely	5	21.00			
64	Link from Broadway West to Fulford Ings	Lighting improvements along this existing path and possible provision of separate cycle path to reduce conflict	Safety improvement - Scrutiny Board scheme		Fishergate	South Bank, Fishergate, Heslington, Fulford	City Centre, University of York, Fulford School, Science Park	6	0	4	3			1	2	1	5.50	3			2			5.00	Medium	6	Low	1	Fairly easy	1	20.50	Some feasibility done on conflict resolution path	
65	Stratford Way / New Lane	Improved crossing between Stratford Way path and Portakabin / Monks Cross	Improved crossing point		Huntington	New Earswick, Huntington South	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium, Huntington Schools	6	0		3	2		1	2	1	4.50	3	2		2	2		9.00	Medium	6	Low / Medium	2	Stratford Way - signing only needed as already traffic calmed, New Lane crossing may be more difficult as land requisition may be needed	3	20.50		
66	Link between Woodland Way (Huntin) and Alpha Court (NW part of Monks X)	Provision of an off-road link between the end of the Woodland Way cul de sac and the dead end of the link from Monks Cross to Alpha Court to help cyclists avoid New Lane and Jockey Lane	Missing link which will also provide a traffic-free short-cut for Huntington residents	Monks Cross North devt link	Huntington	Huntington, Earswick, (Strensall?)	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium	6	0		3	2		1		1	3.50	3	2		2	2	2	11.00	Medium	6	Medium	3	Dependent on permissions from landowners and planning permission being granted	3	20.50		

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						Origin(s)	Destination(s)	Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+5)	City Centre (+4)	Maj Centre: Acomb/CM/MM/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K +) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts			Buildability Score	
67	British Sugar site to Water End	Path east of the rail lines linked to an ECML ped/cycle bridge	Missing link between major new development site and city centre		Holgate	British Sugar site, Boroughbridge Road residential area, Acomb, Leeman Road area	City centre, Clifton Moor	6	0	4	3	2	2	1	2	1	7.50	3	2	2	2	2	2	2	13.00	Medium	6	V. High	7	Very difficult due to need to use Network Rail and Yorkshire Water's land and need to make route flood-proof	5	20.50	
68	Bad Bargain Lane - Meadlands to Stockton Lane	Link between Stockton on Forest route and the current provision on Meadlands	Missing link - alternative to Stockton Lane with less traffic			Heworth, Osbaldwick, Stockton on Forest, Hopgrove Lane South, Derwenthorpe	Stockton on Forest, Heworth, Derwenthorpe	6	0	4				1		1	3.00	3		2	2	2	2	11.00	Low	2	Low	1	Fairly simple if signing only scheme	1	20.00		
69	Shipton Road (Skelton) - path between Fairfields Drive and St Giles Road	Widened off-road path alongside the A19 converted from footpath to shared use between two of the access points into Skelton and to enable cyclists wishing to join the York to Beringbrough path to get opposite the Strine Lane junction	Extension to existing radial route	Links to the NCN	Rural West York	Rawcliffe, Clifton Without	Skelton amenities, NCN 65	6	5		3	2		1		1	3.50	3				2		5.00	Low	2	Low?	1	Fairly easy if a path can be found through the trees and shrubs	1	19.50		
70	Hamilton Drive - link from Collingwood Road to Moorgate	Provision of on-road or off-road link between the north-south route at the Collingwood Road / Beech Ave junction to the OCR at Moorgate	Missing link on route to city centre / OLQM School	SRTS (OLQM School)	Holgate	Holgate, Foxwood, Woodthorpe, Acomb	Acomb, English Martyrs School, Our Lady's School, Hob Moor Schools, St Paul's School, City Centre, Energise, York Station	6	0	4	3		2	1	2	1	6.50	3	2					5.00	Medium / High	8	Medium	3	Difficult due to parking and width constraints	3	19.50		
71	Tang Hall Lane / Windmill Lane	Link between Heworth Village and University / Science Park including improvements to existing NCN 66 route	Missing link between University / Science Park and student / employee accommodation, poor quality NCN route in sections	NCN improvements, SRTS (Uni of York)	Heworth / Hull Road	Heworth, Tang Hall, Badger Hill, Heslington	University of York, Science Park, Tang Hall shops, Heworth amenities, Archbishop Holgates School, Lord Deramores School, Badger Hill Primary, Burnholme School	6	0		3	2		1	2	1	4.50	3	2			2		7.00	Medium / High	8	Medium but depends what facilities are needed	3	Difficult due to parking, width constraints, verge widths, vehicle crossovers and trees	3	19.50		
72	Lowther Street / Penliss Grove Street / Townsend Street	Improvements to parallel one-way link roads between Clarence Street and Huntington Road / Monkgate	Well used links which are traffic calmed but are not very cycle friendly due to full width features used	SRTS (Park Grove Primary) SRT Hospital, Groves Regen project	Guidhall	Clifton, The Groves, Heworth	City Centre, Foss Bank, Foss Islands Retail Park, Nestle, York Hospital, Park Grove School, St Wilfred's School	6	0	4		2		1	2		4.50	3	2		2			7.00	Medium / High	8	Medium?	3	May be difficult due to potential speed increases which may result from replacing speed humps with speed cushions	3	19.50		
73	Wigginton Road - link from Clifton Moorgate to start of current off-road path at Nestle	Off-road path between existing facilities on Clifton Moorgate and on Wigginton Rd south of the freight entrance	Missing link on radial route		Rawcliffe	Wigginton, Haxby, New Earswick	Clifton Moor, Nestle, York Hospital, City Centre	6	0	4	3	2	2	1		1	6.50	3	2		2	2	2	9.00	Medium	6	High	5	Fairly difficult due to restricted verge widths in places and speed of adjacent traffic	3	19.50		
74	Heslington to Wheldrake via Heslington Common	Link from Heslington Lane to Wheldrake using some existing PROWs running alongside Fulford Golf Course to Wheldrake Lane	Link to outlying village		Fulford / Wheldrake	Wheldrake, Heslington, York	University of York, Science Park, City Centre	6	0	4	3	2		1	2	1	6.50	3		2	2	2	2	11.00	Low	2	Medium?	3	Fairly difficult due to crossing other landowners' property	3	19.50	Suitable for all or just mountain bikes?	
75	DVLR route from Osbaldwick to Murton	Potential link along alignment of former Derwent Valley Light Railway between Metcalfe Lane and Murton Lane (delivered by any future development?)	Potential NCN route and future development related route	NCN improvement	Osbaldwick	Murton, Dunnington, Osbaldwick, Heworth	City Centre, Dunnington & beyond on NCN, Osbaldwick, Murton	6	5	4					2	1	3.50	3		2	2	2	2	11.00	Low / Medium	4	High	5	V. Difficult as land not owned by CYC and homes already built on alignment	5	19.50		
76	York Central - link from Water End	Link into York Central site from Water End	Missing link to major development site		Holgate	Clifton, Acomb, Boroughbridge Road residential area	York Central, city centre, York Station	6	0	4	3	2	2	1			6.00	3	2	2	2	2		11.00	Medium / High	8	V High	7	Very difficult but may be a planning condition	5	19.00		
77	Heslington to Wheldrake / Elvington route	Route to the two outlying villages using a combination of quiet roads and off-road provision - feasibility study done which highlighted problems with key sections of the routes due to lack of landowner support	Links to outlying villages from the main urban area - route to school and employment sites	SRTS (Elvington School, Fulford School, Lord Deramores School, Uni of York)	Fulford / Wheldrake	Wheldrake, Elvington, Sutton on Derwent, Thorganby and other villages beyond	University of York, Fulford School, Archbishop Holgate's School, Science Park, City centre?	6	0	4	3	2		2	1		6.00	3		2	2	2	2	11.00	Low / Medium	4	Medium?	3	Very difficult due to having to pass over numerous landowners' land and lack of landowner support. Whintherpe?	5	19.00	Whintherpe development should unlock some of the issues with landowners. Wheldrake Ward Committee may be interested in providing missing links in route.	
78	Westfield Lane (Wigginton & Haxby)	Links along western then southern edges of Wigginton / Haxby to meet York Road near Haxby Gates	Missing quiet road / off road link	SRTS (Wigginton & Headlands Primaries, Joseph Rowntree School)	Haxby	Wigginton, Haxby	Wigginton Primary, Headlands Primary, Clifton Moor, Joseph Rowntree School	6	0	4	3			1	2	1	5.50	3			2		2	7.00	Medium	6	Medium?	3	May be difficult in parts	3	18.50		
79	Wigginton Road - link from A1237 to Clifton Moorgate	Link between the A1237 roundabout and Clifton Moorgate	Missing link on radial route		Rawcliffe / Huntington	Wigginton, Haxby, New Earswick	Clifton Moor (south), Nestle, York Hospital, City Centre	6	0	4	3	2	2	1		1	6.50	3	2		2		2	9.00	Low / Medium	4	Medium / High	4	Difficult due to the lack of verge width available on some stretches and speed of adjacent traffic	3	18.50		
80	Askham Lane - link between Gale Lane to Ridgeway junctions	On or off-road provision to enable cyclists to get from Gale Lane to Ridgeway safely and to highlight their presence to motorists especially at the mini-roundabouts	Missing link on radial route, to shops and to school	SRTS (Westfield Primary)	Westfield	Holgate, Acomb, Foxwood, Woodthorpe	City Centre, Acomb Centre, York Station, York High School, Westfield School	6	0	4	3			1	2		5.00	3	2					5.00	Medium / High	8	Medium	3	Difficult due to width restrictions, parking and various crossing points along stretch	3	18.00		
81	Moor Lane, Woodthorpe	Link between current facilities at the new A1237 rdbt and the Chalonsers Road mini-rdbt	Missing distributor link	SRTS (York College, Askham Bryan College)	Dringhouses	Askham Bryan, Askham Richard, Woodthorpe, Dringhouses	York College, Askham Bar P&R, Tesco, Askham Bryan College	6	5				2	1	2	1	3.00	3	2			2		7.00	Low / Medium	4	Medium / High	4	Difficult due to width of road, trees and many driveways	3	18.00		
82	Lawrence Street / Hull Road - link from Walmgate Bar to Tang Hall Lane	Provision of on or off-road facilities along the remaining length of the A1079 as far as the Inner Ring Road	Missing link on busy radial route - Scrutiny Board scheme	York City Beautiful	Fishergate / Hull Road	Osbaldwick, Murton, Dunnington, Badger Hill, Heslington East, Tang Hall, Heslington	City Centre, University of York, Archbishop Holgate's School, Science Park	6	0	4	3	2	2	1	2		7.00	3	2	2				7.00	High	10	V. High	7	Very difficult due to width constraints and high vehicle numbers	5	18.00	Will probably need to be split into shorter links	

Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Origin(s)	Destination(s)	Linking		Strategic Route		Destination Types Served by Route										Added Value		Potential Usage		Cost (to CYC)		Build-ability		Overall Score +	Comments	
								Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+5)	City Centre (+4)	Maj Centre: Acomb/CM/MX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K +) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts			Buildability Score
83	Bishophorpe Road – provision from Chocolate Works’ entrance to Scarcroft Road junction	On or off-road provision along section of Bishophorpe Road with no current cycle facilities (if feasible)	Missing link on radial route - Scrutiny Board scheme		Micklegate	Bishophorpe, Acaster Malbis, Copmanthorpe, Dringhouses	City Centre, York Station, Millthorpe School, All Saints School, York Racecourse	6	0	4	2	2	1	2	1	6.00	3	2		2	2	9.00	Medium	6	Medium / High	4	Very difficult due to width restrictions, parking and fairly narrow footways	5	18.00			
84	Kilburn Road & Allotments link	Link between Fulford Road and Walmgate Stray route - requires surface improvements to road and better access barrier onto Walmgate Stray	Missing link to University	SRTS (University of York)	Fishergate	Fulford Road, Fishergate area	University of York, Fulford Road amenities, Fishergate allotments	0	0		3	2		1	2	1	4.50	3	2		2	2	9.00	Medium	6	Low	1	Route through allotments done as part of Northern Powergrid scheme	1	17.50	Improvements to barrier requested recently but can't be funded from Frederick House Devt	
85	Melrosegate / Green Dykes Lane / University Road	Link between Heworth Village and University	Missing link between University / Science Park and student / employee accommodation	SRTS (Uni of York)	Heworth / Hull Road / Fishergate	Heworth, Tang Hall, Heslington Lane area	University of York, Science Park, St Lawrence's School, Hull Road amenities, Heworth amenities	6	0		3	2		1	2	1	4.50	3	2			5.00	Medium / High	8	Medium but depends what facilities are needed	3	Difficult due to parking, width constraints, verge widths, vehicle crossovers and trees	3	17.50	Will probably need to be split into shorter links		
86	Wigginton Road – link north of A1237 to Wigginton village	Provision of shared use path alongside Wigginton Road in verge to link the village of Wigginton with the Outer Ring Road. May be able to do a shorter link if a route through top Westfield Lane can be found	Link to outlying village – Scrutiny Board scheme		Haxby	Wigginton, Shipton by Beningbrough, Haxby? Skelton?	Clifton Moor, City Centre, York Hospital, Nestle	6	0	4	3	2	2	1		1	6.50	3	2		2	2	9.00	Low / Medium	4	High	5	Difficult due to nature of adjacent verge and potential utility apparatus in it	3	17.50		
87	Tadcaster Road – extension of off-road path from the current termination at the toucan near the Tyburn southwards to the Marriott Hotel	Extension of off-road shared use path or segregated provision with cyclists using a path behind the fence line or fence line moved further back and path widened.	Enhancement to radial route facility – Scrutiny Board scheme	SRTS (York College, Millthorpe & All Saints Schools)	Micklegate	South Bank, Bishophill, Dringhouses, Woodthorpe, Foxwood	City Centre, Dringhouses School, York College, Tadcaster Road shops and businesses	6	0	4		2		2			4.00	3			2		5.00	Medium / High	8	Medium	3	Difficult due to width restrictions unless footpath is widened into stray	3	17.00		
88	Askham Lane - link between the Ridgeway and Foxwood Lane junctions	On or off-road link between the two mini-roundabouts at either end of the stretch fronting Westfield School junctions	Missing link at edge of radial route and well used by school children	SRTS (Westfield Primary, York High, Manor CE)	Westfield	Westfield, Foxwood, Askham Bryan	Acomb, City Centre, various schools	6	0	4	3		2	1	2		6.00	3	2				5.00	Medium	6	Medium	3	Difficult due to restricted width available	3	17.00		
89	Bishophorpe Road link from Crematorium to Bishophorpe Main Street	Link from end of proposed off-road path to the village. May need speed reduction if no room for formal facilities	Missing link to village		Bishophorpe	Bishophorpe, Acaster Malbis	Crematorium, City Centre, York Racecourse, University of York, Law College, York Station	6	0	4				1	2	1	4.00	3	2		2	2	9.00	Low / Medium	4	Medium	3	Difficult due to lack of available width, Conservation area status and landowners either side of the road	3	17.00		
90	Tadcaster Road to Cherry Lane	On or off-road link from St Helens Rd junction to Cherry Lane	Missing Link		Dringhouses	Acomb, Foxwood, Dringhouses	Knavesmire, LIDL, York High, Acomb shops, Acorn Rugby Club, Hob Moor schools	6	0		3			1	2	1	3.50	3	2		2		7.00	Medium	6	Medium	3	Fairly difficult due to restricted width on major radial road	3	16.50		
91	Beckfield Lane to Front Street junction via Wetherby Road, The Green, York Road (Acomb)	Link from southern end of Beckfield Lane past The Green to the Front Street junction	Missing link on end of radial route	Rufforth to Acomb link	Acomb / Westfield	Rufforth, Knapton, Acomb	Acomb, Northminster Business Park, Poppleton Bar P&R, Poppleton Station	6	0	4	3		2	1	2	1	6.50	3	2		2		7.00	Low / Medium	4	Medium / High	4	Difficult due to restricted width available and on street parking	3	16.50		
92	Fulford to Crockey Hill via Forest Lane	Quiet road / off road alternative to A19 using Fordlands Road, Forest Lane, Tillmire Farm access road and verge path down A19	Alternative radial route towards the city centre avoiding the busy A19	SRTS (Fulford School, Uni of York)	Fulford / Wheldrake	Crockey Hill, Fulford, Heslington	Fulford, University of York, Fulford School	6	0	4	3			1	2	1	5.50	3			2	2	2	9.00	Low	2	Medium	3	Section parallel with A19 will be difficult also need to negotiate access along private road	3	16.50	Can cyclists then get to existing facilities on west side of A19?
93	Energise to Hob Moor route	Formalise (sign) route using the link path between Energise and Gale Lane, Danesfort Ave and the path running between Kingsway West and Green Lane with improved crossings if appropriate	Missing link between off road network and leisure / education site	SRTS (York High, Hob Moor School, OLQM School, Millthorpe School)	Westfield	Holgate, South Bank	Energise, York High	0	5		3			2	1		3.00	3			2		5.00	Medium	6	Low / Medium	2	Fairly easy if opposition from other path users can be overcome and shool are happy with access being open to the public	1	16.00		
94	Ridgeway	On or off-road link between potential Askham Lane and Beckfield Lane facilities	Missing distributor link	SRTS (Manor School)	Westfield	Foxwood, Woodthorpe, Westfield, Chapelfields	Manor School, Clifton Moor, Acomb Centre, Energise, York Business Park	6	0		3	2		1	2	1	4.50	3	2				5.00	Medium	6	Medium	3	Difficult due to nature of road, trees and many driveways	3	15.50		
95	Askham Lane - Foxwood Lane to Moor Lane rdnt	Old-road link between the current facilities at the Moor Lane roundabout and Foxwood Lane	Missing minor radial route link		Westfield / Dringhouses / Rural West York	Askham Bryan, Askham Richard	Acomb, City Centre, various schools	6	0	4	3		2	1	2	1	6.50	3	2		2		7.00	Low	2	Medium	3	Fairly difficult if verges contain utility apparatus	3	15.50		
96	Poppleton to Hessay route – route leaving Poppleton via Black Dike Lane, across A59 down Burlands Lane and westwards to Hessay (could form part of route to Harrogate)	Provision of a mainly off-road or on quiet roads link between the two villages of Hessay and Poppleton to take cyclists off the busy A59 including a link to the new Park & Ride site	Missing link between very small rural village with no shops, school etc with a larger one with more amenities		Rural West York	Hessay, Rufforth? Poppleton	Poppleton Bar P&R (when built), Poppleton Station, Poppleton amenities, Manor School, Poppleton Usebank school	6	0		3		2	1	2	1	4.50	3		2	2	2	9.00	Low	2	Medium	3	Difficult due to having to negotiate with several landowners and lack of PROWS in the vicinity	3	15.50		
97	Prices Lane / Nunnery Lane	Links from Bishopgate Street / Bishophorpe Rd to Victoria Bar	Missing link between radial routes		Micklegate	Bishophorpe, South Bank, Clementhorpe	City Centre, Priory St Centre, Micklegate amenities	0	5	4			2	1	2	1	5.00	3	2				5.00	Medium	6	Medium	3	Difficult unless on road lanes used or the Bar Walls Moat	3	15.00		
98	A19 to York / Selby path south of Deighton	Link between Escrick / Deighton and York / Selby path using Naburn Lane and Moor Lane	Missing village link	Link to the NCN	Wheldrake	Wheldrake, Escrick, Deighton, Naburn	Naburn, York, Selby	6	0					2	1		1.50	3			2	2	7.00	Low	2	Low	1	Easy, signing only	1	14.50		
99	Askham Richard to A64 via Askham Bryan College & A1237	Link between Askham Richard and A64 using Main Street, York Road, Askham Fields Lane and Mill Lane with crossing of A1237	Missing rural link	SRTS (York College / Askham Bryan College)	Rural West York	Askham Bryan, Askham Richard, Woodthorpe, Dringhouses	York College, Askham Bryan College	6	0	4				2	1		3.50	3	2	2		2	9.00	Low	2	Medium	3	Safe crossing of A1237 could be expensive	3	14.50		
100	Dalton Terrace	Facilities along Dalton Terrace	Missing link between two radial routes	SRTS (Mount School, All Saints Upper, Millthorpe, St Pauls)	Micklegate	Acomb, Holgate, South Bank	Mount School, All Saints, Millthorpe, Acomb, Poppleton Park, Bishophorpe Road shops	0	0		3	2		1	2		4.00	3	2				5.00	High	10	Low / Medium	2	Difficult at the Holgate Road end where the road is narrower	3	14.00		

Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Linking		Strategic Route		Destination Types Served by Route										Added Value				Potential Usage		Cost (to CYC)		Build-ability		Overall Score +	Comments			
						Origin(s)	Destination(s)	Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+5)	City Centre (+4)	Maj Centre: Acomb/CM/MM/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K +) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts			Buildability Score		
101	York Business Park to former British Sugar Site	Developer funded? new bridge link between new residential development and Business Park with potential rail halt	Missing link between major new residential development and employment / leisure / restaurant / retail site	British Sugar transport masterplan	Acomb	British Sugar site, Boroughbridge Road residential area, Acomb	York Business Park, Clifton Moor	6	0	4	3		2	1	2							6.00	2	2	2	2	8.00	Low / Medium	4	High	5	5	14.00	
102	Rawcliffe Lake path	Widening existing path or provision of separate cycle path around lake to reduce conflict and link to new path across Rawcliffe Rec.	Safety scheme to improve link to schools, shops, employment	SRTS (Lakeside Primary, Clifton with Rawcliffe Primary)	Rawcliffe	Clifton, Rawcliffe, Clifton Without	Lakeside School, Clifton with Rawcliffe School, Clifton Moor	0	0													4.50	3	2			9.00	Medium	6	Medium	3	3	13.50	
103	The Village, Haxby	Facilities along the whole length of The Village between York Road roundabout and Moor Lane	Missing link on main road through Haxby		Haxby	Wigginton, Haxby	Health Centre, Ralph Butterfield School, Haxby Facilities (future Haxby Station?)	6	0					1	2							1.50	3	2			7.00	Medium	6	Medium / High	4	3	13.50	
104	New Lane / Stratford Way to Monks Cross North	Link between Stratford Way / New Lane and Monks Cross running north of the Portakabin site	Missing link to employment / shopping site	SRTS Huntington Secondary	Huntington	New Earswick, Huntington	Huntington Secondary, Monks Cross	0	0					1	2							4.00	3		2	2	7.00	Low / Medium	4	Low	1	1	13.00	
105	Osbalwick Beck Route	Route alongside Osbalwick Beck from St Nicholas Field to Moore Avenue with improved crossings where appropriate	Missing off-road link	SRTS (Derwent, Osbalwick, Archbishop Holgates)	Hull Road	Osbalwick, Murton, Tang Hall	Derwent School, Osbalwick School, Archbishop Holgates, Foss Islands Retail Park, St Nicholas Field, Hull Road Park	0	0	4				1	2	1						4.00	3	2			9.00	Medium	6	Medium?	3	3	13.00	
106	Naburn Railway Bridge to Naburn Village	Provision of link from Sustrans NCN 65 to Naburn village	Missing rural link		Wheldrake	Naburn, Fulford, York	Naburn village, NCN65	6	0					1	2	1						2.00	3	2			9.00	Low	2	Medium	3	3	13.00	
107	Station Road / Landing Lane, Haxby	Facilities along whole length of Station Road and Landing Lane to River Foss	Missing link on main road through Haxby	SRTS Ralph Butterfield	Haxby	Wigginton, Haxby, Towthorpe, Strensall	Haxby facilities, Ralph Butterfield, Headlands, Joseph Rowntree schools, Clifton Moor (future Haxby Station?)	0	0					1	2	1						3.50	3	2	2		9.00	Medium	6	Medium	3	3	12.50	
108	Clifton Backies to Clifton with Rawcliffe School	Link including Tamworth Road, Water Lane, Lancaster Way, Melton Avenue, Reighton Drive, Beaverdyke and Greystoke Road	Mostly quiet route through Clifton Without	SRTS (Clifton with Rawcliffe School)	Rawcliffe	Kingsway, Clifton, Rawcliffe, Skelton	Clifton with Rawcliffe School, Rawcliffe Lake, Clifton Moor	0	5					1	2	1						3.50	3		2		5.00	Low / Medium	4	Low / Medium	2	3	12.50	
109	Mill Lane / The Village, Wigginton	Facilities along whole length of Mill Lane and The Village from Wigginton Road to Moor Lane	Missing link on main road through Wigginton	SRTS Wigginton Primary	Haxby	Wigginton, Haxby	Haxby facilities, Wigginton Primary, Health Centre	6	0					1	2							1.50	3	2			7.00	Low / Medium	4	Medium	3	3	12.50	
110	Stockton Lane - Ashley Park to Stockton on the Forest	On or off-road provision along minor radial route (with 60mph speed limit)	Missing link on radial route and village link		Heworth Without / Strensall	Stockton on the Forest, Heworth Without	City Centre, Foss Bank, Foss Islands Retail Park, Stockton on the Forest amenities	6	5	4	3			1		1						4.50	3		2		7.00	Low	2	V High	7	5	12.50	
111	Riverside path from Landing Lane to Naburn Lane	Further extension of St Oswalds Road to Landing Lane scheme to link to Naburn Lane facilities	Missing link on off-road radial route - Scrutiny Board scheme		Fulford	Fishergate, Fulford, Naburn	Designer Outlet, Naburn, City Centre	6	0	4				2	1		1					4.00	3		2		7.00	Low	2	Medium / High	4	3	12.00	Will landowner be amenable?
112	Germany Beck on-site cycle routes and links to feeder roads	Routes through the site and to adjoining residential areas	Links to and through new development site		Fulford	Naburn, Fulford	University, Science Park	0	0					1	2	1						4.50	3		2	2	9.00	Low	2	Medium	3	1	11.50	Developer delivered
113	Wheldrake to Escrick	Provision of a link between Wheldrake and Escrick / Deighton through the North Selby Mine site	Missing link between villages		Wheldrake	Wheldrake, Escrick, Deighton	NCN65, Wheldrake School and other amenities, Escrick village and amenities	6	0					1	2	1						2.00	3		2		7.00	Low	2	Medium	3	3	11.00	
114	Burdyke Avenue	Improved link between OCR at Kingsway North Rdbt and Water Lane / Canon Lee School	Well used route to school, parts of Clifton Moor and large employers	SRTS (Canon Lee Secondary)	Clifton	Clifton, Clifton Without, Rawcliffe	Clifton Moor, Canon Lee School, Clifton with Rawcliffe School, Burton Green Primary, Nestle, York Hospital	0	0					1	2	1						4.50	3	2			5.00	Medium	6	Low / Medium depending on whether on road or off road solution found	2	3	10.50	
115	Grimston Bar Interchange to Murton Lane	Provision of missing section between roundabout circulatory lane and Murton Lane north of the A166	Missing rural link (Highways England may be able to support)		Osbalwick	Murton, Dunnington	City Centre, NCN66, Murton, Dunnington	0	0	4				2	1							3.50	3		2		7.00	Low	2	Low / Medium	2	1	9.50	
116	Mill Lane	Heworth Green to East Parade	Missing link with some facilities at one end	LSS (at Heworth Green end)	Heworth	Tang Hall, Heworth, Bell Farm, Dodsworth Ave estate	Heworth amenities, Foss Islands Retail Park, Nestle, York Hospital	0	0					1	2	1						4.50	3	2			5.00	Medium	6	Medium but depends whether the junctions at either end need tweaking	3	3	9.50	
117	Heworth Road	Link between Heworth Green roundabout and Heworth Village	Missing link between radial route and Heworth amenities	SRTS (Heworth School), LSTF?	Heworth	Heworth, Tang Hall, Muncastergate estate	Heworth amenities, Foss Islands Retail Park, Nestle, York Hospital, Monks Cross	0	0					1	2	1						4.50	3	2			5.00	Medium	6	Medium	3	3	9.50	

Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Linking		Strategic Route		Destination Types Served by Route										Added Value			Potential Usage		Cost (to CYC)		Build-ability		Overall Score +	Comments		
						Origin(s)	Destination(s)	Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+5)	City Centre (+4)	Maj Centre: Acomb/CM/MMX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K+) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score			Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score
118	Askham Fields Lane (part), Chapel Lane, York Road, Main Street (Askham Richard)	Links to Askham Bryan College from Askham Bryan and Askham Richard villages	Missing route to Askham Bryan College and rural link	SRTS (Askham Bryan College)	Rural West York	Askham Bryan, Askham Richard, Woodthorpe, Dringhouses	Askham Bryan College, City Centre, Acomb	0	0	4	3			1	2	1	5.50	3					2	5.00	Low / Medium	4	Low / Medium	2	Fairly simple unless measures required to slow traffic	3	9.50	
119	Link from Cherry Lane to Bracken Road	Route around outside of racetrack linking Middlethorpe estate to the other racecourse routes	Missing off-road link	SRTS (York College)	Dringhouses / Micklegate	Middlethorpe Estate, Dringhouses, South Bank, Clementhorpe	York College, Askham Bar	0	0					2	1	2	1	3.00	3			2	2	7.00	Low / Medium	4	Low / Medium	2	Negotiations with racecourse may be tricky due to route passing their stables	3	9.00	
120	Link between Copmanthorpe and Bishopthorpe	Route between the two villages away from the main roads (western end may be provided by housing devt)	Route between villages	Link to NCN 65	Bishopthorpe / Copmanthorpe	Copmanthorpe, Bishopthorpe	Copmanthorpe, Bishopthorpe, NCN65	0	0					1	2	1	2.00	3	2	2	2	2	2	11.00	Low	2	Medium? May be part funded by Network Rail	3	May be some difficulties getting permissions and crossing drainage ditches	3	9.00	
121	York Road, Naburn to York to Selby path	Link between the main road and NCN 65 using Vicarage Lane	Missing village link	SRTS (Naburn School), Link to NCN	Wheldrake	Naburn, Deighton, Escrick	Naburn, York, Selby	0	5						2	1	1.50						2	2.00	Low	2	Low	1	Fairly simple footpath conversion	1	8.50	
122	Thanet Road to Tadcaster Road	Link from LIDL to Tadcaster Road	Missing link		Dringhouses	Acomb, Foxwood, Dringhouses	Knavesmire, LIDL, York High, Acomb shops, Acorn Rugby Club, Hob Moor schools	0	0		3			1	2	1	3.50	3	2					5.00	Medium	6	Medium	3	Fairly Difficult due to available width and parking	3	8.50	
123	Askham Bryan Lane and Main Street	On or off-road link between A1237/Moor Lane rd and Chapel Lane junction	Missing route to Askham Bryan College and rural link	SRTS (Askham Bryan College)	Rural West York	Askham Bryan, Askham Richard, Woodthorpe, Dringhouses	Askham Bryan College, City Centre, Acomb	0	0	4	3			1	2	1	5.50	3				2	5.00	Low / Medium	4	Medium	3	Fairly simple unless measures required to slow traffic	3	8.50		
124	Heslington Road to Walmgate Stray	Link onto stray from Heslington Road between Fishergate Allotments and The Retreat	Missing off-road link to NCN	Link to NCN	Fishergate	Heslington Road / Lawrence Street area, Fulford Road	Fishergate Allotments, Imphal Barracks, University of York, Heslington	0	0		3				2	1	3.00	3	2		2			7.00	Low / Medium	4	Medium	3	Could be conservation issues	3	8.00	More of a leisure route?
125	Germany Beck to Heslington Tillmire	Route using existing PROWs and tracks from Fulford to Fir Tree Farm	Route to villages, countryside		Fulford	Fulford, Heslington, Fishergate, Wheldrake, Elvington	Fulford, Fulford School	0	0					1	2	1	2.00	3			2	2	2	9.00	Low	2	Medium	3	Sections on land privately owned will probably be difficult to negotiate	3	7.00	SSSI issues?
126	Off-road link between Askham Richard and Askham Bryan using PROWs	Link between two villages using Buttacre Lane and ROWs	Alternative to on-road route	SRTS (St Marys)	Rural West York	Askham Richard, Askham Bryan	St Marys Primary, Askham Richard, Askham Bryan, York	0	0						2	1	1.50	3				2	5.00	Low	2	Low	1	Some ROW improvements needed plus permissions	1	6.50		
127	Mill Lane, Askham Richard	Quiet road between village and radial route out of city	Alternative route with less traffic	SRTS (St Marys)	Rural West York	Askham Richard, Askham Bryan?	Tadcaster and villages inbetween	0	0						2	1	1.50	3				2	5.00	Low	2	Low	1	Easy signing-only	1	6.50		
128	A64 to Askham Bryan College Link	Link off A64 path via Westfield House access road		SRTS (Askham Bryan College)	Rural West York	Tadcaster and villages inbetween	Askham Bryan College	0	0						2		1.00	3						3.00	Low	2	Low	1	Easy if landowner permissions granted	1	4.00	
129	Riverside floodbank path through Clifton Ings and Rawcliffe Ings	Path along top of the eastern floodbank next to the River Ouse	Missing leisure route		Rawcliffe / Rural West York	Skelton, Rawcliffe, Clifton, City Centre	Skelton, City Centre, Clifton Ings, Rawcliffe Ings	0	0	4						1	2.50				2	2	2	6.00	Low	2	High	5	Difficult if floodbank top needs widening	3	2.50	

- Abbreviations**
- LSTF Local Sustainable Transport Fund
 - NCN National Cycle Network
 - CCMAF City Centre Movement & Accessibility Framework
 - SRTS Safe Routes to School
 - OCR Orbital Cycle Route
 - SRT Safe Route to
 - LSS Local Safety Scheme
 - SSSI Site of Special Scientific Interest
 - BBAF Better Bus Area Fund
 - CYC City of York Council
 - OLQM Our Lady Queen of Martyrs

KEY

- Scheme where feasibility work is programmed or some has already been done
- Development related or funded scheme

+ Overall Score = (Sum of 2 Strategic Route scores + Destination Factor + Mean Added Value Score + Usage Score) - (Cost Score + Buildability Score)

York Local Cycling and Walking Infrastructure Plan

Scoping report

22 July 2020

To find out more, please contact: Katrina Adam
katrina.adam@sustrans.org.uk

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1 Executive summary

This scoping report sets out a series of high-level analyses to inform the development of a full Local Cycling and Walking Infrastructure Plan (LCWIP) for York. Analyses are based on national and York-specific data to establish levels of cycling and walking in York. These have been assessed in terms of trends in participation, patterns of commuting, and estimated future use of the highway and cycling network in York if the city were to “Go Dutch”. “Go Dutch” estimates are taken from the propensity to cycle (PCT) model. Pedal cycle count data from the Department for Transport (DfT) and City of York Council’s (CYC) automatic counters have been used to sense-check PCT estimates. By evaluating CYC and neighbouring authorities’ local plans, planned large residential developments have been mapped to identify areas where flows may increase in excess of those modelled. Road traffic collision data have been mapped to identify clusters of incidents. Finally, proposals to extend the current cycle network in York are evaluated in light of the analyses made in this report. With safe, high quality infrastructure in place, many short journeys currently made by car have the potential to be converted to cycling and walking. As the country emerges from the Covid-19 lockdown, facilitating these potential conversions is more important than ever.

An LCWIP has an important role to play in supporting CYC’s efforts to tackle the challenges of Climate Change, air pollution and the growing public health crisis of physical inactivity, by highlighting a range of transport options that will encourage greater levels of walking and cycling and create healthier, happier places for people living, working and visiting the city.

Importantly, an LCWIP will:

- Set out the evidence of how an increase in cycling and walking can be achieved in the City
- Lay out a comprehensive cycle network and target expenditure for best value
- Identify a list of infrastructure improvements for both walking and cycling based on best practice
- Summarise the evidence for supportive measures, such as Low Traffic Neighbourhoods
- Provide cost estimates for these schemes that can be used in future bids and in planning decisions (for example, Tranche 2 of the DfT Emergency Active Travel Fund will rely heavily on LCWIP plans for funding allocation)

CYC has a significant opportunity to increase cycling and walking levels in York. However, the LCWIP is not merely an exercise in modal shift. By embedding the LCWIP in wider policy and strategy, provision for cycling and walking has the potential to catalyse lasting improvements for York as a place. Completion of a full LCWIP will result in evidenced policies and objectives to achieve this, underpinned by infrastructure and supporting measures. Nine possible objectives are offered here for consideration during the LCWIP process:

- Objective 1: Minimise differences in the likelihood of York residents to use active travel for utility and leisure journeys.
- Objective 2: Reverse the decline in cycling levels in York, and plan for **xxx** percentage of York journeys to work to be by cycle by **xxx** (target to be discussed and agreed).
- Objective 3: Promote and facilitate multi-modal trips, particularly for cross-boundary commuter and leisure travellers.
- Objective 4: Prioritise cycling and walking routes that are most likely to lead to the conversion of short car commutes into active travel modes.
- Objective 5: Where major cycling and walking destinations coincide, minimise potential for conflict between user groups.
- Objective 6: Prioritise installation or improvements to cycling and walking infrastructure in areas of known safety risk, following best practice design guidance.
- Objective 7: Prioritise cycle routes that serve outlying settlements with latent potential for cycling to the city centre, even if current levels of cycling in these corridors are low.
- Objective 8: Create conditions that facilitate an increase of cycling and walking within local residential neighbourhoods and around community hubs.
- Objective 9: Require all new developments to be designed to provide streets for people, with local facilities and access to the wider active transport network within safe, accessible and enjoyable reach by cycling and walking.

These suggested objectives are intended to help determine the level of ambition of the full LCWIP. To achieve these objectives (or similar) in full, the LCWIP should look to encompass primary, secondary and tertiary networks in its final proposals.

The suggested objectives were developed in response to the analyses presented in this report. Key findings were:

- Although high compared to other UK towns and cities, levels of cycling and walking in York have declined since 2015. Whilst York adults remain more active than adults in England, over 70% never cycle, and over 50% walk fewer than three times per week. York children are slightly less active than English children overall.
- Nearly two-thirds (58%) of commuting journeys within York are by motor vehicle. Commuting by bike (16%) and on foot (25%) is higher than the national average, but there is nevertheless a huge opportunity to reduce the reliance on motor vehicles for commuting in the city.
- Over 80% of inbound and outbound commutes are by motor vehicle. Existing park and ride sites on the city outskirts provide an opportunity to promote “park and pedal” as an alternative to driving into the city centre.

- The majority of high-flow walking commutes are on the western side of the city. However, the highest flows are between the City Centre and: Heworth South and the Groves¹, Fulford Road and Clementhorpe, Clifton North, and Holgate East. If radial journeys are ignored, high-flow OD lines are concentrated between Middle-layer Super Output Areas (MSOAs) to the south of the city.
- High-flow cycling commutes are also predominantly radial, but distributed more evenly around the city. The highest flows are to the north and west, between the City Centre and: Heworth North, Clifton Without, Holgate West, and Acomb. Non-radial flows are concentrated in two clusters: to the north of the city in and around Clifton, Heworth and Huntington; and to the south of the city in and around Fulford and Heslington. Actual cycle counts show that cycling volumes are highest on routes nearest the city centre.
- Short driving commutes are predominantly on the west of the city. Many of the shortest high driving flows (between MSOA centroids less than a mile apart) coincide with high walking or cycling flows. Excluding these overlapping flows reveals two clusters of driving commutes; between the southwest of the city and the centre, and flows between the north and northwest of the city.
- Reliable data on school journey flows are not available. The majority of school journeys across York are active, but nearly all schools (in particular primary schools) have a significant minority of motor vehicle journeys. Primary and secondary schools with larger catchments (either through geography or as a result of faith status) tend to have higher numbers of motor vehicle journeys.
- Many key leisure trip generators and large employment centres are co-located within the A1237/A64 ring road. Virtually all destinations within the ring road are within three miles of York station. Additionally, many of the major historical attractions in York are within a mile of York station. There is therefore, significant opportunity to improve cycling and walking for tourism and leisure in addition to commuting.
- Accident clusters were identified in several locations across the city. Ouse Bridge is a cluster location for cyclist and pedestrian casualties. Clusters of accidents resulting in serious injuries to cyclists were identified around York station, at the Huntington Road-A1036 junction and on Heworth Road.
- Under the PCT “Go Dutch” scenario, levels of cycling will increase but the flow distribution around the city network will be largely similar. Exceptions to this are in the north and south east of the city, where flows are modelled to increase. A number of gaps in the current and proposed cycle network are evident, between modelled areas of high flows or in regions where there are currently high numbers of short driving commutes.

Finally, the Covid-19 pandemic has brought the importance of active travel for health into sharp focus. Provision of alternative mobility for public transport users, limiting increased car use, and ensuring the availability of safe neighbourhoods are all recognised as key elements of a post-Covid transport

¹ To give geographical context, MSOAs are described using names assigned in the [House of Commons Library of MSOA Names](#).

system. In section 5 future data and analyses required for the full LCWIP are addressed. Short term opportunities as a direct result of the Covid-19 pandemic are presented in sections 5.3.1 and 5.3.2.

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2 Introduction

2.1 Purpose and layout of scoping document

In 2017, the Government published a Cycling and Walking Investment Strategy, focused on making “cycling and walking the natural choices for shorter journeys, or as part of a longer journey”². Within the strategy, local authorities are encouraged to pursue a strategic approach to investment for cycling and walking, with the aim of normalising active travel as a transport mode. Using a structured framework, Local Cycling and Walking Infrastructure Plans (LCWIPs) enable local authorities to identify and prioritise local needs for cycling and walking infrastructure, and provide a basis for strategic investment in the cycling and walking network.

Government guidance for the development of an LCWIP³ divides the process into six distinct phases, shown in Figure 1. The York LCWIP Scoping Report contributes to Stage 1 and 2, and presents a baseline analysis of cycling and walking in York, using currently available data. The document provides a rationale for a proposed geographical extent of the future LCWIP that encompasses the whole region. It suggests key data sources and analyses that will be required to complete the full LCWIP. It is envisaged that this document will sit alongside policy and governance analyses undertaken by CYC officers to inform a brief for the development of a CYC LCWIP.

The document is structured as follows:

- Section 2.2 brings attention to the need to evaluate policy and strategy priorities; it is anticipated that this will be completed by CYC officers (to follow in final draft).
- Section 3 contains the bulk of the analysis, focusing on current levels and distributions of cycling and walking and commuter journeys in York. It demonstrates that while York already exhibits high levels of adult active travel when viewed in the national context, there are opportunities to increase cycling and walking in the city. Key flows for different modes of travel are identified, highlighting areas that show potential for meaningful modal shift.
- Section 4 examines how future cycling and walking activity may be distributed around the city, were it to “Go Dutch”. Existing proposals for cycle network expansion in York are evaluated in light of the modelled flows.
- Section 5, makes recommendations for future information gathering and suggests the next steps to be taken in the LCWIP process.
- Section 6 offers possible objectives for the LCWIP.

² DfT, [Cycling and Walking Investment Strategy](#), p1.

³ DfT, [LCWIPs: Technical Guidance for Local Authorities](#)

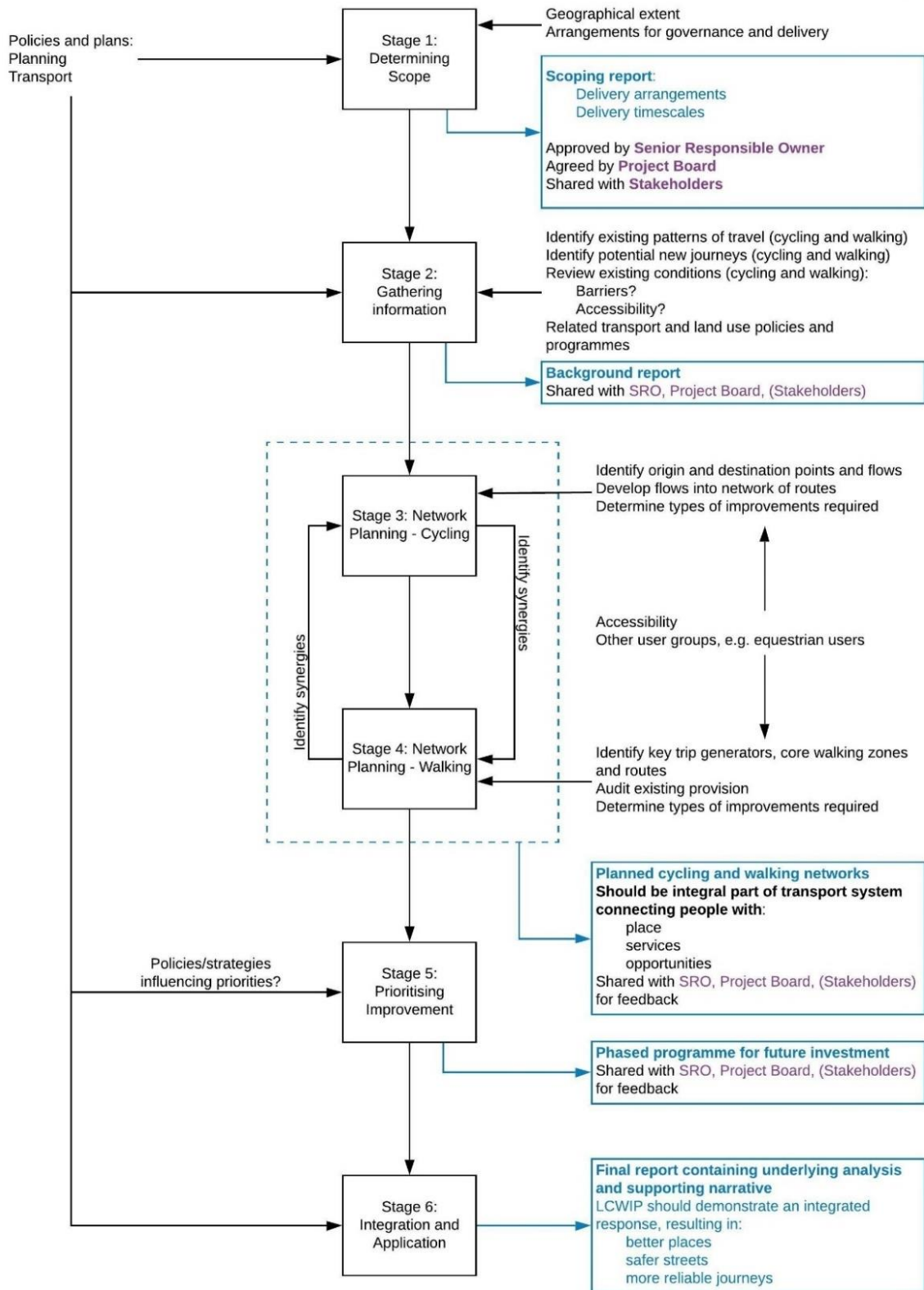


Figure 1: LCWIP process outline showing inputs, outputs and stakeholder involvement at each stage

2.2 Brief policy context

How the LCWIP fits in with other York policies – *to be completed by CYC officers as discussed at outset.*

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3 Cycling and walking activity in York

York has traditionally been known to be one of the “cycling” cities in the UK. With a well-developed network of cycle paths, footpaths and bridleways, coupled with an historic centre that already prioritises pedestrians over private vehicles and cyclists, York is a positive environment for walking and cycling. Beyond its boundaries, York is connected by the National Cycling Network to the south, east and west. Routes 65 and 66 cross in the centre of the city; route 65 links York with Linton on Ouse and Easingwold in the north west, and Selby in the south, while route 66 connects York to Tadcaster in the south east, and Pocklington in the east. Coupled with a good starting level of cycling infrastructure, York benefits from a topography that is suited to cycling. Across York, average gradients do not exceed 3%. Additionally, the compact nature of the city and its residential catchment offers excellent potential to convert local car journeys to active modes. There is therefore, a good basis on which to build a comprehensive walking and cycling network in York.

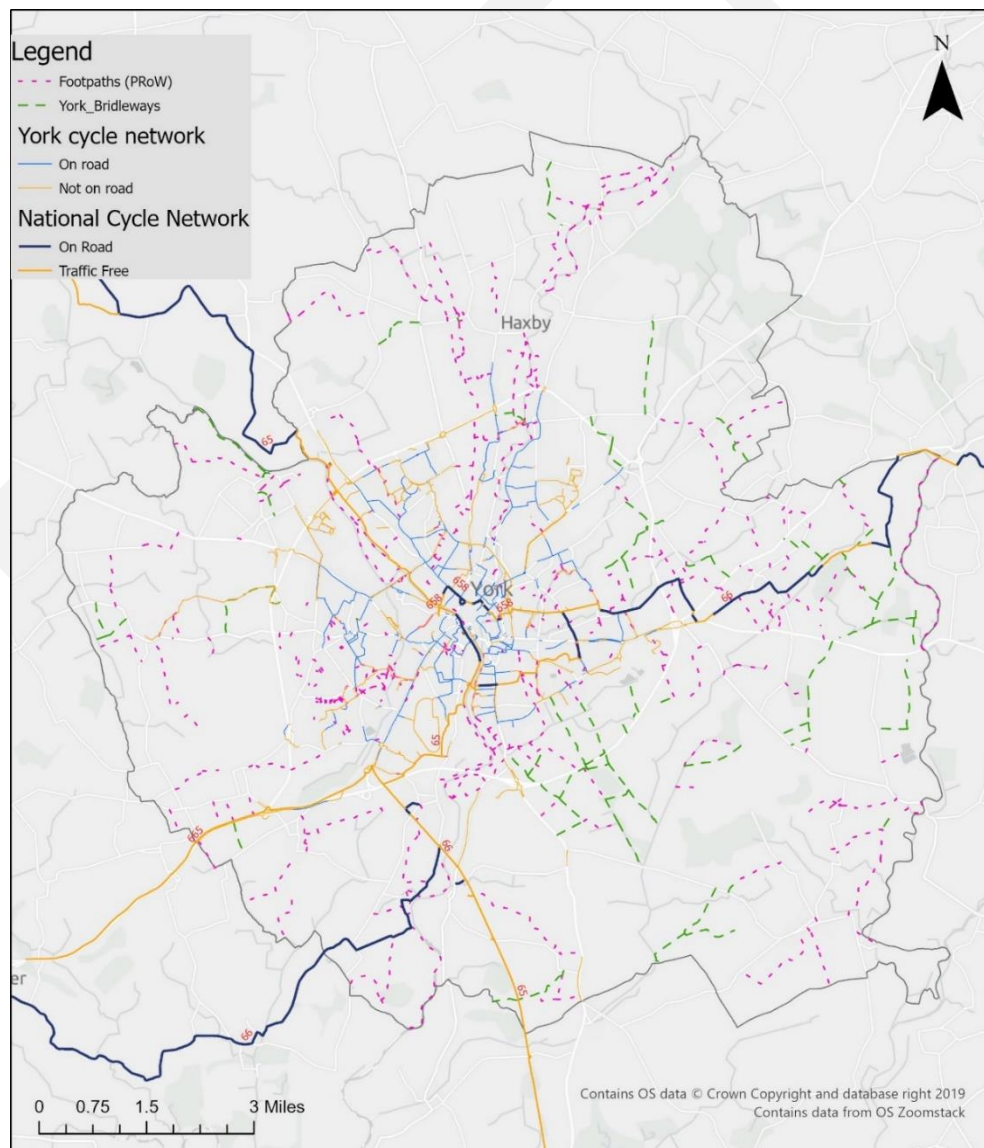


Figure 2: Active travel network provision in York

However, the head-start that York enjoys compared with much of the country does not mean that there is no room for improvement. Despite being a cycling city with higher levels of walking and cycling than much of the country, over 70% of York residents do not cycle (Figure 3). However, as cities across the UK develop high quality cycling and walking infrastructure as a result of their own LCWIPs, York has the opportunity to draw on recent experience to update and expand its current cycle network. Across the UK, it has been demonstrated that high quality infrastructure is necessary to increase cycling levels.

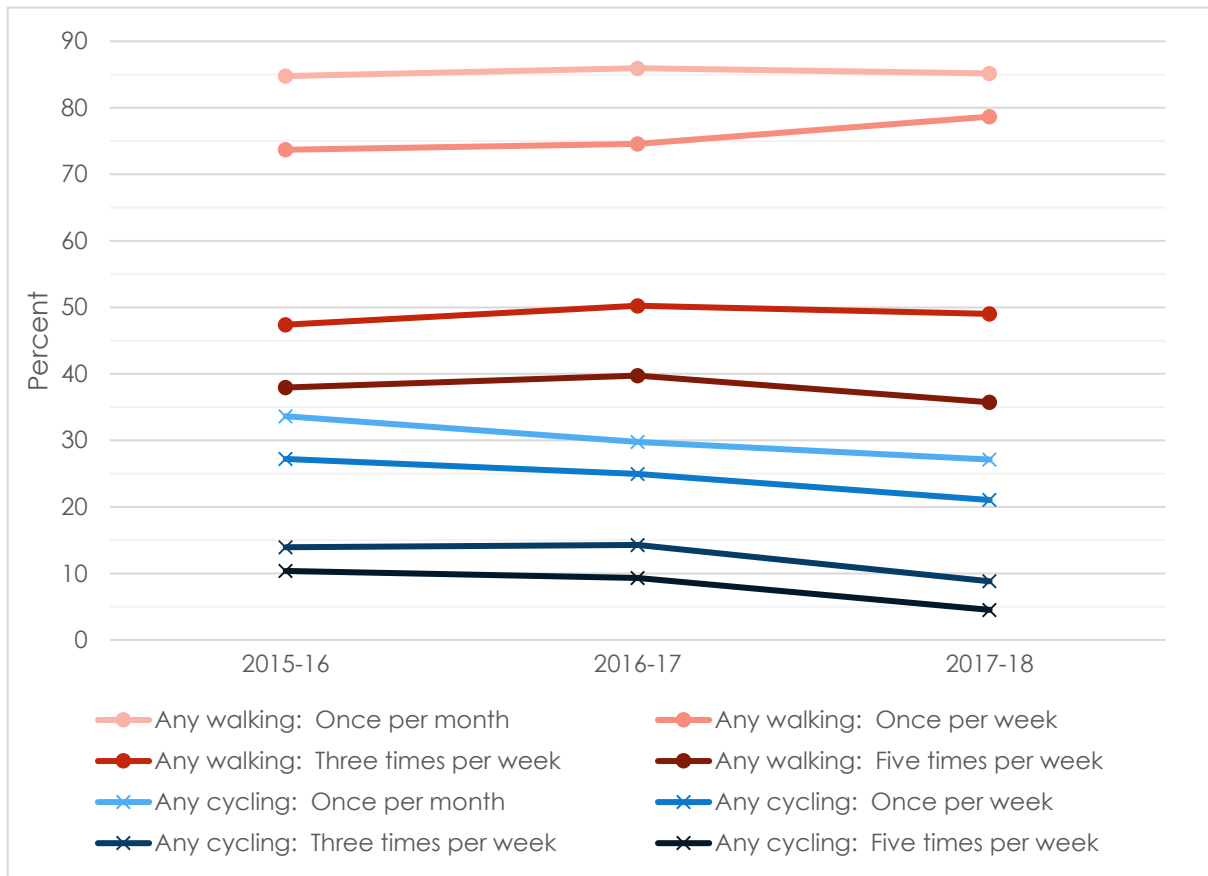


Figure 3: Changes in York adults' cycling and walking participation 2015-2018; *DfT Tables CW0302, CW0303, December 2019*

Similarly, despite already having a large cycling and walking network, much of the city's radial road network experiences heavy traffic at morning and evening rush hour, along with the north-western section of the A1237, and inner ring road. This suggests that there are plenty of opportunities to reduce vehicular travel, and increase active travel in York. Furthermore, Figure 4 highlights that for roads nearer the central area of York, traffic congestion does not ease significantly during the day, with central roads remaining congested between the peak rush hours. There is therefore a need to mitigate non-commuting vehicle journeys in the city, in addition to focusing on provision for the main commuter corridors.

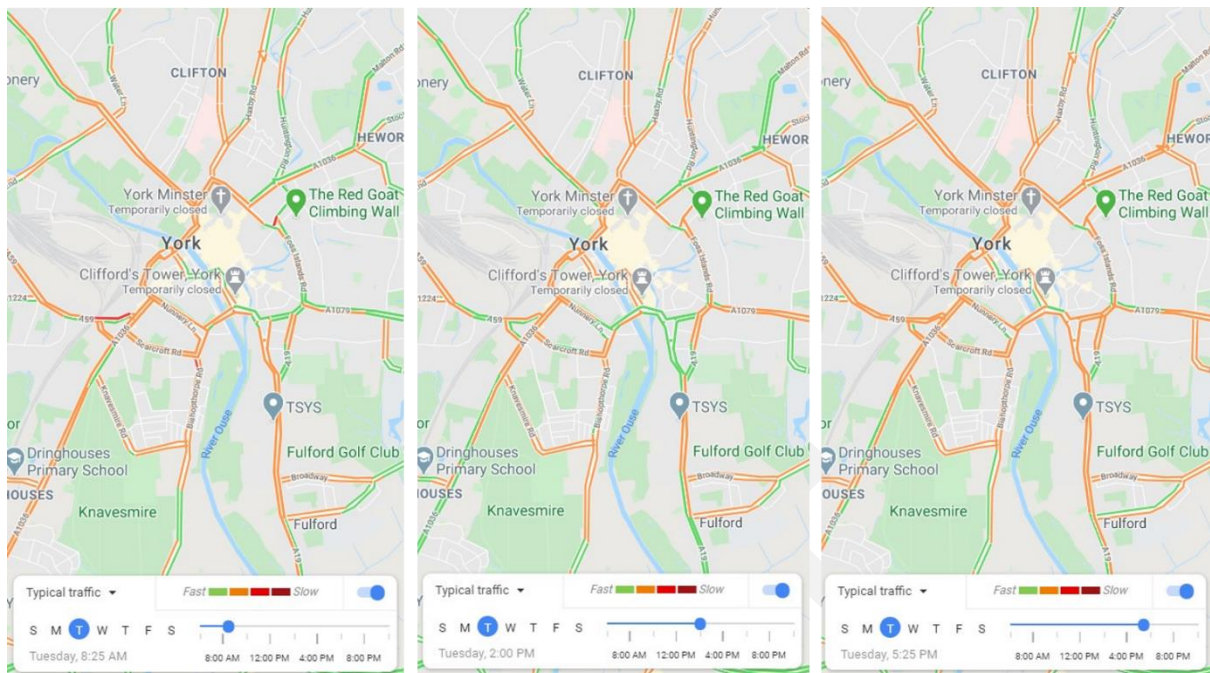


Figure 4: York traffic conditions on a typical Tuesday at 8:25 am (left), 2:00 pm (centre), and 5:30 pm (right).

The York authority area can be considered as three concentric regions: the historic centre within the city walls and inner ring road, the urban development within the A1237/A64 outer ring road, and the rural outskirts to the boundary. This report will show that much of the current cycling and walking activity in York is concentrated within the A1237/A64 outer ring road. However, to the north in particular, villages are located within cycling distance of the city for many. The draft Local Plan also includes a number of residential allocations in the area beyond the A1237/A64. Furthermore, as e-bikes increase in popularity, they allow potential cyclists to overcome barriers presented by excessive distance and gradient. With a lack of gradient across York, e-bikes are a viable means to bring the outlying settlements within reasonable cycling distance of the centre. It is suggested therefore that the full LCWIP is developed to serve York to its authority boundary.

3.1 Existing levels of cycling and walking activity in York

To propose targets for increasing cycling and walking levels, an understanding of the baseline situation is necessary. This section sets out a summary of levels of activity in York, starting with an assessment of activity levels as a whole, before considering how that activity is taking place. Active Lives Survey (ALS) data are used to provide a summary of overall activity levels in York, and how these compare with the national situation. ALS data are collected for both adults and children, with results published bi-annually and annually respectively. Adult survey data are collected from a minimum of 500 randomly selected households in each local authority region. Children and Young People (CYP) survey data are collected via randomly selected schools.

The most recent ALS results show that York adults are more active than the population of England in general, with over 80% percent classed as active or fairly active in the 2018-19 Survey (Figure 5). In contrast, the most recent survey of children and young people shows that York schoolchildren appear to be marginally less active than the wider population (Figure 6).

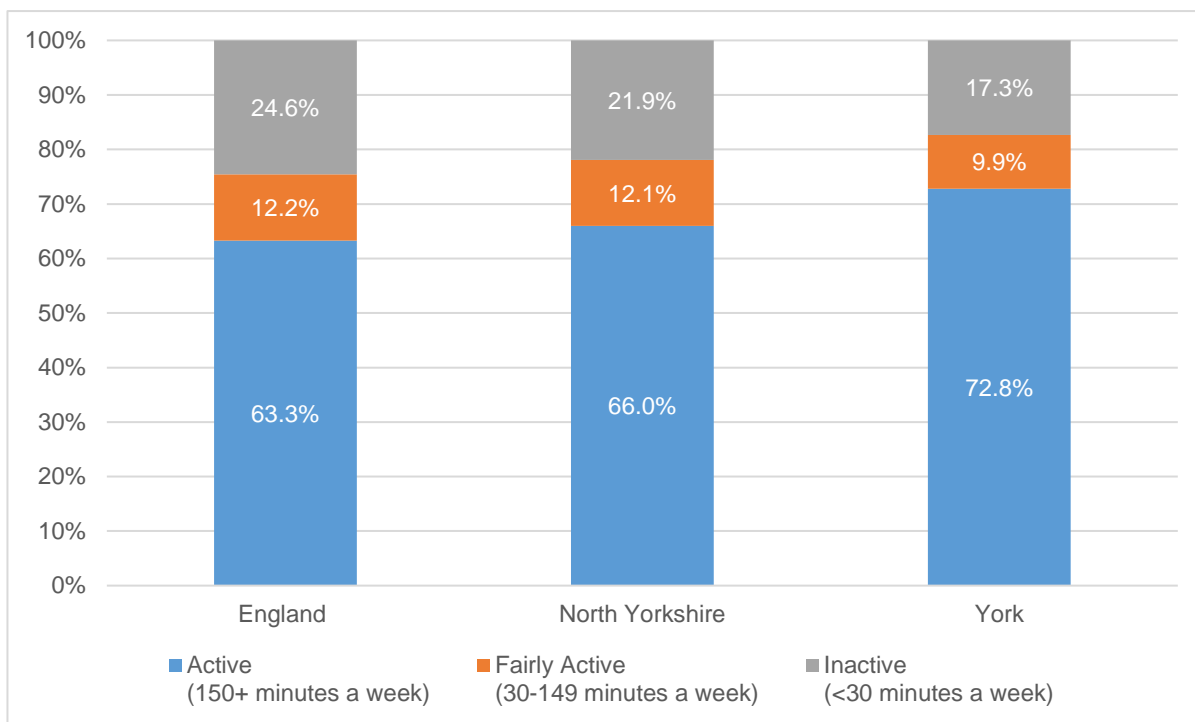


Figure 5: 2018-19 activity levels for adults aged 16+; *Active Lives Survey Table 3, April 2020*

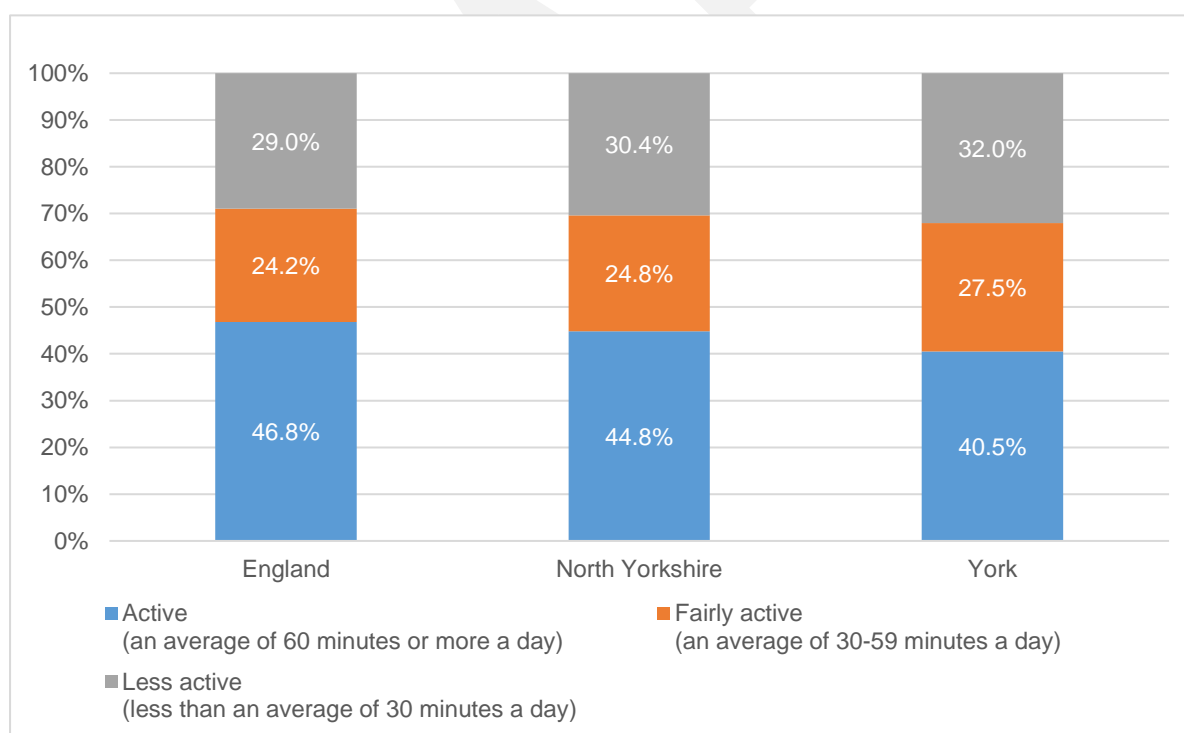


Figure 6: 2018-19 activity levels for school children Year 1 to Year 11; *ALS (CYP) Table 1c, December 2019*

The CYP data provide further information about the types of activities being undertaken by children in England. Figure 7 shows that approximately 50% of children surveyed stated that they had taken part in walking or active travel activities ‘in the last week’ in the 2018-19 school year. The CYP survey is administered via schools, so it can be considered likely that many of the active travel activities reported are journeys to school. The percentages for children stating they had taken part in cycling

and scooting activity are lower but an increase in participation levels is evident between the 2017-18 and 2018-19 surveys in all modes shown.

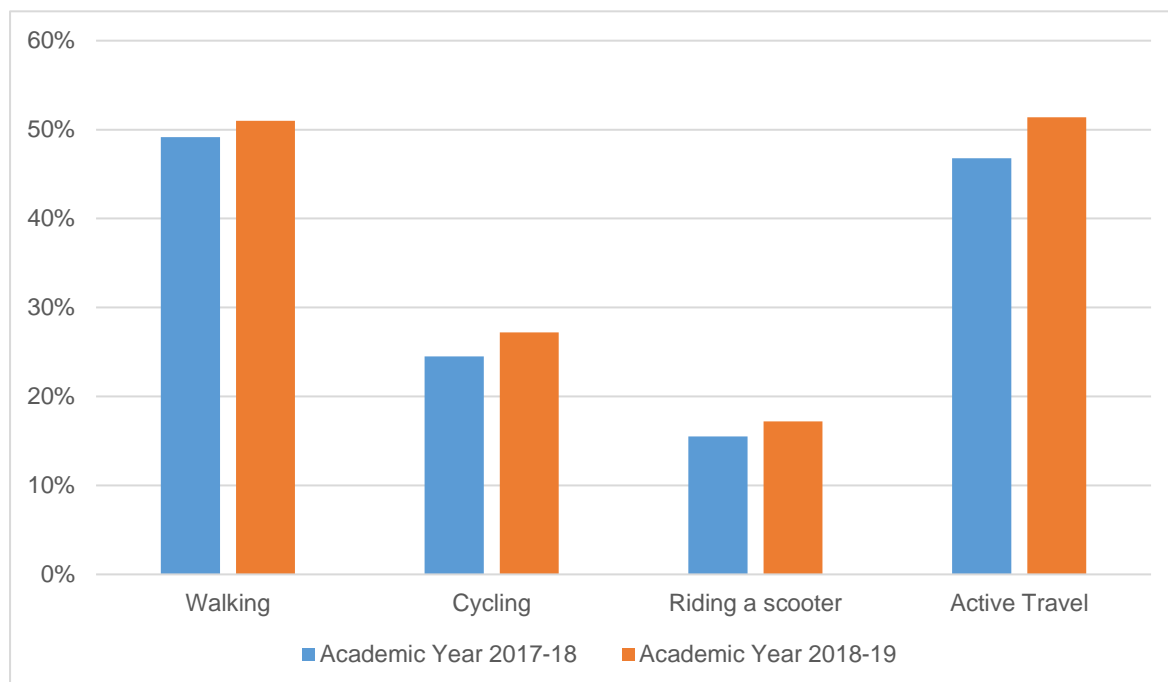


Figure 7: Percentage of Year 1 – 11 pupils in England taking part in walking, cycling, scooting and active travel 'in the last week'; *ALS (CYP) Table 7, December*

ALS data provide a useful overview of activity levels in York compared to England and the North Yorkshire region, and a snapshot of the levels of cycling, walking and active travel in England. However, in order to best understand how to support cycling and walking in York through the development of the LCWIP, further local data are needed to assess the local breakdown of cycling and walking activity.

Figure 3 demonstrates that recent trends in the percentage of York adults walking for any purpose fewer than five times a week are gradually increasing. Conversely, there have been clear declines in the percentage of adults cycling at all frequencies. It is not possible to determine the cause of the cycling decline shown in Figure 3. However, when frequencies of leisure or 'utility' (cycling for travel) cycling are considered in isolation (Table 1) it is evident that in most cases, utility cycling is declining substantially more than cycling for leisure.

Comparison with other authorities shows that nationally, York ranks highly for levels of monthly and weekly cycling, but it is increasingly outranked when comparisons are made for frequencies of three times a week and five times a week. Of the 53 authorities that currently have a higher proportion of adults than York cycling five times a week, only 8 had higher levels in 2015-16. Additionally, most of these 53 authorities have stable or increasing levels of cycling at all frequencies, in contrast to York's overall declining trends. **Development of the LCWIP is therefore a critical step in halting the decline of cycling in York.**

Table 1: Percentage of York adults cycling, by survey year, frequency and purpose

Survey Year	Percentage ¹							
	Cycling for leisure ²				Cycling for travel			
	Once per month	Once per week	Three times per week	Five times per week	Once per month	Once per week	Three times per week	Five times per week
2015-16	19.4	11.1	1.7	0.9	24.7	19.0	11.7	8.9
2016-17	18.5	10.8	3.6	1.7	24.0	20.0	10.5	6.8
2017-18	16.7	7.7	1.6	0.4	18.3	15.5	8.1	4.0
Change: 2015-2018	-2.7	-3.4	-0.1	-0.5	-6.4	-3.5	-3.6	-4.9

¹Percentages for each frequency will not sum to the 'all purposes' totals in Figure 3, as some people will take part in both types of cycling and may do so at different frequencies.
²"Leisure" refers to walking or cycling for the purpose of health, recreation, training or competition, not to get from place to place.
Source: [DfT Walking and Cycling statistics](#) Table CW0302.

Focusing on the most recent (2017-18) survey data shows that when considering cycling for any purpose, over 70% of York residents remain non-cyclists, in contrast to just 15% that never walk. However, for those that do cycle and walk, calculating percentage participation according to frequency and purpose allows useful comparisons between the modes to be made. The following assumptions and calculations have been made when calculating percentage participation:

- Mid-year population data for adults aged 16+ are taken from the later year in a survey set (e.g. 2018 population data for the 2017-18 survey) to align as closely as possible with a Nov to Nov survey period.
- Participation numbers at each frequency are calculated by multiplying percentage participation by the mid-year population, and subtracting the number of people participating at the next highest frequency level from the result. This is to allow for the fact that lower frequency percentages include those who also participate at a higher frequency (e.g. the percentage of those that cycle three times a week will also include those that cycle five times a week).

The charts in Figure 8 a-d show that for both cycling and walking, participation frequencies are more evenly distributed for travel than for leisure. Nevertheless, over 50% of people participating in either activity for either purpose are doing so less than three times a week. For leisure activities, this rises to 70%. Arguably, leisure walking and cycling rates may be expected to be lower than utility rates. However, utility journeys have a number of catalysts (e.g. trips to and from places of education and work) that occur over the full course of a week for many people. **Consequently, there is opportunity to increase both the proportion of people participating in cycling and walking in York, and the frequency with which current activity takes place, particularly for utility purposes.**

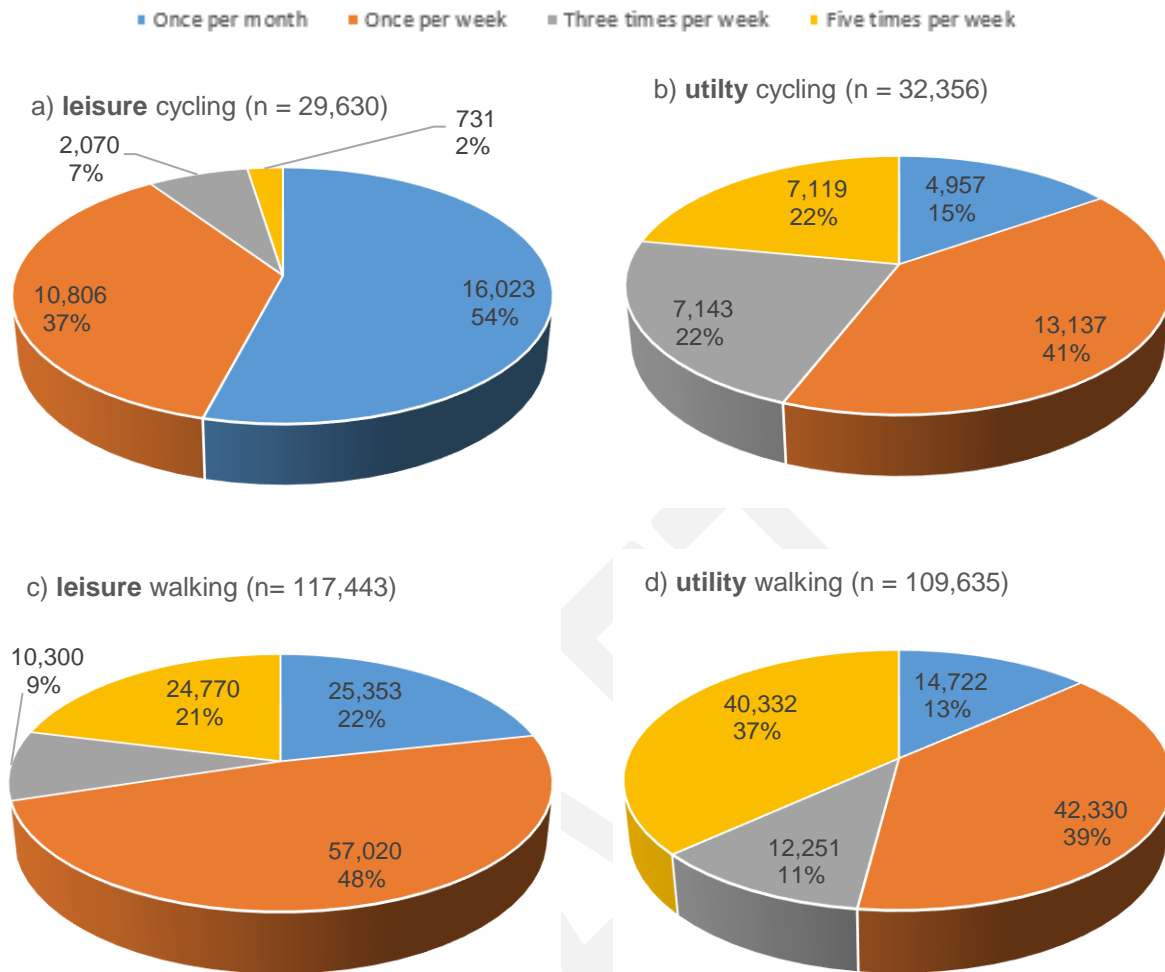


Figure 8: Distribution of leisure and travel cycling and walking participation by frequency 2017-18; a) leisure cycling, b) utility (travel) cycling, c) leisure walking, d) utility walking. "Leisure" refers to walking or cycling for the purpose of health, recreation, training or competition, not to get from place to place. *DfT Cycling and Walking Statistics, ONS mid-year population estimates*

Converting the percentage share of walkers and cyclists into estimates of trip numbers for each frequency and purpose is problematic. The data do not show how many leisure walkers and cyclists are also cycling and walking for travel and vice-versa, nor are we able to determine how many actual journeys are undertaken by someone that cycles "at least five times per week" for example. **A survey of York's cyclists and walkers may provide better data for trip estimates, and could therefore be considered as part of the data-gathering process for the full LCWIP. The full LCWIP should also establish a methodology to estimate trip numbers reliably.**

However, UK census data provides a record of work place-residential origin-destinations, which allows us to make an assessment of the most frequent origin-destination pairs for different modes of transport. However, using PCT modelling alongside cycle count data from CYC, it is possible to estimate and map the most heavily used areas of the city cycle network.

3.2 How people travel in and around York

Travel between locations is a key aspect of daily life, whether that travel be for work, school, leisure, or as an activity in its own right. Various surveys exist to assess the travel habits of UK citizens. Many focus on travel to work and school, but the National Travel Survey (NTS) provides insight into English citizens' modal choices over a wide range of trip purposes. Data are aggregated and reported at a national level as shown in Table 2, which summarises the key data from 2018.

Table 2 shows that commuting made up 15% of all trips made in England in 2018, with the majority of these journeys made by car/van. Car/van travel is also the predominant choice for shopping and leisure trips. Walking accounts for the next largest proportion of trips in each of these categories. Travel to educational establishments is relatively evenly divided between car/van and walking modes, and the only category in which there is any degree of parity between the number of trips by car/van and any other mode of travel.

Table 2: English trips by mode and purpose, 2018 (NTS)

Purpose	Walk ¹	Bicycle	Car / van driver	Car / van passenger	Other local bus	Surface rail	All modes ³
Commuting	2%	0.6%	7.9%	1.2%	0.6%	1.1%	15%
Business	0%	0.0%	2.1%	0.2%	0.0%	0.2%	3%
Education / escort education	5%	0.2%	2.8%	3.0%	0.7%	0.2%	13%
Shopping	5%	0.1%	8.5%	3.6%	0.8%	0.1%	19%
Other escort	1%	0.0%	5.0%	2.6%	0.1%	0.0%	9%
Personal business	2%	0.1%	4.0%	2.2%	0.3%	0.1%	9%
Leisure ²	4%	0.6%	9.8%	8.3%	0.7%	0.6%	26%
Other including just walk	6%	0.0%	0.0%	0.0%	0.0%	0.0%	6%
All purposes	27%	1.7%	40%	21%	3.3%	2.2%	

¹Walk includes all travel on foot and non-motorised wheelchairs. Children escorted by a walking adult are listed as walking.
²Leisure includes visiting friends, entertainment, holidays, sports and day trips.
³Modes with totals <1% and London-centric modes are not shown. Therefore, all modes % ≠ sum of modes shown.
Source: [National Travel Survey Table 0409](#)

What is also evident in Table 2 is that while cycling and train travel form a very small proportion of the overall trip share, each are predominantly used for commuting and leisure journeys. Bus travel by contrast is more distributed by purpose, with commuting, travel for education, shopping and leisure having approximately equal proportions of trips. Overall, while commuting trips form 15% of all trips taken, shopping (19%) and leisure (26%) each have a greater share of overall trips. Therefore, converting short leisure and shopping journeys to active modes has the potential to remove a greater number of vehicle journeys from York's roads than a focus solely on commuting. Fortunately, in York, several of the large employment clusters in the city are co-located with large leisure trip generators

(e.g. Monks Cross, Vangarde Shopping Park, and Clifton Retail Park and Business centres). Improving the cycle and walking network between key employment clusters and the wider region may also prove beneficial for increasing leisure trips. Alongside this, ensuring that safe, quiet streets are available within local neighbourhoods will encourage residents to make local journeys by bike or on foot. However, national census data focus largely on travel to work and school. These data are now considered.

3.2.1 Regional travel to work by mode

Census data, collected every ten years, provide a comprehensive assessment of national and local travel patterns alongside numerous other demographic statistics. Census data from 2011 show that despite higher cycling levels than the national average, the majority of people living or working in York travel to their place of work by motor vehicle (Figure 9).

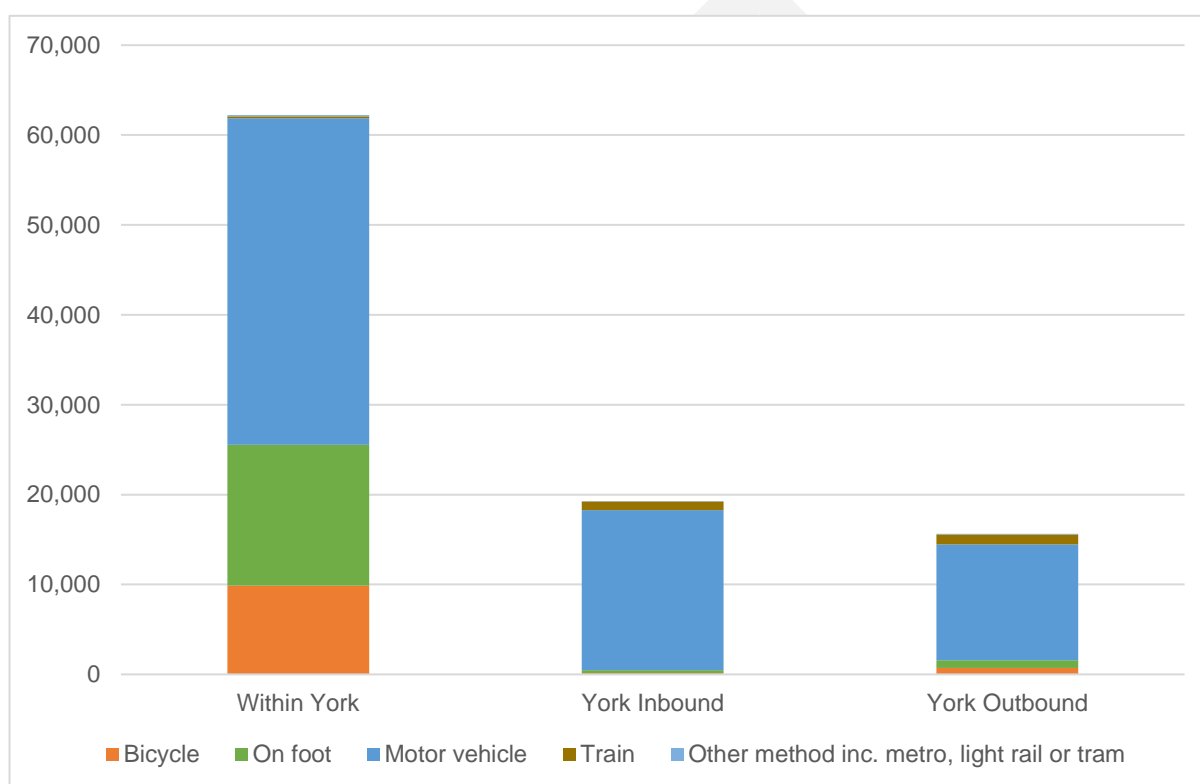


Figure 9: Methods of travel to work within York, and to and from East Riding, Hambleton, Harrogate, Leeds, Ryedale and Selby (Census data 2011, [WU03UK](#))

Considering first individuals that work in York, 76% reside in the region and inbound commuters make up the remaining 24%. Of these inbound commuters, over half are resident in East Riding (28%) or Selby (26%). When considering travel to work out of the region, York residents primarily travel to work in Leeds (32%) or Hambleton (19%). What is clear from Figure 9 is that the motor vehicle is the predominant choice of transport for commuters in all three flow directions. However, within York, while motor vehicles remain the primary choice for travel to work (58%), journeys by bicycle (16%) or on foot (25%) account for a significantly larger proportion of journeys than the inbound or outbound flows. York residents are also more likely to commute beyond the regional boundary by bike or on foot. Additionally, Census data show that 62% of people commuting in York travel 10km or less to do so. Over 50% travel 5km or less on their journey to work. These figures demonstrate that while there is a

strong base level of active commuting in the city, there is huge potential to build on this further, by converting short journeys to active travel.

3.2.2 York residents' travel to work by mode

By matching commuting data to MSOAs, the following figures and tables show that the distribution of travel choices by York residents is unequal. Despite dating from 2011, it is considered that census data are appropriate for providing information of broad travel trends in the city, particularly when considering cycling and walking. Proportionally, numbers of cycling and walking commuters in any one MSOA are small, and therefore changes in population since 2011 result in small changes to the overall numbers of cycling and walking commuters. Greater changes to cycling and walking levels are likely to result from strategic plans to support these modes than from population change alone.

Considering residents' commuting overall, Figure 10 shows that there is significant variance both in the distribution of numbers of commuters across the region and the means by which they commute.

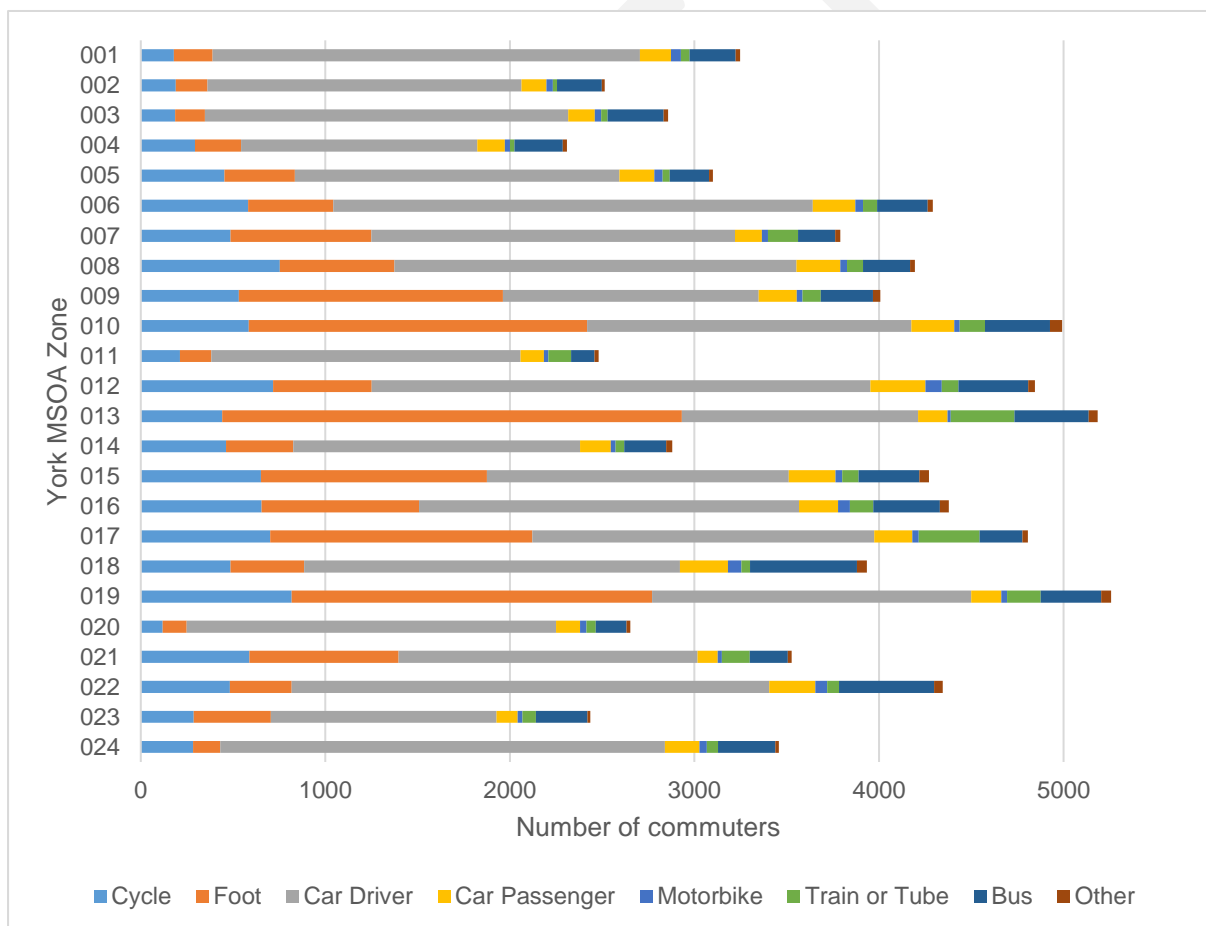


Figure 10: York residents' commuting by MSOA and mode (*PCT Region Data, Zones: MSOA*)

Each of top three MSOAs for walking, cycling, driving and bus commuters are listed below, ranked by number of commuters travelling by the specified mode. Numbers of commuters and associated percentages are shown. In some cases, an MSOA may rank out of the top 3 by numbers of commuters, but have a similar percentage of commuters travelling by a particular mode. Where this is the case, they are noted after the list.

Walking commutes:

- + York 013 – City Centre: 2409, 48%
- + York 019 – Fulford Road and Clementhorpe: 1952, 37%
- + York 010 – Heworth South and the Groves: 1883, 37%

The three MSOAs are co-located, with 010 and 019 bounding 013 to the east. The high numbers of walking commutes in these zones mean that they also top the rankings for active commutes as a whole (walking and cycling).

— Cycling commutes:

- + York 019 – Fulford Road and Clementhorpe: 818, 16%
- + York 008 – Heworth North: 754, 18%
- + York 012 – Acomb: 717, 15%

Commuters that cycle make up 15% or more of the total in 6 additional MSOAs: York 021 – South Bank and Dringhouses (589, 17%); York 014 – Osbaldwick (462, 16%); York 015 – Tang Hall (651, 15%); York 016 – Holgate West (654, 15%); York 005 – Huntington (454, 15%); and York 017 – Holgate East (701, 15%).

— Car commutes (Driver or passenger):

- + York 012 – Acomb: 3000, 38%
- + York 022 – Woodthorpe: 2838, 40%
- + York 006 – Clifton Without: 2829, 40%

The three MSOAs with highest numbers of driving commutes are all located on the west of the region. Six further MSOAs exceed 40% for car commuters: York 020 – Dunnington, Elvington and Wheldrake (2132, 45%); York 001 – Strensall (2484, 43%); York 024 – Bishopthorpe and Copmanthorpe (2597, 43%); York 003 – Wigginton (2112, 42%); York 002 – Haxby (1836, 42%); and York 011 – Poppleton, Rufforth and Askham (1802, 42%). Unsurprisingly, these six regions with the highest percentage of car commuters are all boundary MSOAs.

— Bus commutes:

- + York 018 – Westfield: 579, 9%
- + York 022 – Woodthorpe: 516, 7%
- + York 013 – City Centre: 402, 6%

Two of the MSOAs with the highest number of bus commuters are located in the west of York. Cycle network provision in these MSOAs is relatively sparse compared to others within the ring road, particularly in Westfield, and three “well-used” high-frequency routes (1, 4, and 5/5A) bus routes cover areas not on the network (Figure 11). Two further MSOAs have bus commuters in excess of 6%: York 023 – Fulford, Heslington and the University (280, 7%); and York 004 – New Earswick (261, 7%).

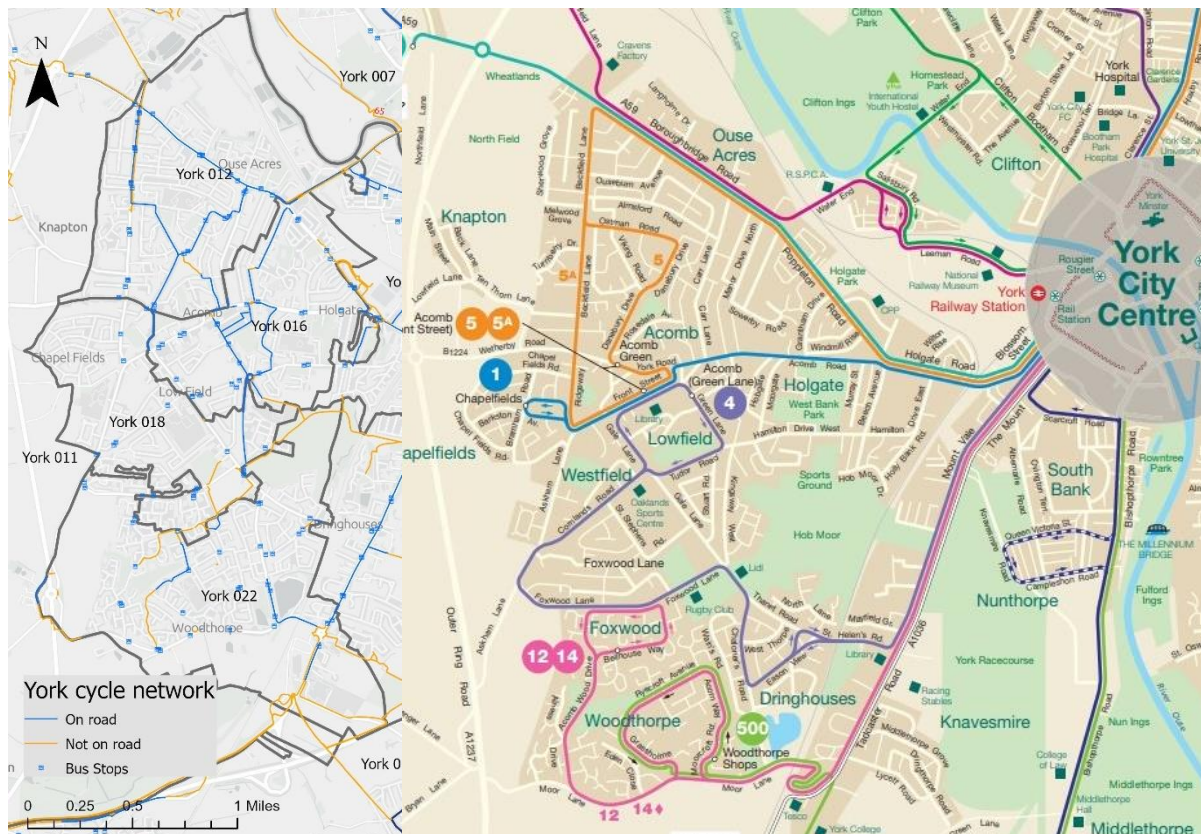


Figure 11: Cycle network and bus stops in south-western area of the city region, with corresponding high frequency bus-routes (*First Bus*)

The mode-based statistics provided here give a broad picture of travel to work in York, and highlight a poor share of active travel for inbound and outbound journeys. However, it is important to note two key limitations to census data. Firstly, some inbound or outbound journeys may not represent travel within the York region itself. The census records the method of travel for the largest portion of the journey *by distance*. An inbound commuter that travelled the greatest distance of their commute by car but parked at one of the city's six park and ride sites and continued by active means into the city would be categorised as travelling by motor vehicle. Similarly, an outbound train passenger to Leeds who travelled through York to the Station by taxi would be categorised as travelling by train. As such, active mode and park and ride use in York is almost certainly understated in the data.

Secondly, it should also be noted that census data exclude travel by students to places of higher education. York has two Universities in the city: York St John University in the centre, and the University of York to the south east of the city. Students from the universities will largely be resident in the region, and it can therefore be assumed that levels of cycling and walking within the MSOAs to the centre and south-west of the city in particular are higher than shown.

This section has shown that commuter travel choices vary significantly across York. Prioritising infrastructure provision in different areas of the city addresses different issues: in the southwest MSAOs, improved infrastructure has the potential to remove bus and car commutes from the city. In MSAOs where cycle commuting levels are already high, additional infrastructure could prevent a decline in cycle commuting. Finally, this section suggests that walking infrastructure should be

focused on the inner MSOAs, where distances between residential areas and the city centre are shortest.

3.2.3 Travel to work in York by origin-destination

Section 3.2.2 shows that levels of cycling and walking in York are unequally distributed across the region. Comparing MSOAs by commuter type reveals that unsurprisingly, MSOAs further from the centre of the city have lower numbers of active commuters. This could be as a result of a lack of options to commute to the centre of the city, but could equally represent a choice of an individual to live in the rural outskirts and commute into a neighbouring region. Using the free to access online Propensity to Cycle Tool (PCT), information about origin-destination pairs can be explored in more detail.

PCT data is focused on travel to school and work, based on census data from 2011. As with MSOA data, despite being based on the 2011 census, it is considered that the PCT data are appropriate for providing information of broad trends in the city. Later, data from the PCT tool are used to show potential changes in walking and cycling the York. Comparing changes in cycling and walking levels for population change and the scenario estimates shows that scenario effects create greater estimated differences in possible levels of cycling and walking than are prompted by population growth. However, the PCT tool also faces limitation in that developments since 2011 are not included in the data, nor are proposed developments. Therefore, the origin-destination and scenarios presented in this section are analysed at MSOA level, to provide broad estimates of the main movement corridors in the region. Consideration of future development is then considered briefly.

Further consideration of the effects of new developments, particularly with regard to proposed completion timescales, is warranted in the full LCWIP.

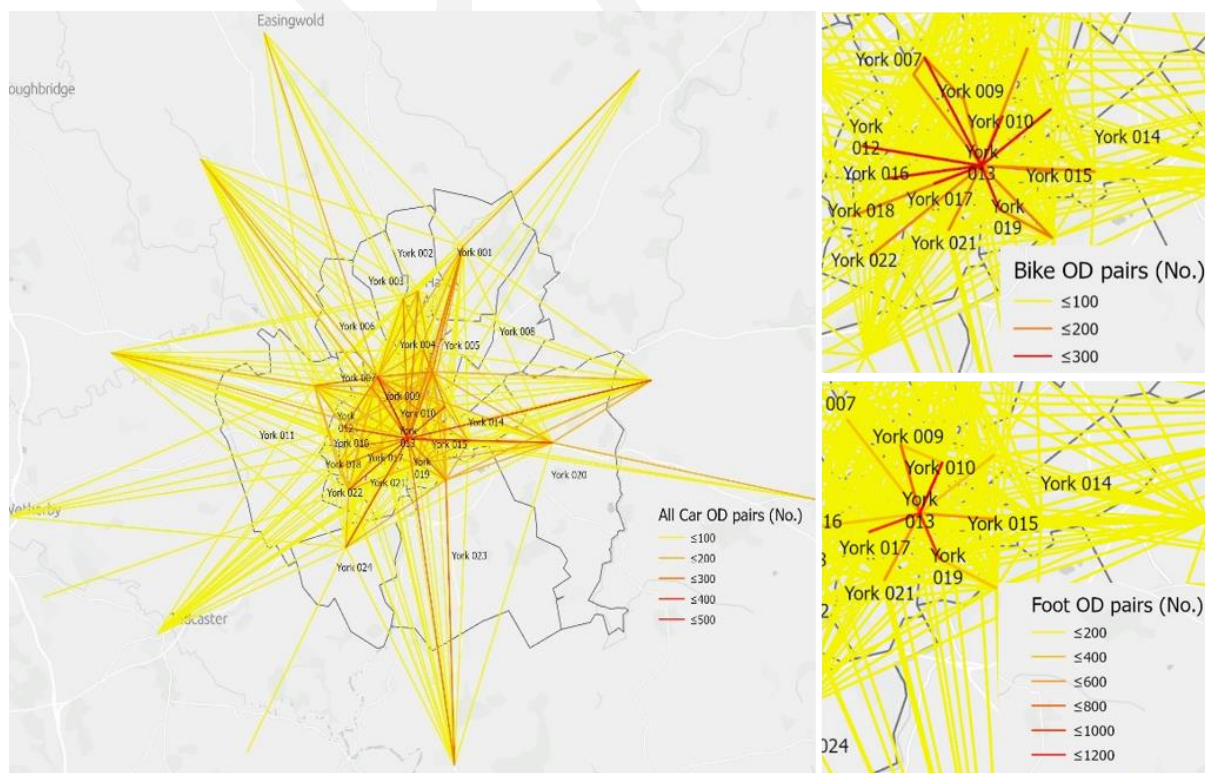


Figure 12: Origin destination pairs by mode and number of commuters (PCT Data, MSOA Flows)

Figure 12 shows the overall distribution of origin-destination (OD) lines for all commuting journeys that start or finish in a York MSAO with a fastest route distance less than 30km, by number of commuters and type. It is important to note that the lines shown represent links between MSAO centroids, and not actual origins and destinations. Darker lines represent a higher number of commuters using the mode represented between MSAOs.

For all three modes considered, origin and destination pairs are spread across the region. However, the numbers of commuters that travel between each OD pair are markedly different depending on the mode being considered. For car journeys, high numbers are spread across orbital and radial routes within and beyond the inner city region. In contrast, despite demonstrating that cycling and walking journeys occur across the region, the highest numbers of cycling and walking commutes are tightly concentrated towards the centre of the city. For foot commuters, numbers along the most common OD lines are two or three times higher than the most common cycling and driving lines.

The prevalence of driving routes in the central area of the region suggests that there are a substantial proportion of short driving journeys that could be replaced by cycling and walking trips. Figure 13 shows all OD lines where there are over 150 driving commuters, but the distance between MSAO centroids is 3.5 miles or less. Many of the lines shown link central and western/north-western areas of the city. Northern orbital lines are also represented; this is in line with known issues concerning traffic volumes around the north-western quadrant of the A1237. Improving provision in these area warrants further consideration on the basis of potential conversion rate. Also of interest are those pairs where OD lines are shortest (shown in purple in Figure 13). These routes represent a reasonable walking distance of 1 mile between MSAO centroids.

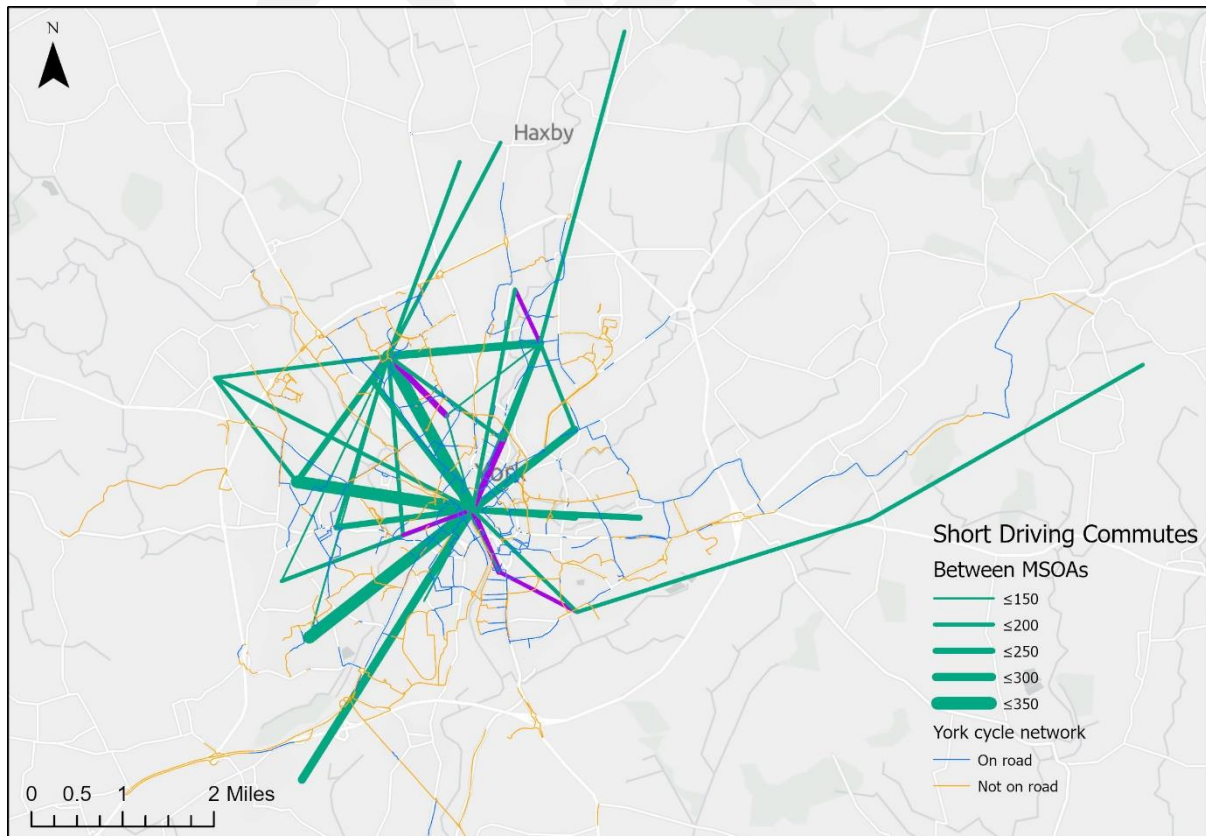


Figure 13: Short driving commutes. Purple lines show OD lines < 1 mile in length (PCT Data)

Examining cycling and walking lines more closely shows that while the highest frequency OD lines are largely radial (as shown in Figure 12) certain orbital and cross-city lines are also well used. Figure 14 shows all OD lines where cycling represents over 20% of total commutes, with a minimum of 50 cycle commuters between the indicated OD pair. Several of the popular cycling lines to the west and north-west align with the driving lines shown in Figure 13. Also of interest in Figure 14 is the fact that (remembering that flows are shown between MSOA centroids) five of the radial flows can be approximately aligned with the major roads into the city centre, along which park and ride bus services are routed. Therefore, provision of safe cycling infrastructure along these routes not only has the potential to serve local residents, but could also encourage greater use of “park and cycle” for inbound commuters. Additionally, OD lines between the city centre and York 008 and York 006 plot approximate routes to major leisure attractors in the city, presenting opportunities to reduce vehicle flows beyond the rush hour.

Clusters of OD lines around points away from the city centre also evident in Figure 14. Major employers can be identified in close proximity to these clusters: the University of York to the southeast of the city, and Nestlé and York Hospital to the north.

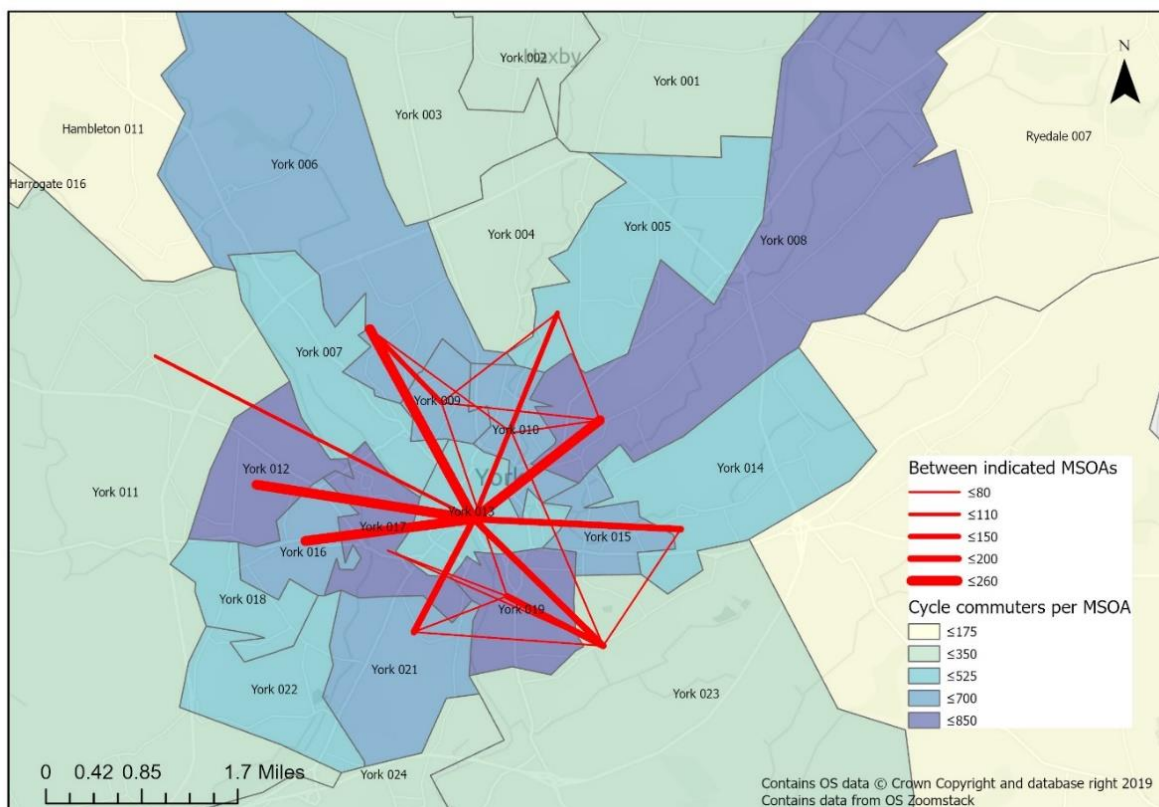


Figure 14: High-use cycling commutes (PCT data)

Figure 15 shows all OD lines where walking represents over 30% of total commutes, with a minimum of 50 commuters between the indicated OD pairs. The highest walking flows between OD pairs are significantly higher than either driving or cycling lines. As in Figure 14, the highest flows are radial, but walking OD lines are shorter, for the most part linking adjoining MSOAs.

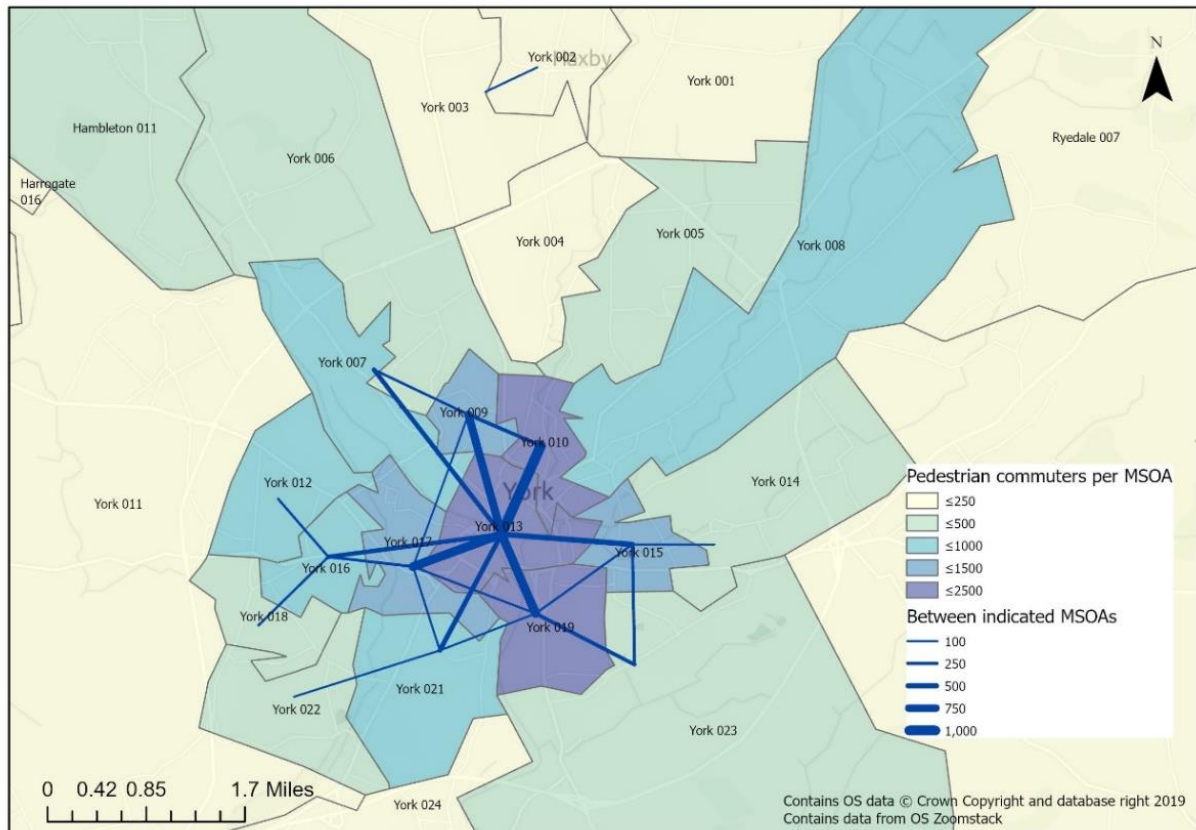


Figure 15: High-use walking commutes (PCT data)

With the exception of the most northern line, the walking lines represented on Figure 15 each overlap with short driving flows. The co-incidence of modes along these lines underlines the potential for mode shift in these areas of York through improvement of the existing network provision. For contrast, Figure 16 shows those OD driving lines that are present in Figure 13, but not overlapped by cycling and walking lines shown in Figure 14 or Figure 15. That is, they have high numbers of commuters travelling a short distance but few cycling and walking commuters travelling between the same origins and destinations.

Figure 16 reinforces the conclusions of the previous section, that provision of cycling and walking infrastructure to the southwest of York has the potential to convert a high number of short driving commutes to other means. Similarly, the presence of OD lines to the north and northwest of the city in Figure 16 is aligned with the broad absence of any cycling and walking OD lines beyond the ring road in Figure 14 and Figure 15. In these areas to the north and beyond the A1237/A64 ring road, OS lines showing high number of car commutes and no cycling and walking coincide with a lack of existing infrastructure. Encouragingly, a Strensall – Haxby – City Centre corridor has already been identified as a key strategic corridor for cycling in York in the Local Plan. **The PCT data presented here would support this, and would further suggest that priority consideration is given to the Wetherby Road/Acomb Road corridor also identified in the Local Plan. Furthermore, Figure 16 suggests that the full LCWIP examine the potential of providing safe cycling and walking infrastructure to support orbital journeys around the northwest of the city.**

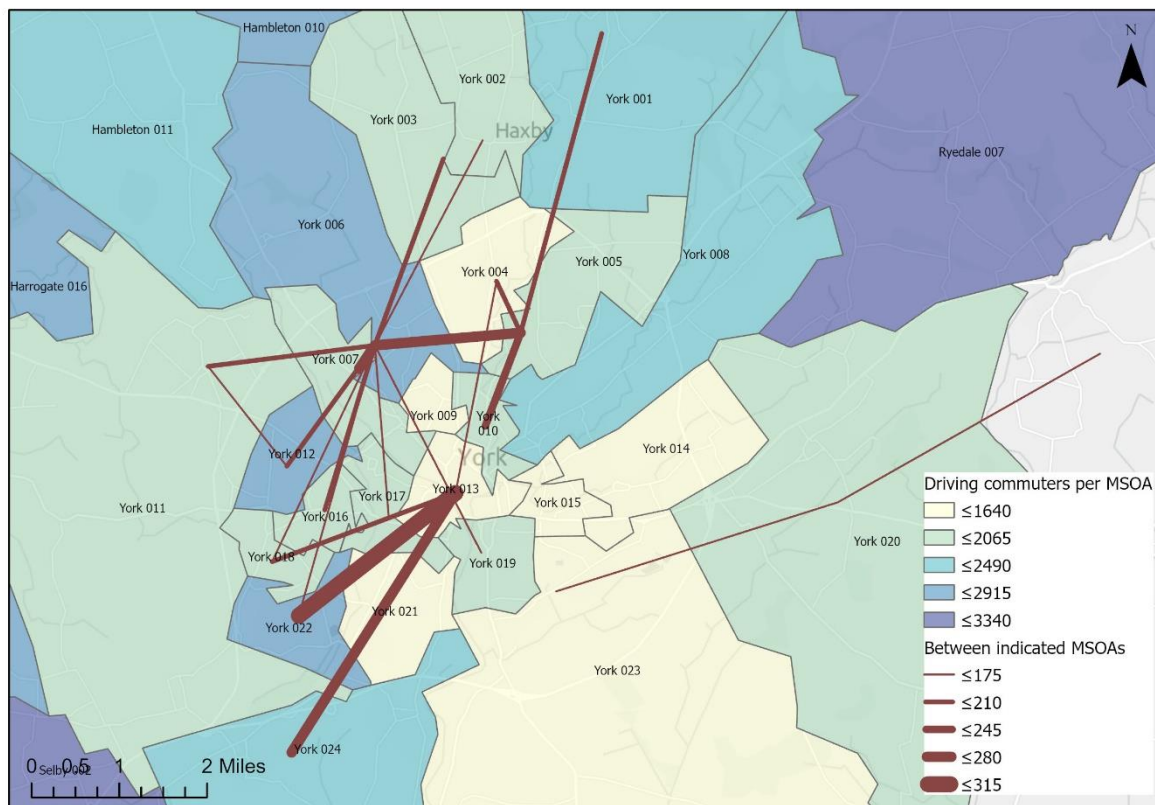


Figure 16: Short driving commutes with little corresponding cycling and walking activity between the OD pairs (PCT data)

Despite clear areas of potential focus emerging from this analysis, it must be remembered that on average, commuting trips represent just 15% of journeys made by individuals in England. Gathering data regarding non-commuting journeys in the city would provide opportunities to understand what drives wider cycling and walking in York, and would additionally enable feedback on the quality of the existing network to be gathered.

3.2.4 Travel to school in York

In contrast to travel to work, school travel in York is characterised by high proportions of journeys on foot or by bike. Levels of active travel to schools are supported by the ongoing Travel2School project, delivered by Sustrans on behalf of the City of York iTravel team. Travel to school is assessed here through a combination of census data and Sustrans Hands-Up Surveys (HUS). In Travel2School schools, results from the annual HUS show that levels of cycling and walking to schools remain broadly in line with the levels shown in the 2011 census data. Figure 17 shows the proportion of active and non-active journeys to schools represented by the Travel2School primary schools in and around central York.

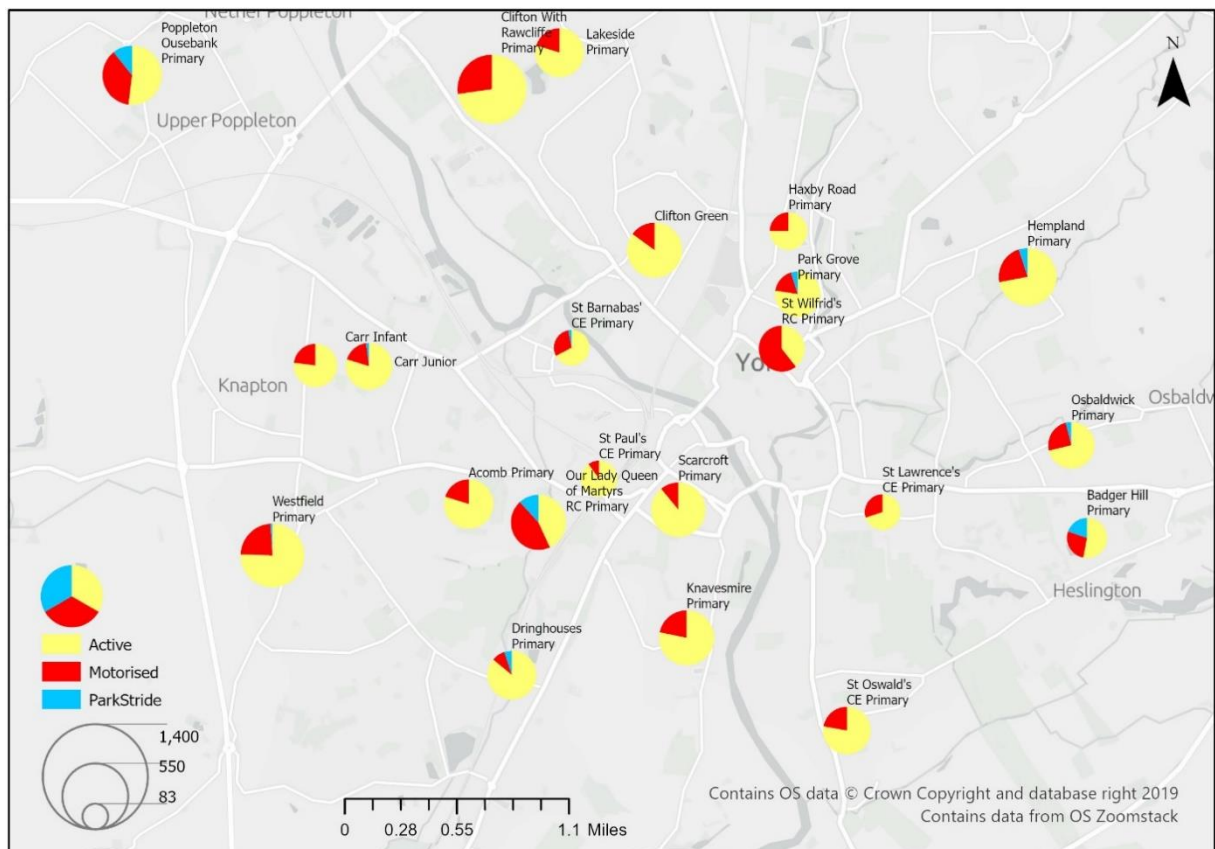


Figure 17: Levels of active travel to primary schools in York, based on most recent Sustrans Hands Up survey results for each school featured.

Census data show that for over two-thirds of York primary schools, travel to school by motor vehicle was 33% or less. For secondary schools, with the exception of Joseph Rowntree (18%), motor vehicle share fell to 10% or less, reflecting the greater ability of secondary aged children to make their own way to school. Despite a high share of motor vehicles, Joseph Rowntree also recorded the highest share of bike travel (21%). Across both school stages, walking was the predominant active mode. Of the schools where motor vehicle share was higher than 33%, many are either beyond the ring road, in the more rural areas of York, or faith schools with larger catchments. These patterns are mirrored in the more recent HUS data, with similar percentage distributions, and similar characteristics evident in schools with higher vehicular mode share.

While active travel levels to primary school are generally high, it is clear that even in the Travel2School subset, several schools still have a number of journeys that are undertaken using motorised transport. For faith schools the higher numbers of motorised journeys reflect a larger catchment area, but where catchment areas are smaller, the **LCWIP may consider whether increasing the level of locally filtered neighbourhoods and interventions outside the school gates may improve conditions for active journeys to school, and consequently, other local services.**

Secondary mode share, based on the 2011 census data within the PCT tool, is shown in Figure 18. As with primary schools, there are a small number of secondary school that have higher levels of travel to school by car. These are also associated with large catchments arising from relative

population distribution around the school, or because a school is a faith school. A Strensall-Haxby-City Centre cycling corridor is likely to benefit schools to the north of the city with lower levels of active travel. **Therefore the LCWIP should evaluate the benefit in providing safe cycling infrastructure to the north of the city, from both a commuting and school-travel perspective.**

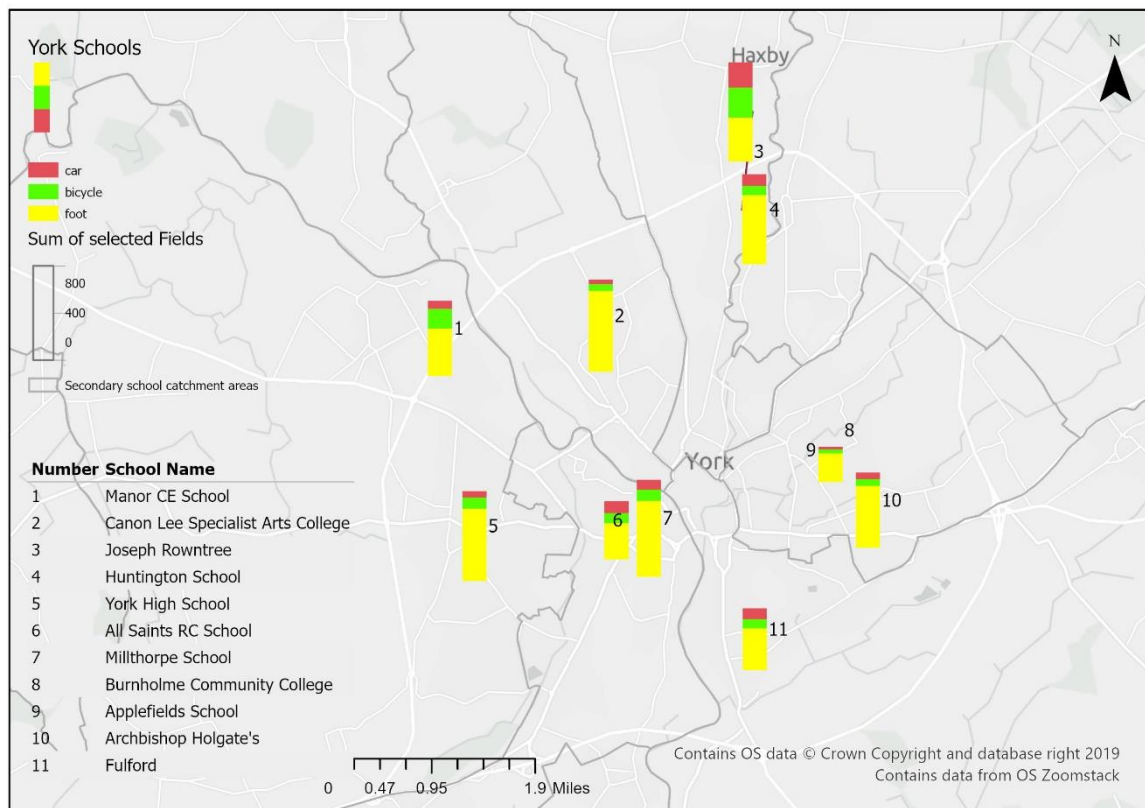


Figure 18: Travel to York secondary schools by foot, car or cycle. (PCT Data, Schools)

3.2.5 Counted journeys in York

The previous sections consider travel to work and school in York by mode, focusing on private transport and active travel. However, on average journeys to work or for education⁴ comprise just 28% of all trips taken by an individual. Using count data along routes enables actual levels of use to be compared with commuting estimates, regardless of trip purpose. Across York, regular Department for Transport (DfT) traffic counts capture actual cycling and walking levels annually. Further information is provided by automatic cycle counters (ACC) located at strategic points across the city cycling network.

Figure 19 shows actual cycle counts superimposed on the estimated daily network load based on PCT commuting data from the 2011 Census. PCT and DfT count data are daily flows, whereas ACC data are annual. All three variables are banded at equivalent intervals, with an additional ACC band to show annual counts that exceed the highest daily flows recorded. Absolute comparisons cannot be made between the PCT and count data due to the fact that PCT estimates do not account for non-commuting journeys, but some useful insights are available nevertheless.

⁴ NTS education data includes Higher and Further Education, which are excluded from Census data.

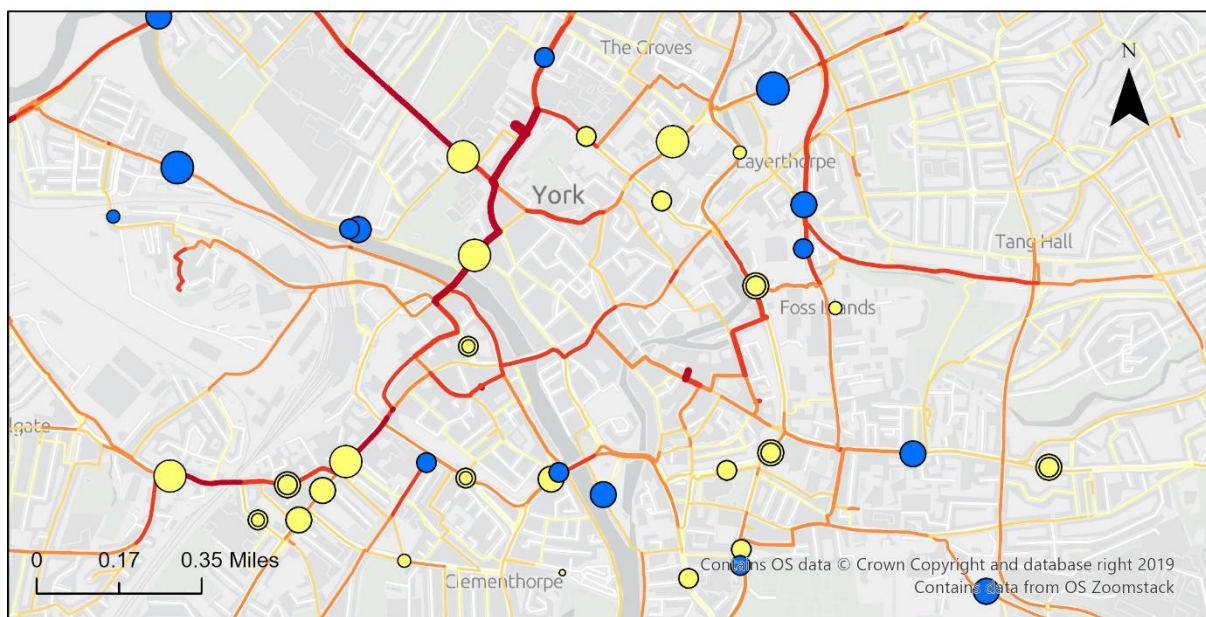
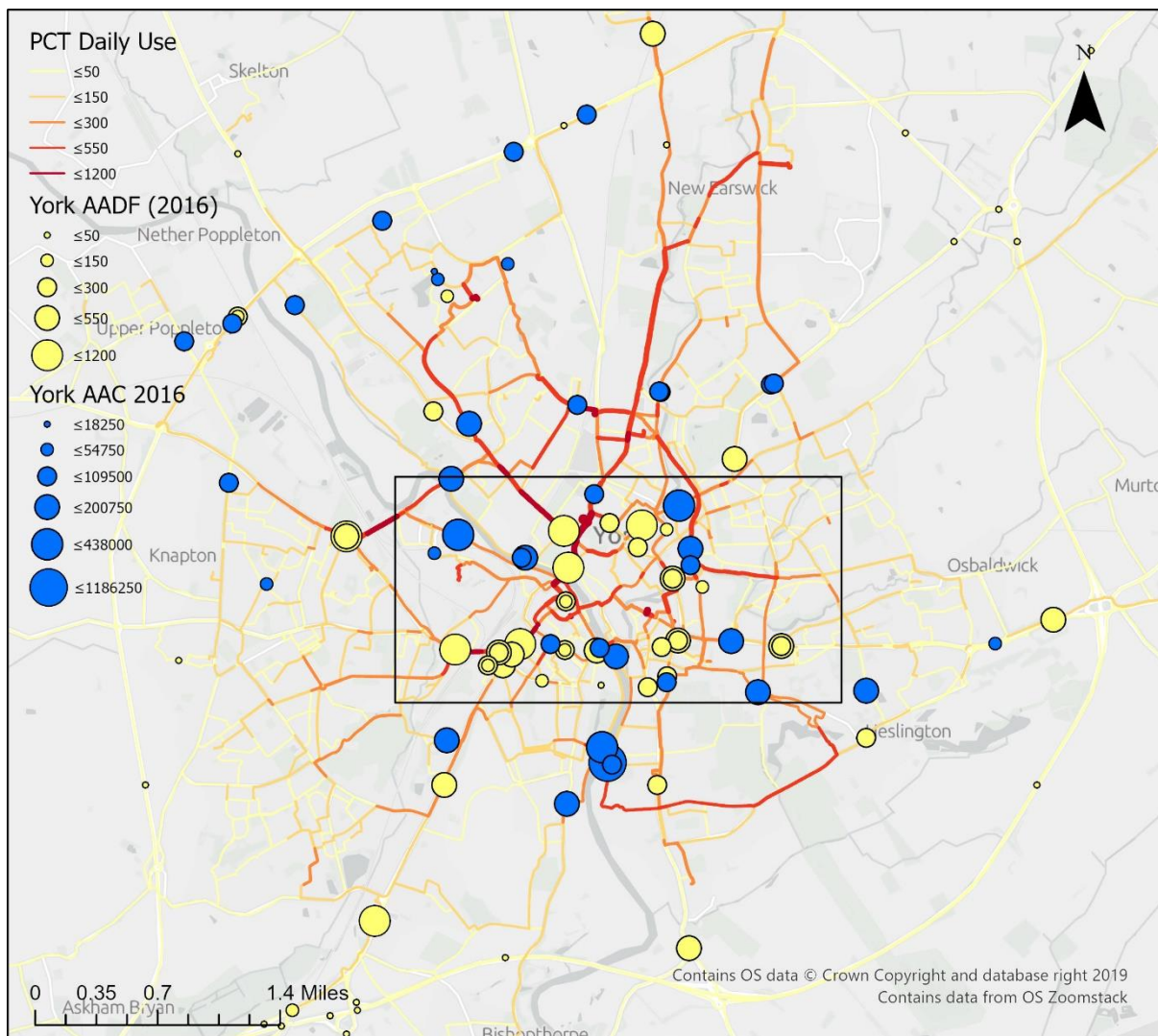


Figure 19: DfT (yellow), York ACC (blue) cycle numbers superimposed on PCT daily commuting network use (shaded).

Examining the counts and network estimates together shows that broadly, the modelled distribution of existing network load is in line with use suggested by cycle counts; paler outer roads correspond to smaller circles, and larger circles are clustered towards the darker central network.

Several areas show disparities in network distribution and actual flows however:

- Counts along Tadcaster Road from the south west indicate higher relative use of this corridor than the network distribution would suggest. This may be attributable in part to the location of York College at the southern end of Tadcaster Road, as further and higher education establishments are excluded from census data. Similarly, onward cycle journeys from the park and ride site into the centre of the city are excluded from the PCT calculations.
- Similarly, counts to the south east of the city, in and around the University of York road network are higher than the relative network distribution estimates. As with Tadcaster Road flows, these could be attributed to student travel not captured by census data. In this region, the east-west corridor along Broadway is highlighted by the PCT as a high-use route. An absence of count data along this corridor make it difficult to establish the extent to which this is used as a route to/from the university.
- Flows along Hull Road are also in excess of estimated network use, possibly reflecting travel to and from the park and ride and York Sports Centre in this location, and the village of Dunnington beyond.
- In the central area of the network, counts on the A1036 and Monkgate are relatively higher than network estimates. Heworth South was previously identified as an area with high numbers of cycle commuters in York; this disparity between network and actual numbers suggests that route choice in this area differs from the expected routes identified by cyclestreet.net used by the PCT.
- To the west, count data suggest that the Jubilee Terrace – Wellington Row link is of greater strategic importance than suggested by the PCT network estimates.

Finally, in addition to the lack on actual count information on Broadway, two other regions lack firm count data. To the west, use of the A59, B1224, Hamilton Drive and Hob Moor radial routes are unknown. PCT network estimates on these roads are low, corresponding to the earlier finding that large number of short car commutes occur in this area. Therefore, understanding which roads are preferred by cyclists in this area would help target future interventions. To the north, Haxby Road and New Lane lack actual count data, despite network estimates for these route being relatively high for commuters alone.

The analyses presented in sections 3.2.3 to 3.2.5 provide a first insight into the main areas of cycling activity in the city, and shows potential areas of initial focus for short-term interventions. However, a full analysis would benefit from further information regarding multi-modal travel and student travel activity. **The LCWIP could therefore use stakeholder consultation to understand in greater detail local and multi-modal travelling patterns within the York region, to inform the benefits of improving infrastructure around transport hubs such as the park and rides and York and**

Poppleton stations, the proposed station at Haxby, and to and from higher educational establishments.

3.2.6 Public transport use

Data from the Office of Rail and Road indicate that there were nearly 10 million entries and exits at York Station in 2018-19. Year on year data shows a steady sustained increase in entries and exits at the station, suggesting that passenger numbers will continue to increase over the long term, particularly as the rail network is developed through HS2 and Northern Powerhouse Rail. Based on Table 2, approximately half of these entries and exits may be assumed to be commuters, with the remainder largely comprised of leisure trips. However, as a key tourist destination, it is highly likely that train travel to York for leisure is higher than the national average. The two demographics have different onward journey needs; commuters are likely to have a specific onward destination, while tourists are more likely to spend time in the city centre or at events like York Races.

In contrast York's only other station, Poppleton, had just over 70,000 entries and exits in 2018. Poppleton station serves the village of Poppleton on the west of York and its single rail line provides links to York to the east, and Harrogate and Leeds to the west. Due to the length of the journey to Leeds on the westbound line, passengers from Poppleton wishing to travel to Leeds or more widely, are likely to travel first to York, then further afield. **The LCWIP may wish to investigate the onward mode of travel of passengers exiting York's stations, and whether provision of intermodal facilities at the stations are suited to the discrete needs of commuters and leisure passengers.**

Proposals for a new railway station at Haxby, on the York to Scarborough line have been publicised. Figure 20 shows the three station locations with a 3 mile radius zone around each, commonly accepted as a manageable cycling distance. It is clear that much of central York is within cycling distance from York station, with good reach to the west from Poppleton, and the north from the proposed Haxby station. For both Poppleton and Haxby stations however, the ring road presents a major feature to cross to continue cycling into the city. **The LCWIP should review provision of passage across the ring road to verify that safe cycling and walking routes are available. This needs to be considered as part of the current project to dual the A19 Shipton Road to Hopgrove section of the A1237.**

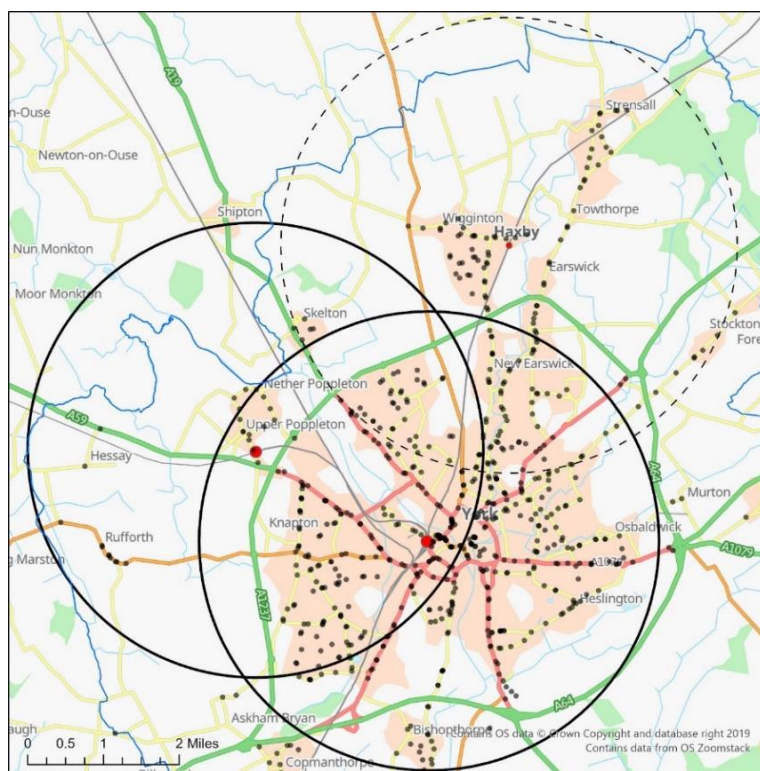


Figure 20: Zones of three mile radius around existing (solid) and proposed (dashed) stations in York.

Figure 20 also shows the existing network of bus stops across the city. Limited quantitative data exist regarding levels of bus use. However, well-used routes are known to be between the 6 park and ride sites and city centre (along red roads in Figure 20), and high-frequency routes running between the western area of York and the city centre (as shown in Figure 11) and Haxby/Strensall. Additionally, buses between the centre and the University of York are well used. Further subsidised services extend across the city and outskirts.

The presence of a station at Haxby would increase transport options for residents to the north of the city. For this and all other regions, improved cycling and walking provision may result in lower patronage of local bus services. However, the **LCWIP could consider how cycling and walking infrastructure and bus, particularly park and ride services might be further integrated.**

3.2.7 Road safety in York

Active travel relies on people feeling safe while they are making their journeys. Safety concerns, whether real or perceived are often cited as barriers to cycling and walking. Across the country, reductions in traffic due to the recent lockdown response to Covid-19 were accompanied by significant increases in people cycling and walking. This rapid increase in people returning to or trying cycling for the first time underlines the latent potential for journeys by bike when users feel that conditions are safe.

National statistics show pedestrians and cyclists made up 23% and 14% of all casualties killed or seriously injured (KSI) in England in 2018. In comparison, York pedestrians comprised 18% of KSI casualties in York, slightly lower than the national average. However York cyclists made up 27% of York KSI casualties, likely reflecting the high percentage share of cyclists on York's roads compared

to the national average rather than particularly unsafe conditions for cyclists in York. For both pedestrians and cyclists the number of casualties has gradually declined in the last five years, with no fatal casualties in 2018.

Figure 21 shows that in 2018, pedestrian casualties were spread across the city, with the exception of a group of incidents clustered around Ouse Bridge. In Figure 22 (overleaf) it can be seen that the Ouse Bridge area was also the site of a casualty cluster for cyclists in 2018, albeit that injuries in these incidents were slight. Incidents resulting in slight injury to cyclists were also clustered along Gillygate. Clusters of serious injuries to cyclists exist around York station, at the Huntingdon Road-A1036 junction and on Heworth Road.

While these data can show overall levels of injury and locations where injuries occur, it is important to recognise that areas with low incident levels are not necessarily safer. Figure 19 suggests that high numbers of cyclists travel along the A1036, Gillygate, and in the vicinity of York station. In the same way that higher frequencies of incidents in these areas may reflect higher numbers of cyclists rather than elevated danger, areas with low or no incidents may indicate areas that are actively avoided by pedestrians and cyclists. Furthermore, the data only capture reported incidents and does not capture “near misses”, which may signal the potential for an incident later. As with route choice and journey purpose, **engaging with York’s cyclists and walkers is likely to highlight areas of particular concern.**

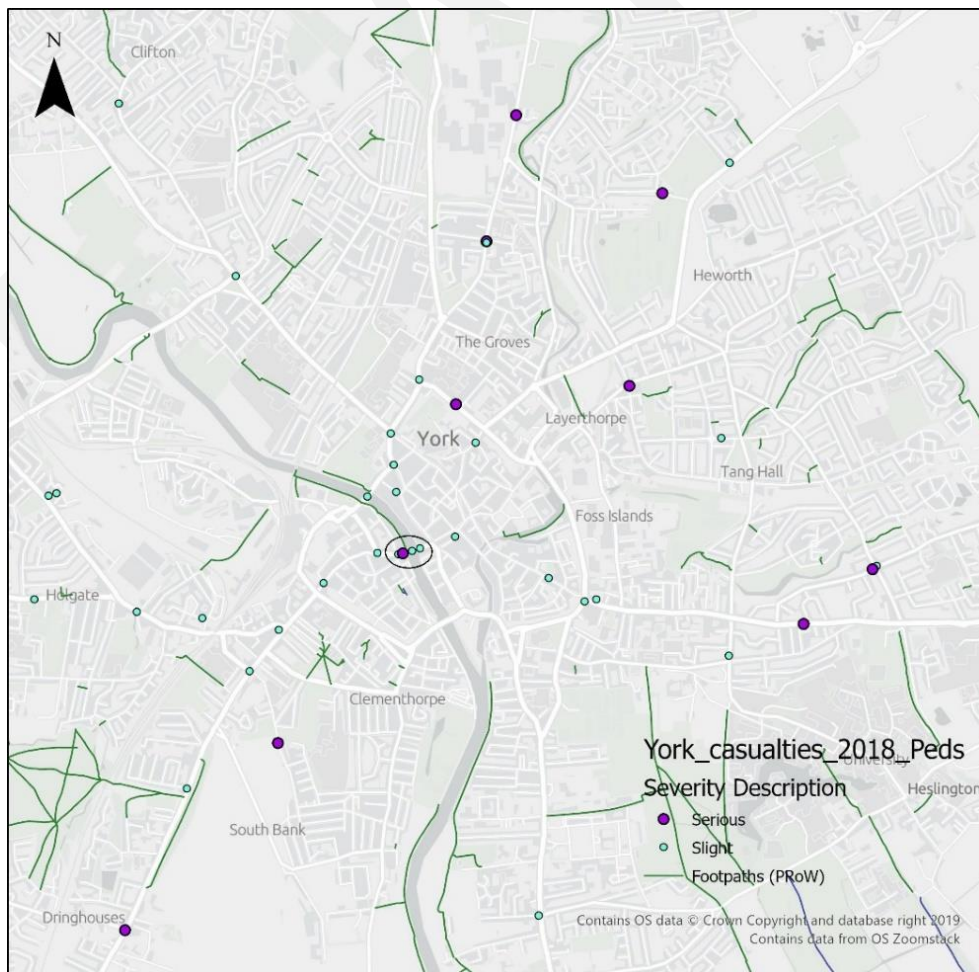


Figure 21: Site of pedestrian casualties in York with clusters circled, 2018 (DfT Road Safety Data)

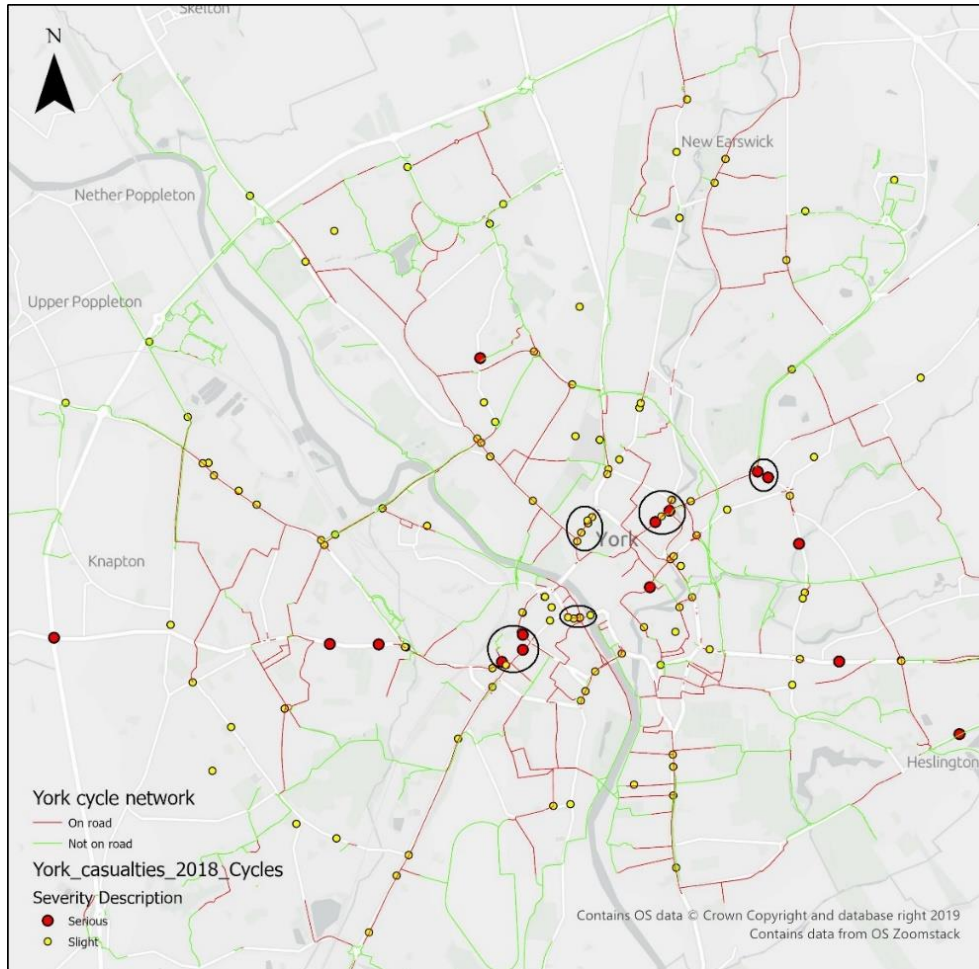


Figure 22: Sites of cycling casualties in York with clusters circled, 2018 (*DfT Road Safety Data*)

The analyses in this section highlight a number of pertinent issues for York, and highlight the importance of completing a full LCWIP. If York is to maintain its status and culture as a cycling city, it is vital that the LCWIP seeks to reverse the decline in cycling evident in the city. This will also enable York to meet the target set out by Government in the 2017 Cycling and Walking Strategy, for increases in cycling and walking activity. This section has shown that there is huge potential to convert short driving trips into cycling and walking activity in the city. York station and the city's park and ride sites are located such that the entire area within the A1237/A64 ring road is within cycling distance of an inter-modal hub. Coupled with the existing positive cycle culture in York and its benign topography, the provision of safe and accessible infrastructure has real potential to increase levels of cycling and walking both for commuting and wider purposes.

4 Future cycling and walking in York

Section 3 has outlined the current status of cycling and walking in York, based on available data. In this section, the effect of possible changes to cycling and walking levels are presented, based on the premise of an ambition by CYC to achieve “Dutch” levels of cycling in the city. Future developments are also briefly considered.

Based on the current distribution of commuting OD pairs, and taking into account factors such as the hilliness of a region and the fastest route distance between origins and destinations, the PCT tool enables estimates of future cycling levels for school and work travel to be made for different scenarios. York is fortunate to be a largely flat, compact city, meaning that a high number of commutes in the city are cyclable. Using the “Go Dutch⁵” scenario, the following figures show how cycle commutes might be distributed around the York road network and existing cycle network in the future. Future residential and major development sites are included in the figures, as these sites would increase the density of origins and/or destinations in these locations.

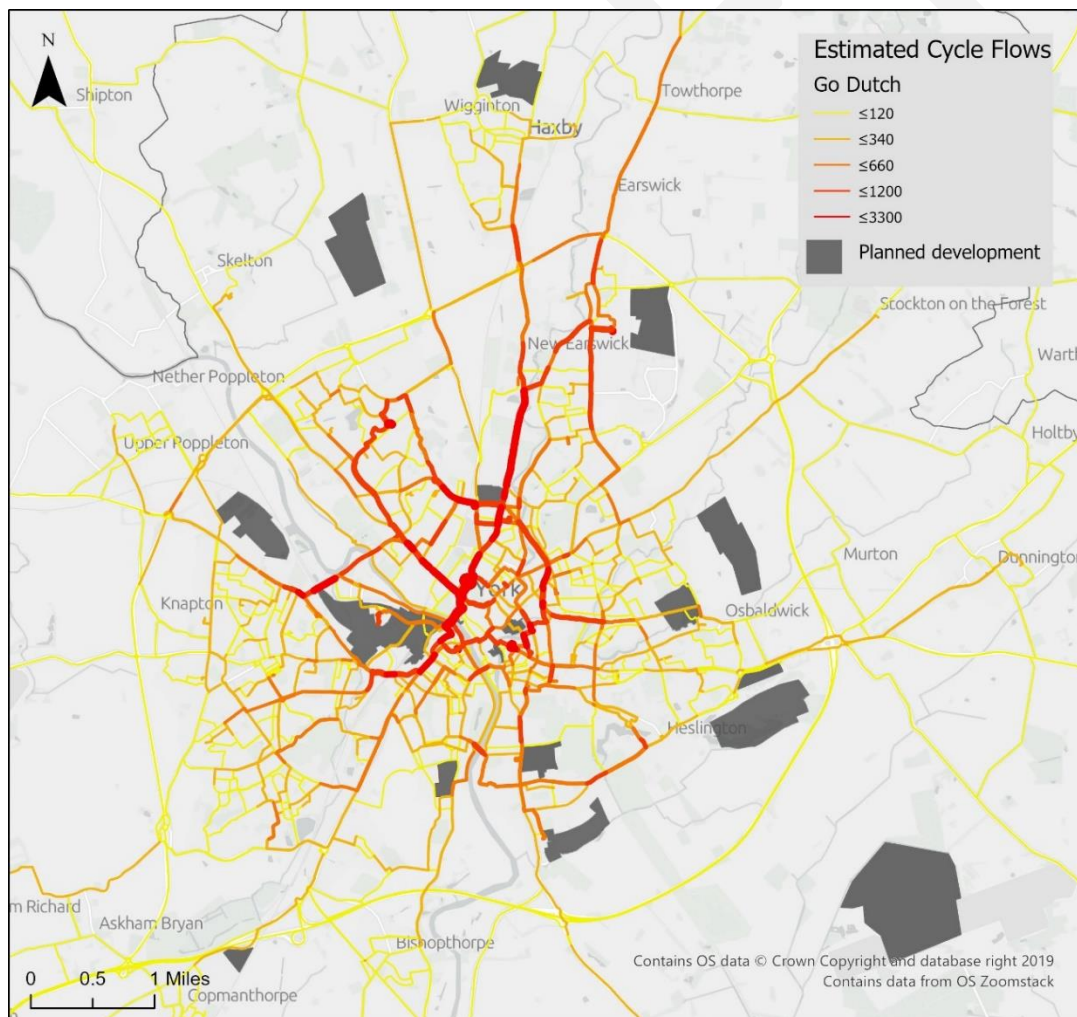


Figure 23: Estimated flows along York’s road and cycle network in PCT “Go Dutch” scenario

⁵ The “Go Dutch” scenario represents what would happen if English people were as likely as Dutch people to cycle, assuming equivalent levels of cycling infrastructure and culture. (Lovelace et al., 2017, p 513)

The flows show the estimated daily use **for commuting** on any part of the network, based on origin destination pairs, and likely route choice as suggested by cyclestreets.net. In reality if cycling levels grew to be equivalent to the Netherlands, flows would be far higher as commuting accounts for just 15% of all journeys made.

Figure 23 shows that in the “Go Dutch” scenario, the distribution of cycle commuters across York’s road and cycle network is broadly similar to the distribution shown in *Figure 19*. That is, busy routes now are expected to be busy, and busier, routes in the future. Exceptions to this are in the region to the south east of the city where higher flow levels are spread across a greater number of roads, and in the north which shows a more even distribution of flows along the radial routes. For comparison, Figure 24 presents the same “Go Dutch” scenario but only shows flows along York’s existing cycle ways.

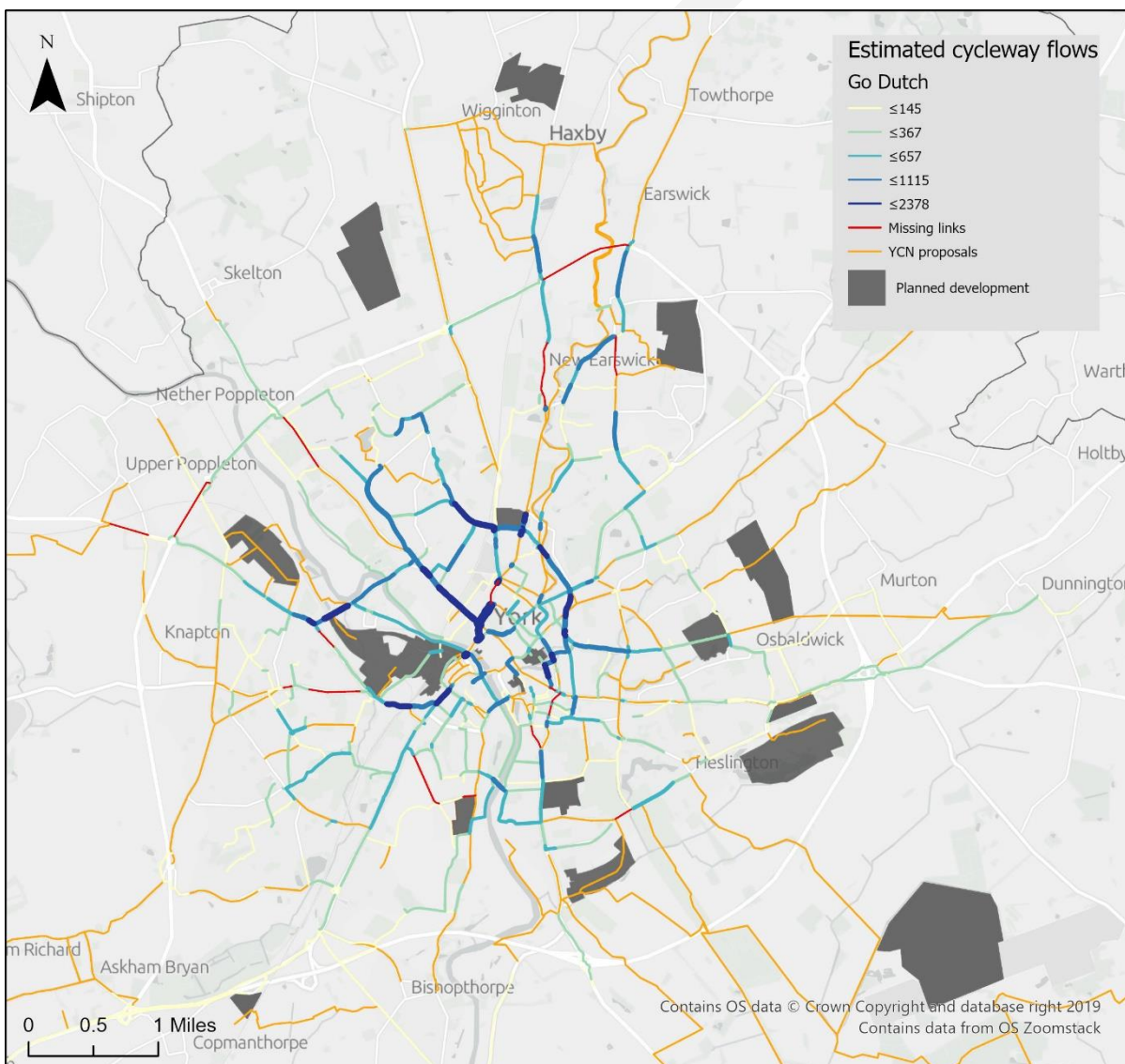


Figure 24: Estimated flows along York’s existing cycle network in PCT “Go Dutch” scenario

Taking into account the locations of future developments, it would be expected that all but the outer south west quadrant of the city would see higher flow numbers than predicted by the PCT model. Figure 24 highlights several missing links in the existing network, when potential flows are considered.

Some of these links are already included in future proposals for the network. Of particular note in Figure 24 is the gap in existing provision between areas of high flow to the north of the city. The strategic importance of facilitating active travel from the rural northern outskirts is one that CYC already recognise in the Local Plan, with links from Strensall to the A1237 (ring road) and the A1237 along the Haxby Road/Huntington Road corridor identified as strategic short-term cycling and pedestrian network improvements. A further northern link between Wigginton and the A1237 is listed as a medium-term strategic improvement.

Condition audits could prioritise parts of the existing network where flows are modelled to be high. Figure 24 also identifies possible gaps in future network provision (in red). The sections shown either link areas of network modelled to have high future flows, or link sections of proposed future network in areas currently shown to have high numbers of short car commutes. **(Re)-evaluation of the possibility of network provision in these regions may be necessary.**

Development beyond the authority boundary also has the potential to impact on levels of cycling and walking, or vehicle traffic, in York. Therefore, Figure 25 shows key development sites in neighbouring authorities.

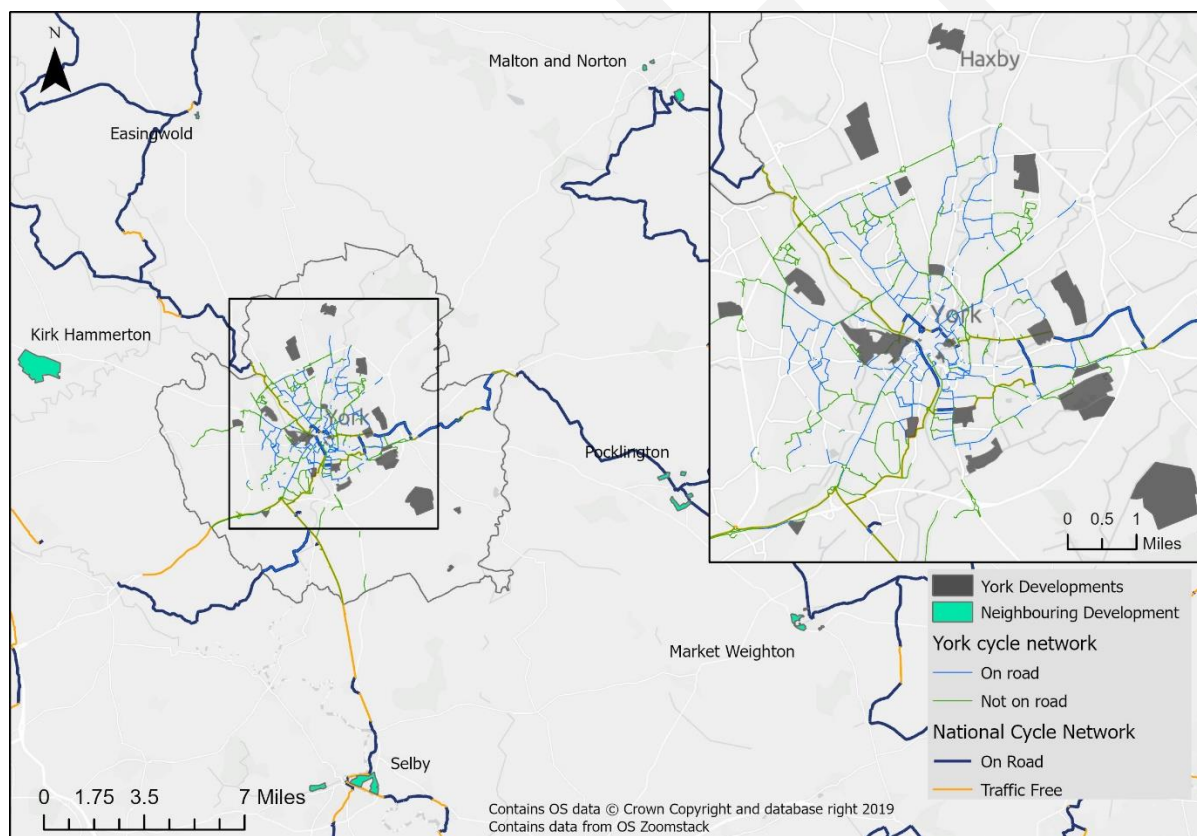


Figure 25: Proposed development in neighbouring authority regions

The distances between York and these neighbouring developments are likely to be greater than many would cycle regularly. However, Figure 25 shows that planned developments in Selby, Market Weighon and Pocklington, and Easingwold are connected to York via Sustrans NCN routes. Between Selby and York the NCN is direct and largely off-road, arguably increasing the likelihood of cycle

travel between the two. Table 3 shows the eventual planned number of residential dwellings in each of the six locations shown.

Table 3: Major residential developments in neighbouring boroughs, located approximately as shown in Figure 25

Location	Eventual planned dwellings ¹	Delivery date ¹
Kirk Hammerton	3000	1000 by 2034 ²
Easingwold	900	2026
Malton and Norton	1500	2027
Pocklington	1250	2029
Market Weighton	900	2029
Selby	3500	2027
¹ Planned dwellings and delivery dates do not take into account the number of dwellings already completed ² No detail is given as to the completion dates of the remaining 2000 dwellings in the Harrogate Local Plan		

For the majority of trips between these locations and York, it is likely that people would choose to drive or take the train or bus where available. **The LCWIP should consider how support for multi-modal trips could increase the potential for increased vehicle trips from the locations shown to be converted to public transport or park and ride trips instead.**

5 Moving towards a full LCWIP

As stated at the beginning of this report, York already enjoys a relatively well-developed cycling and walking network, and CYC are already actively engaged in reviewing and improving the network. In this section, the proposed prioritisation of improvements is compared with the information on current and future cycling and walking activity and development proposals presented in sections 3 and 4. Figure 26 shows the existing network and the proposed improvements, coloured to show the current level of prioritisation of activity.

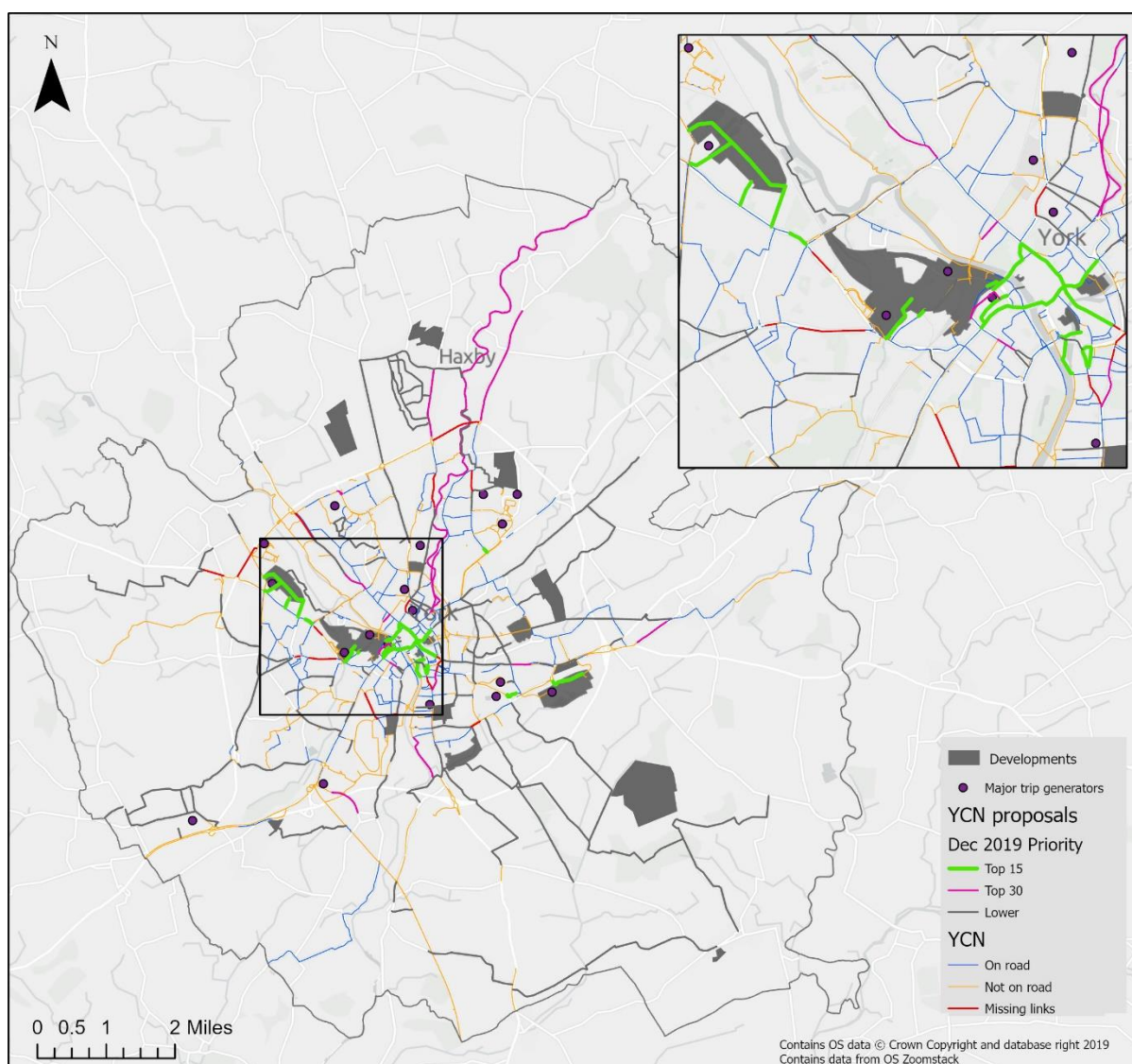


Figure 26: Proposed improvements to York Cycle Network (YCN), December 2019

The priority ranking of proposed improvements is set out in CYC's Strategic Cycle Scheme Prioritisation (December 2019, Annex A). As can be seen in Figure 26 many of the highest priority works are clustered on areas of the network nearer the city centre, with the exception of new routes around the British Sugar/Manor School development site and near the University of York. With the notable exception of the Foss river route, the second tranche of proposals are generally short links

that improve or connect existing areas of the network to each other, or to residential areas (e.g. Bishopthorpe link into Sim Balk Lane). The lower priority proposals are largely focused on the extension of the network to the A1237/A64 ring road and beyond, into the rural outskirts of York.

The strategic cycle scheme prioritisation presents a highly detailed technical assessment of the limitations of the existing cycling network. Prioritisation of works has taken into account their contribution to wider council priorities, links to strategic routes, destinations, added value (co-beneficial outcomes), potential usage, cost and buildability. Missing links and areas of known high use score highly, especially where they are also able to demonstrate added value, or serve a number of strategic destinations. Comparing the ranking of routes to the make-up of their overall score suggests network factors, particularly whether or not a route is considered a 'missing link', have a significant effect on ranking. A coherent, connected network is of vital importance if it is to be well used, and Figure 26 highlights areas where arguably there remain missing links. However, scoring based on the potential for new routes to connect into the existing network risks disadvantaging the ranking of routes in areas where the existing network is sparse. Additionally, proposals within the city centre, where radial strategic routes converge, are likely to score highly for their strategic potential within the wider network.

Despite the potential limitations in ranking proposals highlighted above, the strategic review nevertheless provides an excellent starting point for the full LCWIP process. Complementing the review, this report has identified a number of potential "missing links" and has demonstrated areas in which there is the greatest potential to catalyse mode shift for commuter journeys. PCT modelling results in Section 3 and 4 have shown that while much of the current cycling and walking activity is concentrated towards the centre of York, there is potential for significant increase in cycle activity on radial routes to the northwest, north and southeast of the city in particular. Taking these findings into account alongside the strategic review would enable an assessment of whether the predominantly network focused analysis is aligned with where there is the most potential for changing journeys, and where use is predicted to increase. Alongside consideration of corridors, there is also the question of a neighbourhood focus, to support local access and access to the wider York cycle network.

5.1 Corridors and neighbourhoods

As shown in Figure 14 and Figure 15, currently, most of the well-used active commuting corridors in York are radial, connecting city centre locations with origins/destinations within the A1237/A64 ring road. For cycling, a number of orbital links are also present, clustered to the north and southeast of the city. Undoubtedly, increasing the number of commuting journeys that can be made actively presents a major opportunity to increase the number of journeys in York made by bike and foot, as a result of increased numbers of people making commuting journeys, and increasing the frequency of active commutes. However, focusing on corridors alone does not necessarily support residents to choose active travel for purposes other than commuting. Government guidance, in particular the recent guidance for local authorities on reallocating road space in response to Covid-19⁶, acknowledges the importance of providing safe, pleasant conditions in residential neighbourhoods to encourage cycling and walking for a range of dispersed trip patterns.

⁶ [Traffic Management Act 2004: network management in response to COVID-19](#)

Figure 27 shows that services such as doctor's surgeries, libraries, schools and other community venues are often located off the main York cycle network. Extension of the network to access each of these destinations individually is likely to be unnecessary, as suitable conditions for active travel in neighbourhoods can be achieved through other means.

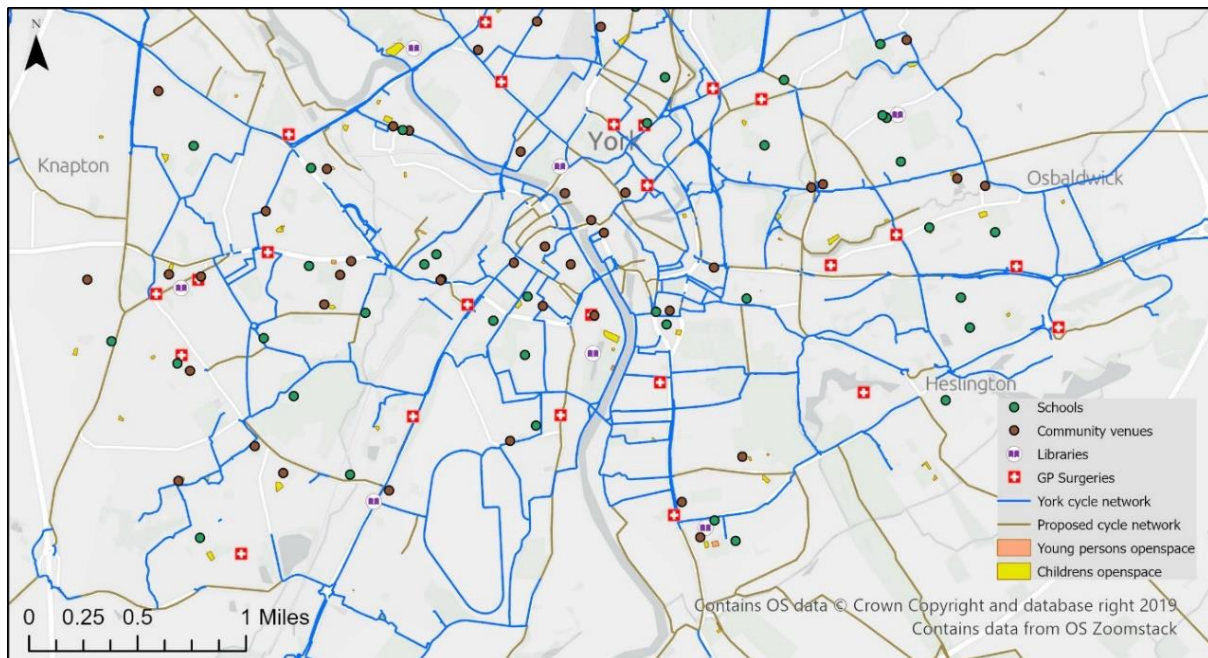


Figure 27: Locations of selected community destinations in south York in relation to the existing and proposed cycle network

Integrating low traffic neighbourhoods with a high standard network that is in turn supported by a wider suite of interventions is more likely to achieve daily cycling and walking than focusing on one aspect of infrastructure alone. However, as demonstrated by flagship neighbourhood projects in the UK (e.g. Levenshulme and Waltham Forest) detailed stakeholder consultation is required to understand how people use and would like to use their local neighbourhoods. This would form part of Phases 2 and 3 of the full LCWIP process. However, recent funding announcements by government to support cycling and walking as Covid-19 restrictions across the country are eased present a well-timed opportunity to implement trial low-traffic neighbourhoods in the short term. Where schemes have already been planned, there is an opportunity to implement them immediately. Further low-traffic neighbourhoods, particularly in areas where the wider York Cycle Network is sparse and car and bus use is high, have the potential to provide conditions that would enable residents to begin their active travel journeys in a safe environment. The MSOAs to the southwest of the city are possible candidates for such short-term temporary interventions, particularly given the high levels of bus commuting identified in this area in section 3.2.2.

5.2 Wider LCWIP considerations

The LCWIP nominally focuses on infrastructure provision to enhance cycling and walking. However, a holistic infrastructure is more extensive than simply a network of routes connecting destinations. Crucially, the “Go Dutch” scenario used by the PCT model to estimate possible levels of cycling in York relies on an assumption that both the infrastructure *and the culture* of cycling would be equivalent. Therefore, a plan that focuses on one without addressing the other is highly unlikely to

realise the estimated potential for cycling in the region. In this section, consideration is given to wider measures that could be incorporated into the LCWIP to support and bolster the effects of changes to the cycling and walking network.

As with infrastructure, York is not starting from scratch in terms of wider support for cycling and walking. The iTravelYork program has worked since 2012 to support York residents to make sustainable travel choices when moving around their city. iTravelYork provides many services known to increase cycling and walking rates, including extensive information for trip planning, one to one support for new and returning cyclists, in-school Bikeability training, and public awareness and behaviour change engagement activities focused on businesses, York's colleges and universities, and schools. These are all examples of initiatives that are used to effectively support and promote cycling in more mature cycling nations⁷. Alongside these, extensive cycle parking facilities across the city, 20mph speed limits outside all primary schools, and filtered streets already contribute to creating a cycling culture in York that is ahead of much of the UK.

There are a great deal of additional non-route-focused measures that could be implemented by CYC, some of which are summarised in Table 4. The list is not exhaustive, and inclusion is not an assumption of suitability for York, rather the list is intended to encourage thinking as to the wider measures that could be included in the development of the final LCWIP.

Table 4: Examples of non-route-based interventions that can support cycling & walking alongside route provision

Measures	Examples (see Pucher & Buehler for original lists)
Traffic signal modification	Advanced green lights for cyclists, signals synchronised to cycling speed
Bike parking	Security measures, priority parking for certain groups, bike hangars
Coordination with public transport	Bike rentals, high quality bike parking at major train stations, park and ride and bus interchanges
Access to free bikes	City bike scheme, free bikes available for company employees travelling between sites
Trip planning	Bike maps, pedestrian maps, cycling and walking public information boards by time taken, clear comprehensive route signage
Public awareness campaigns	Tied in with health campaigns, cycling ambassador programme, annual festivals for cycling and walking, guided biking and walking tours
Public participation in planning	Regular surveys of cyclists and walkers, council platforms for opinion exchange within and between professional and citizen stakeholder groups
Motor vehicle limitations	Blanket speed restrictions in neighbourhoods, car free zones, turn restrictions for cars but not cyclists and walkers, frequent random enforcement
Road and parking capacity limitations	Limited car parking in the city centre, replacing car parking with cycling and walking facilities, narrowed roads to limit vehicle speeds, parking management through permit or time restrictions
Costs to vehicle traffic	High short-term parking costs in cities
Land use and planning policies	Limits to out-of-town development, mixed-use zones to reduce necessary trip distances, cycling and walking built into new development requirements

⁷ Pucher & Buehler (2008). Making Cycling Irresistible: Lessons from The Netherlands, Denmark and Germany.

5.3 Next steps

The preceding sections of this report introduce the current state of cycling and walking in York, and provide some initial analysis and questions to guide the development of full LCWIP. As shown in Figure 1, preparation of the LCWIP will require further data gathering and stakeholder engagement to develop a fuller picture of the strengths, weaknesses and improvements required to build on existing cycling and walking provision in York. Table 5 (overleaf) summarises the data used for analyses in this report, and the anticipated data requirements for a full LCWIP. However, there exists a unique opportunity to implement measures in the short-term, as the country emerges from the measures put in place to limit the spread of Covid-19.

5.3.1 Existing and short-term opportunities

Since this report was begun, the UK government has produced guidance for the provision of emergency cycling and walking provision to enable people to move around safely while observing Covid-19 social distancing requirements. CYC were awarded £193,287 from Tranche 1 of the Emergency Active Travel Fund (based on the bid shown in Annex B) to rapidly implement temporary emergency measures to encourage cycling and walking as a replacement to public transport.⁸ Alongside the specific areas outlined in the Tranche 1 bid, three general areas of possible focus are evident from this report:

- Provision for safe cycling and walking in the southwest of the city, an area with high levels of bus commuting
- Provision of safe travel corridors between the 6 park and ride sites and the city centre
- Implementation of low traffic neighbourhoods to prevent rat-running as traffic levels increase

Arguably, the commencement of the LCWIP process at this time is highly beneficial, as the political will to support cycling and walking is both present and urgent. Implementing temporary measures provides an opportunity to evaluate their effects in-situ, providing evidence and building a case for expansion of successful measures. Of particular significance from this report is the co-incidence of high levels of bus commuting in the south west of the region, an area where the existing cycle network is sparse. Given the need to provide temporary measures that can compensate for the anticipated medium term reduction in bus patronage, this area warrants particular attention in the short term. This is especially important as the southwest of the city is also has some of the highest numbers of short-driving commutes that are not overlapped by cycling and walking commutes between the identified OD pairs.

Alongside alternative provision for bus users, a focus on those that would usually travel to the city by train is important. Where individuals have access to a private motor vehicle, they are likely to choose to use it to replace longer commuting journeys. Provision of safe cycling routes from the city's 6 park and ride sites into the centre is likely to offer the best opportunity to avert increases in car journeys to the city centre. This would additionally benefit residents along these corridors, by providing safe routes for their own travel, and reducing the potential for residential streets beyond the immediate city centre being used as commuter parking areas.

⁸ A further application for Tranche 2 funding is in progress at the time of writing and will be included in Annex B at a later date.

Table 5: Anticipated data requirements for LCWIP. Italicised sources used to inform analyses in this report

Data sources	Informing which stage?					
	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6
	Scope	Data	Cycling Plan	Walking Plan	Prioritising	Integration
National						
<i>Active People Survey (Active Lives?)</i>	x	x				
<i>Collision data for cyclists and pedestrians</i>	x	x				
Data from the ONS - journey to work by LSOA		x				
Data from the ONS - Travel to work areas		x				
National Highways and Transport Network public satisfaction survey		x				
<i>National Travel Survey</i>	x	x				
Office of National Statistics Workplace Zones		x				
<i>Propensity to Cycle tool</i>	x	x	x			
<i>Traffic counts and survey data</i>	x	x				
Local						
<i>2011 census origin destination data (in PCT)</i>	x	x	x	x		
<i>Annual traffic counters</i>	x	x				
<i>Bus/train journeys - origins and destinations</i>	x	x	x	x		
<i>Car Ownership</i>	x	x				
<i>Data on road traffic collisions involving cyclists and pedestrians</i>	x	x	x	x		
<i>Existing cycle routes</i>	x	x	x			
<i>Existing cycling and walking proposals</i>	x	x	x	x		
<i>Growth areas</i>	x	x				
<i>Hands up surveys for school data</i>	x	x	x	x		
<i>Key destinations</i>	x	x	x	x		
<i>Neighbouring authority significant development</i>	x	x				x
<i>Network rail plans, such as new stations, station improvements or changes to bridges</i>	x	x				
<i>Planned and existing educational hubs</i>	x	x	x	x		
<i>Planned and existing employment hubs</i>	x	x	x	x		

Data sources	Informing which stage?					
	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6
	Scope	Data	Cycling Plan	Walking Plan	Prioritising	Integration
<i>Planned cycling and walking investment</i>	x	x	x	x	x	x
<i>Population density</i>	x	x				
<i>Rights of way improvement plans</i>	x	x	x	x	x	
<i>Rights of Way information</i>	x	x				
<i>Significant new developments which may include infrastructure provision either provided for or affecting cycling and walking</i>	x	x			x	x
<i>Stakeholder engagement</i>		x	x	x	x	
<i>Traffic, cycle and pedestrian flow data</i>	x	x	x	x		
<i>Air Quality data</i>		x			x	
<i>App-based data for existing cycle trips (e.g. Strava, map my ride)</i>		x	x			
<i>Asset management plans</i>		x			x	x
<i>Attitudinal/satisfaction surveys</i>		x	x	x	x	
<i>Current non-route cycling infrastructure - Sheffield stands etc.</i>		x	x			
<i>Cycle skills network audits</i>		x	x			
<i>Employment density</i>		x				x
<i>Flood risk and wildlife data</i>		x			x	
<i>Footway condition survey</i>		x		x		
<i>Highway maintenance plans</i>		x			x	x
<i>Highways England Road schemes</i>		x			x	x
<i>Known accessibility issues</i>		x	x	x		
<i>Land use mapping including green space and parks</i>		x	x	x		
<i>Local Plans, including Supplementary Planning Documents and Area Action Plans</i>		x				x
<i>Local Transport Plans and other strategic transport plans</i>		x			x	x
<i>Locally-planned road schemes</i>		x			x	x
<i>Maintenance plans</i>		x			x	x
<i>Modeshift stars data for schools</i>		x	x	x		
<i>Neighbourhood plans</i>		x				x

	Informing which stage?					
	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6
	Scope	Data	Cycling Plan	Walking Plan	Prioritising	Integration
Data sources						
Online stakeholder surveys (cycling, walking)		X	X	X	X	
Parish plans		X				X
Pinch points		X	X	X	X	
Plans or proposals for the development of non-vehicular routes, quiet lanes, home zones, traffic calming or rights of way improvement plans		X			X	X
Police records - cycling enforcement: offences, locations		X	X			
Public health and physical activity plans and strategies		X				X
Public realm improvement schemes		X			X	X
Rapid cycleway prioritisation tool		X	X			
Road safety improvement plans		X			X	X
Road safety improvement schemes		X			X	X
Route condition audit		X	X	X		
Strategic bus or light rail plans or schemes		X			X	X
Strategic Economic Plans produced by LEPS		X			X	X
Traffic management plans		X			X	X
Traffic speed data		X	X	X		
Travel plan data from employers, new developments and education establishments		X	X	X		
Travel survey data		X	X	X		
University travel surveys (students are excluded from census data)		X	X	X		
Village Design Statements		X	X	X		

Finally, despite measures to limit a switch to private vehicles there is a high potential for increased levels of short car journeys in the short term. Therefore, it is important that measures to reduce traffic in local neighbourhoods are put in place, to prevent rat-running as a result of increased congestion along the main corridor routes.

5.3.2 Stakeholder engagement opportunities

In addition to short-term infrastructure opportunities, the recent period of political focus has raised awareness of active travel as a concept with the general public. In York, several campaign groups for active travel already engage with CYC proposals on a regular basis. One of the key aspects of a full LCWIP is stakeholder engagement: as has been seen in this report, while the available data are able to highlight patterns of use, they are not able to identify the causes for such patterns. Stakeholder engagement is therefore essential to discover both the underlying context for patterns of cycling and walking observed in York, and the opportunities for short, medium and long term change. Social distancing guidelines are likely to limit in-person consultation, but in place of this is a wealth of new stakeholder information that has been gathered since the end of March 2020.

During the lockdown period, campaigners and York residents have aired views on improvements and barriers to cycling and walking in York. The York Cycle Campaign “Safe Streets for York” commonplace map⁹ represents a huge data source captured since April 2020. Annex C summarises additional suggestions/complaints aired during exchanges about general conditions and Covid-19 interventions on social media and campaign blog posts during the lockdown period. In the absence of the possibility of in-person consultation at this stage, the use of online data gathering would form a key aspect of Stage 3 of the LCWIP. The presence of the “Safe Street for York” map offers a de facto stakeholder consultation, from which the key issues experienced by York’s residents can be extracted.

Additionally, many more people have been cycling and walking in recent weeks, expanding the number of individuals likely to contribute to the LCWIP consultation process. As traffic levels begin to increase, it is particularly important to capture the views of those individuals that have either taken up, or recently retreated from active travel. Opportunities to provide feedback could be provided at sites of temporary measures, for example through the use of QR codes or similar.

In the longer term, DfT guidance for stakeholder engagement suggest consultation among a wide range of citizen and organisational groups. Stakeholders should be consulted at critical points during the LCWIP development, to understand their priorities, both in terms of the network, and supporting ‘softer’ measures, such as prioritising removal of barriers and pinch points, reconfiguring dangerous junctions, working out where new secure bike parking is needed, supporting businesses to provide this etc. Many of these issues are also likely to be present in the existing “Safe Street for York” map, some of which can be addressed with temporary measures.

Table 6 summarises some of the key stakeholder groups to be included in the longer-term process, as suggested by DfT guidance. DfT guidance makes it clear that engagement should take a number of forms, in order to reach all interested parties. A variety of stakeholder engagement events and

⁹ <https://safestreetsyork.commonplace.is/>

techniques to gather ideas and concerns from across the region should be employed, when the national situation permits.

Table 6: Suggested stakeholders for engagement in LCWIP process

Public and Interest Groups	Delivery Partners	Other Organisations
DfT Guidance suggestions		
Cycling and walking groups: <ul style="list-style-type: none"> • York Bike Belles • York Cycle Campaign • 20's Plenty • Breeze • Sustrans volunteers Disabled people's groups Residents groups National Campaign Groups Business Groups Universities: <ul style="list-style-type: none"> • University of York • York St John 	Canal and River Trust Highways England Sustrans Adjoining local authorities Network Rail Rail Operators Bus Operators	Local Members Local MPs Other Authority Departments Local Enterprise Partnerships ROWIP Reference Group Neighbourhood Planning Groups Parishes Non-governmental organisations Police and Emergency Services Business Improvement Districts
Other possible stakeholders		
Schools and colleges Visit York Non-cycling or walking groups Local health providers		

5.3.3 Further analyses

Throughout this report, suggestions have been made for data gathering and further analyses required for the full LCWIP. Table 5 provides a summary of the data sources available. This section draws together a list of suggested future analyses:

- Estimation of cycling and walking trip numbers, and potential increases in the numbers of trips.
- Estimation of future potential driven trips, in response to the current situation, and long-term, and calculation of the effect of implementing CLWIP measures on future modal split.
- Condition audit of existing cycling and walking provision with a focus on junctions and other barriers to accessibility, cross-referencing with estimates of potential future use to identify priority barriers to address.
- Analysis of existing stakeholder feedback contained with the “Safe Streets for York” commonplace map.
- Further analysis of provision for York's walkers – for which data is currently limited.
- Evaluation and feedback from any temporary infrastructure implemented via the DfT emergency active travel fund.

Finally, analyses of the data above should result in the identification of:

- Suggested core walking zones

- Suggested core cycling zones
- Suggested supporting (non-infrastructure) activities

As stated at the outset of this scoping report, it is vital that any infrastructure plans are fully integrated with wider CYC policy and strategy priorities. Before further analysis takes place, it is important that these wider priorities are set out. The final section of this scoping report offers a list of suggested objectives to consider against the wider policies and strategies of CYC.

DRAFT

6 Possible objectives of the York LCWIP

Section 2 has demonstrated a number of region-wide considerations for cycling and walking in York. These are summarised here, along with a number of suggested objectives for the LCWIP. The suggested objectives are designed to prompt discussion, to determine the extent of the ambition of the fully completed LCWIP. It may that a set of possible objectives are used in engagement with stakeholders, to determine not just the priority of specific works and routes, but also the priority of the eventual outcomes the works seek to achieve.

The distribution of cycling and walking across York is uneven. This is true in terms of the frequency with which York residents undertake cycling and walking activities, and the purposes of their cycling and walking journeys, and the geographical distribution of cycling and walking.

- Over 35% of York adults walk five times a week or more for any purpose, compared with less than 5% of York adults who cycle at a similar frequency. Cycling levels are generally declining whereas walking levels are steady or increasing.
- When divided by purpose, a greater number of York adults cycle for utility than leisure. The opposite is true for walking journeys.
- Active commuting percentages for residents of York MSOAs vary from 9% (York 020 - Dunnington, Elvington and Wheldrake) to 57% (York 013 - City Centre).

Providing infrastructure that creates equal opportunities for active travel for all residents can simultaneously improve health, environmental and economic wellbeing across the region.

Objective 1: Minimise differences in the likelihood of York residents to use active travel for utility and leisure journeys.

Table 1 shows that in general, cycling in York for any purpose declined between 2015 and 2018. Utility cycling declined at a greater rate than leisure cycling. Replacing short car journeys with active journeys has the potential to improve air quality, reduce carbon dioxide emissions and address a growing health crisis in the UK. Cycling journeys in particular have the potential to replace car journeys, due to their higher range potential and the ability to carry loads.

Objective 2: Reverse the decline in cycling levels in York, and plan for **xxx** percentage of York journeys to work to be by cycle by **xxx** (target to be discussed and agreed).

Figure 9 shows that commuting across the regional boundary is overwhelmingly undertaken by car. In addition, for inbound commuters a small but significant percentage of journeys are by train. Proposed developments in neighbouring regions have the potential to increase cross-boundary trips by car in particular. York already has a network of well-used park and ride sites around the perimeter of the urban centre. Several of the park and ride sites are either co-located with or close to significant trip

generating destinations, for example Monks Cross and Vangarde, York College, and the Designer Outlet park and ride. Both the park and ride and railway stations provide opportunities for cross-boundary travellers to start or finish their journeys by active means.

Objective 3: Promote and facilitate multi-modal trips, particularly for cross-boundary commuter and leisure travellers.

Figure 13 showed that short driving commutes are clustered to the west of the city. A number of factors could contribute to this observation, including the relative area of MSOAs on the west of the city compared to other parts of the region, the relative concentration of workplace destinations in this area, population density, or availability of infrastructure for active travel.

The western region also features in a number of other analyses, and presents a picture of mixed commuting. Acomb, Clifton Without, and Woodthorpe have the highest number of car commuters in York. Routes between the city centre and Clifton Moor are represented by the short driving commutes, but are also predicted to see high levels of use under the PCT “Go Dutch” model. The Rawcliffe Lane cycle counter recorded approximately 80,000 cycle journeys in each direction in 2016, placing it among the more-well used routes in the city.

Objective 4: Prioritise cycle routes that are most likely to lead to the conversion of short car commutes into active travel modes.

The PCT data exclude student commuters. Despite this, Figure 14 shows that high numbers of cycle commuters are also present in the south east of the city. With over 15,000 students based at the University of York, the potential for cycling and walking journeys in this region is likely to far exceed that shown in Figure 14 and Figure 23. Similarly, in the centre of York the presence of York St John University will increase the number of active journeys estimated by the PCT model. While the city universities are two examples, there are several areas of the city that are likely to generate high numbers of cycling and walking trips. These include York station, the central tourist area and foot streets, York College, bridleways, and other shared corridors.

Objective 5: Where major cycling and walking destinations coincide, minimise potential for conflict between user groups.

While cycling and pedestrian casualties are spread across the city, Figure 21 and Figure 22 highlight several areas where clusters of accidents occur. For cycling, locations of accidents resulting in serious injury appear to occur in clusters or along individual corridors.

Objective 6: Prioritise installation or improvements to cycling and walking infrastructure in areas of known higher safety risk.

Much can be gained from evaluating pre-existing levels of cycling and walking when considering a focus for enhanced provision. However, the analysis in section 3 also highlights some key origin-destination pairs where cycling and walking are largely absent. This is particularly evident when examining the northern corridor between the outlying settlements of Haxby and Strensall and the central urban area of York. It is noticeable that alongside lower commuting levels by cycle in this area, the northernmost secondary school in the city is also characterised by lower levels of active travel. The lack of existing cycle infrastructure to the north of the ring road may be a contributing cause to low levels of active travel in this region.

Objective 7: Prioritise cycle routes that serve outlying settlements with latent potential for cycling to the city centre, even if current levels of cycling in these corridors are low

In a similar vein, the current cycle network provides key connections between regions of York, with a greater concentration of routes towards the city centre. Local residential areas have little formal network provision. While this may not be necessary due to traffic levels on local roads, benign conditions for cycling and walking in residential centres provide key gateways for access to the wider cycling network.

Objective 8: Create conditions that facilitate an increase of cycling and walking within local residential neighbourhoods and around community hubs.

Figure 23 shows proposed development within the York boundary, alongside estimated network use in a “Go Dutch” scenario. The Local Plan states that city centre development should adhere to the principle of designing “streets arounds place and quality, not vehicle movement, creating civilised streets that make the city centre easy, enjoyable and safe to move around” (SS3, Local Plan). The sites shown in Figure 23 are addressed individually within the Local Plan.

Objective 9: Require all new developments to be designed to provide streets for people, with local facilities and access to the wider active transport network within safe, accessible and enjoyable reach by cycling and walking.

Necessarily, it is the completion of the full LCWIP process will lead to the final determination of objectives for the city. These possible objectives are therefore offered as discussion points, to prompt consideration of the scale of ambition that CYC wish to achieve through the process. It is hoped that this report provides some of the evidence required to support these initial discussions.

**Annex A: City of York Council Strategic Cycle Scheme
Prioritisation, December 2019**

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Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Origin(s)	Destination(s)	Strategic Route		Destination Types Served by Route										Added Value		Potential Usage		Cost (to CYC)		Build-ability		Overall Score +	Comments					
								Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+6)	City Centre (+4)	Maj Centre: Acomb/CM/MX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K+) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.			Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score		
1	University Road / Field Lane	Off-road facility linking the current facilities alongside Field Lane and University Heslington East campus with the facilities on University Road and routes onwards to the city centre.	Missing link on busy route to/from university	SRTS (University of York)	Hull Road	Elvington, Wheldrake, Osbaldwick, Murton, Dunnington, Badger Hill, Heslington East, Tang Hall, Heslington, Fulford	University of York, Science Park, City Centre, Sports Village	6	5	4	3	2	2	1	2	1	7.50	3	2	2	2	2	2	2	11.00	High	10	Low	1	Fairly difficult due to conservation area status of area and width constraints	3	35.50	Heslington East Planning Condition?	
2	University of York - Heslington East Campus links	Link from Field Lane through the Heslington East campus to the Sport Village and onwards to the Grimston Bar P&R site	Missing radial route links from commuter belt inwards		Hull Road	Dunnington, Stamford Bridge, Grimston Bar	University of York, Science Park, City Centre, Heslington, Fulford	6	5	4	3	2	2	1	2	1	7.50	3	2	2	2	2	2	2	11.00	Medium	6	Low	1	Planning condition for heslington East campus	1	33.50	Heslington East Planning Condition?	
3	High Petergate, Deangate, Aldwark, Hungate, Navigation Rd, Walmgate (or Low Petergate, Colliergate, Fossgate, Walmgate)	Key north-south link alongside or through the Footstreets area	Enables cross-city movements without having to use sections of the inner ring road	CCMAF scheme	Guildhall	Clifton, Rawcliffe, Hull Road, Tang Hall	City Centre, University of York, York St John University	10	5	4	2	2	1	2		5.50	3	2	2	2					9.00	High	10	Medium / High	4	Difficult due to current status of route as part of the pedestrianised area and the one way streets involved	3	32.50	High Petergate being trialled in the eastern direction as part of Scarborough Bridge complementary works	
4	St Leonards Place / Museum Street / Lendal Bridge / Station Road	Improved links to the new Council HQ from the Bootham/Gillygate/Monk Bar direction plus improved access to the station	Improved Inner Ring Road provision and missing link from SE to NE of city		Micklegate / Guildhall	Clifton, Rawcliffe, The Groves, Huntington, Haxby, New Earswick, Holgate, South Bank, Dringhouses, Acomb	City Centre, Acomb, York St John University, York Station, York College, All Saints School, Millthorpe School, new CYC HQ	10	5	4	3	2	2	1	2		7.00	3	2	2					7.00	High	10	Medium / High	4	Difficult due to restricted widths available and status as part of IRR	3	32.00	Was feasibility study ever actually done?	
5	Micklegate / Bridge Street / Nessgate / Coppergate / Pavement / Stonebow / Peasholme Green	Key east-west link across city centre proposed as part of the City Centre Movement and Accessibility Framework. Insufficient width to provide on-road facilities therefore traffic restrictions may need to be used.	Missing link to enable cyclists to make cross-city movements without having to use sections of the inner ring road	CCMAF scheme	Micklegate / Guildhall	South Bank, Holgate, Acomb, Dringhouses, Foxwood, Woodthorpe, Heworth, Tang Hall, Hungate	City Centre, Acomb, York College, All Saints School, Millthorpe School, Foss Islands Retail Park, Foss Bank shops, York Station	10	5	4	3	2	2	1	2		6.00	3	2	2	2					9.00	High	10	High	5	Difficult due to conflicts with other modes along this corridor and restricted widths available	3	32.00	Coppergate being trialled. Stonebow / Peasholme Green being improved as part of Hungate scheme
6	Improvements to Station Road / Station Avenue gyratory	Provision where possible of facilities to aid cyclists using the gyratory - links to Station frontage scheme	Missing links on network	TSAR project?	Micklegate	Clifton, Holgate, Acomb	City Centre, York Station	10	5	4	2	2	1	2		5.50	3	2	2						7.00	High	10	Medium	3	Difficult due to large number of other users on same link and status as part of IRR	3	31.50	Station Frontage to York Central links investigated by Arup	
7	Route through former British Sugar site	Link from Millfield Lane / Low Poppleton Lane through to Plantation Drive / Ouseacres delivered by development	Route through development site to link up to routes to Poppleton / York Business Park	SRTS (Manor School)	Acomb / Rural West York	Poppleton, York Business Park, Boroughbridge Road area	Manor School, Clifton Moor, York Business Park, Poppleton Park	6	5	4	3	2	2	1	2		7.00	3	2	2	2	2	2	2	9.00	Medium	6	Low	1	Fairly easy as will be a planning condition of development but timescales are outside CYC control	1	31.00	Being provided by development	
8	Castle Gateway Foss Bridge	New shared use bridge to be provided as part of the Castle Gateway project	New link from riverside path through to city centre	Castle Gateway project	Guildhall	Fulford, Fishergate	City centre	6	5	4	2	2	1	1		4.00	3	2	2	2	2				11.00	High	10	Low	1	Difficult as entirely dependent on development happening	5	30.00	Being provided as part of Castle Gateway project	
9	York Central - link from Chancery Rise	Link into York Central site from Holgate Road	Missing link to major development site	York Central	Holgate	Acomb, Holgate, South Bank	York Central, city centre, York Station	10	5	4	3	2	2	1	2	1	7.50	3	2	2	2	2			11.00	Medium / High	8	V High	7	Very difficult but may be a planning condition	5	29.50	Being looked at as part of York Central project but may be replaced by Wilton Rise footbridge improvement	
10	Bar Lane / Toft Green / Tanner Row	Improved links to West Offices from the Micklegate and North Street directions	Improved links to/from key trip attractor	CYC HQ Relocation	Micklegate	South Bank, Holgate, Acomb, Dringhouses, Foxwood, Woodthorpe	New CYC HQ, City Centre (N), York College, All Saints School, Millthorpe School, Scarcroft School, Acomb	6	5	4	3	2	2	2		5.50	3	2	2	2					7.00	Medium	6	Low	1	Easy	1	27.50	Signing only?	
11	Fishergate Gyratory	Improvements for cyclists on all arms of the gyratory including crossing points and potential contra-flow facility along Paragon Street footway	Major barrier to cycle trips and missing link on busy radial route and key junctions of the Inner Ring Road	Link to OCR	Fishergate	Fulford, Heslington, Fishergate, city centre (outbound)	City Centre, York Barbican, schools (St George's, Fishergate), Foss Islands Retail Park, University of York	6	5	4	3	2	2	1	2	1	6.50	3	2	2	2					9.00	High	10	Medium / High	4	Very difficult due to width constraints, high vehicle numbers and location on IRR	5	27.50	Looked at previously by Graham Kelly
12	Wilton Rise to York Central site - replacement bridge	Replacement to Wilton Rise footbridge with associated approach ramps	Improved route to city centre		Holgate	Acomb, Holgate	City centre, York Station	6	5	4	3	2	2	1	2	1	7.50	3	2	2	2	2			11.00	High	10	V High	7	Very difficult due to bridge spanning live rail line	5	27.50	York Central scheme	
13	Blue Bridge to new Castle Gateway bridge	Link between New Walk and Piccadilly via St Georges Field car park a new crossing of Tower Street and route to rear of Castle Museum	Missing link on off-road radial route		Fishergate / Guildhall	Fulford, Fishergate, University of York	City Centre	10	5	4	2	2	1			3.50	3	2	2	2	2				11.00	Medium / High	8	High	5	Could be very difficult to achieve a scheme which is flood-proof and along backs of existing properties	5	27.50	Being provided as part of Castle Gateway project	
14	Boroughbridge Road - outbound link between Water End junction and commencement of cycle lane beyond the Malvern Avenue junction	On or off-road provision to link up the two junctions	Missing link on radial route - Scrutiny Board scheme	Access York Phase 1 scheme	Holgate	Clifton, Rawcliffe, City Centre	Acomb Centre, Manor School	6	5	3			1	2		3.00	3	2		2					7.00	High	10	Low (on road informal facility proposed)	1	Difficult due to height differences and utility services under the footway and in the adjacent verge	3	27.00	May only be feasible if one traffic lane is removed	

Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Origin(s)	Destination(s)	Linking		Strategic Route		Destination Types Served by Route										Added Value		Potential Usage		Cost (to CYC)		Build-ability		Overall Score +	Comments
								Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+5)	City Centre (+4)	Major Centre: Acomb/CM/MX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Stray/land (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K+) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts		
15	New Lane - Matton Road to start of current on road mandatory cycle lane	Infill of gap between the New Lane / Matton Road junction and the start of the on-road mandatory cycle lane	Missing link	LSTF	Huntington	Tang Hall, Heworth	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium	6	5	4	3	2	1	1	5.50	3	2		2	7.00	Low / Medium	4	Low	1	Should be fairly easy provided enough width can be secured	1	25.50	Not feasible? Looked at by Richard Holland several years ago			
16	Sim Balk Lane - link from the sports changing room area to Church Lane (Bish)	Widen footpath on northern side to convert to shared use as far as the start of the village proper	Missing link on network and key route to college / Tesco	SRTS (York College)	Dringhouses / Bishopthorpe	Bishopthorpe, Acaster Malbis, Naburn?	York College, Askham Bar P&R, Tesco, Bishopthorpe Village	6	5			2	1	2	3.00	3	2		2	9.00	Medium	6	Medium	3	Fairly easy funds permitting	1	25.00	Initial feasibility done			
17	Cemetery Road / Barbican Road	Facilities along Cemetery Road from Fulford Road to Paragon Street	Missing link on major radial route		Fishergate	Fulford, south Fishergate	City Centre, York Barbican, Hospital Fields Road Estate, Imphal Barracks, York Police Station	6	5	4	3	2	1		5.00	3	2		2	7.00	Medium / High	8	Medium?	3	Difficult due to restricted road widths and parking	3	25.00	Some improvements already achieved on Barbican Road during TSAR scheme.			
18	Huntington Road - Byland Avenue to Monkgate Rdbt	Link from the end of the current cycle lanes at the Byland Avenue junction along the remainder of the length of Huntington Road	Missing link along popular radial commuting route		Heworth / Guildhall	Huntington, Earswick, (Strensall?)	City Centre	6	5	4	3	2	2	1	7.00	3	2		2	7.00	High	10	High	5	Extremely difficult but speed limit reductions may be a solution	5	25.00	Can anything be fitted in here without removing all the on-street parking?			
19	Link from top of Station Rise to Queen Street along side of new HQ and on to station access ramp at Lowther Terrace	Improved off-road link to enable cyclists to avoid part of the Lendal Gyatory and Station Road	Improved links to/from key trip attractor	CYC HQ Relocation	Micklegate	Holgate, Acomb, Clifton	York Station, new CYC HQ, Acomb	6	0		3	2	2		3.50	3	2	2	2	11.00	Medium	6	Low	1	Easy as long as other landowners and businesses are happy with route provided	1	24.50	Linked to Station Frontage scheme and Hudson House redevelopment			
20	Link from Nunery Lane end of Scarcroft Lane to Victoria Bar	Provision of link either on or off-road (through front of car park?) to join the existing route along Scarcroft Lane with the signed route from Victoria Bar into the city centre	Missing link in Blossom Street "alternative" route	SRTS (Scarcroft Primary)	Micklegate	Holgate, South Bank, Acomb, Foxwood, Dringhouses, Woodthorpe, Bishopthill	City Centre, All Saints School, Millthorpe School, Scarcroft School, Acomb	6	5	4	3			2	4.50	3	2		2	7.00	Low / Medium	4	Low	1	Fairly easy as long as part of car park can be released and hotel can be passed	1	24.50	Have we ever done any feasibility of this scheme?			
21	Clifton Moorgate Rdbt	Improvements to roundabout to make crossing the arms easier and more cycle friendly	Safety scheme - Scrutiny Board scheme	Include in A1237 rdbt scheme?	Rawcliffe	Rawcliffe, Clifton Without	Clifton Moor	6	5		3	2	1	1	3.50	3	2			5.00	High	10	Low / Medium	2	Fairly difficult due to width restrictions and traffic volumes	3	24.50	Can this be tagged onto A1237 roundabout scheme?			
22	Clifton Moorgate - improved link from Hurricane Way to Rdbt	Off-road path linking the end of the Hurricane Way shared use path with shared use paths running around the periphery of the Clifton Moorgate / Stirling Road Rdbt	Missing Link on employment / leisure site	Include in A1237 rdbt scheme?	Rawcliffe	Rawcliffe, Clifton Without	Clifton Moor	6	5		3		1	1	2.50	3	2		2	7.00	Medium / High	8	Low?	1	Fairly difficult if the adjacent land isn't adopted highway or council-owned	3	24.50	Can this be tagged onto A1237 roundabout scheme?			
23	Shipton Road cycle lanes between Clifton Park & Clifton Green junctions	On road provision on busy radial route which gives alternative when off-road route is flooded	Link to employment site		Rawcliffe	Rawcliffe, Clifton Without, Skelton	Clifton Park, City Centre, York Hospital, Acomb, York Station	6	5	4	3	2	2	1	6.50	3	2		2	7.00	Medium	6	Medium	3	Could be difficult in places due to central refuges	3	24.50	Can anything be fitted in here without removing all the on-street parking?			
24	Bootham crossing and St Marys link and ramp	Parallel crossing of Bootham or full signalisation at the Bootham Park / Bootham / St Marys junction and a ramped access at the end of St Marys down onto Marygate Lane	Missing link on Haxby to Station route, route to hospital and Nestle	SRT Station	Guildhall	Clifton, Huntington, New Earswick, Haxby	York Station, York Hospital, Nestle	6	5		3	2	2	2	4.50	3	2		2	9.00	Medium	6	Medium	3	Fairly difficult although many of the permissions and difficulties have already been overcome by past work on the scheme	3	24.50	Being progressed as part of Scarborough Bridge supplementary works			
25	River Foss Towpath	Shared use along Foss towpath from Monk Bridge to Strensall	Off-road radial route to city centre	SRTS (Robert Wilkinson, Ralph Butterfield, Huntington Primary & Secondary, Joseph Rowntree, Yearsley Grove)	Guildhall / Heworth / Huntington / Strensall / Haxby	Strensall, Towthorpe, Haxby, Earswick, Huntington, New Earswick	Robert Wilkinson, Ralph Butterfield, Huntington Primary & Secondary, Joseph Rowntree, Yearsley Grove, Strensall, Haxby, Huntington, New Earswick and City Centre facilities, Monks Cross	6	0	4	3	2	2	1	7.50	3	2	2	2	13.00	High	10	V High	7	Very difficult due to accommodating other interested groups	5	24.50	Major piece of work. Could this be farmed out to Sustrans? Sustrans may have done a very high level study on this 20+ years ago.			
26	Hull Road - southern link between end of current shared use just west of Yarnburgh Way to Windmill Lane junction	Widening and conversion of footway along southern side to shared use along its whole length so that cyclists do not have to share bus lane with many buses and Park & Ride vehicles plus extension beyond the bus gate either on road or off road	Missing link on busy radial route	SRTS (Archbishop Holgate Secondary)	Hull Road	Osballdwick, Murton, Dunnington, Badger Hill, Heslington East	City Centre, University of York, Archbishop Holgate's School, Science Park, David Lloyd Centre	6	5	4	3	2		2	6.00	3	2		2	7.00	Medium	6	Medium	3	Difficult due to restricted width of footway unless road narrowed or footway widened into adjacent land	3	24.00	Needs feasibility study doing			
27	York Road, Dunnington	Link from the end of the off-road provision just north of the A1079 to the edge of the village	Missing link to commuter village and NCN improvement		Osballdwick	Dunnington, Stamford Bridge	City Centre, University, Archbishop Holgate's School, Fulford School	6	5	4	3		1	1	6.00	3	2		2	9.00	Low / Medium	4	Medium	3	Fairly difficult due to verge widths available, utility apparatus in verge and speed of adjacent traffic	3	24.00	Some high level feasibility done previously			
28	St Oswald's Road to Landing Lane	Off-road route extending the current riverside path as far as Landing Lane to link up to existing shared use paths at either end	Missing link on off-road radial route - Scrutiny Board scheme	Link to development site (Germany Beck)	Fulford	Fishergate, Naburn	Designer Outlet, Naburn, City Centre	6	5	4			2	1	4.00	3	2		2	11.00	Low / Medium	4	Medium	3	Difficult due to landowner issues and status of the Ings (SSSI, village green etc)	3	24.00	Germany Beck s106 will be part-funding scheme. Need to complete feasibility and get landowner approvals.			
29	Strensall Road link between A1237 and Six Bells Rdbt	Conversion of existing footway to shared use with appropriate widening if feasible	Much-requested link to outlying village for radial commuters - Scrutiny Board scheme		Huntington / Strensall	Strensall, Towthorpe	Huntington, City Centre, Monks Cross, Huntington School, York Hospital	6	5	4	3	2	2	1	7.50	3	2		2	9.00	Medium	6	V High	7	Difficult	3	23.50	Ward members pushing for short term improvement by conversion of footway to shared use			

Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Origin(s)	Destination(s)	Strategic Route		Destination Types Served by Route										Added Value		Potential Usage		Cost (to CYC)		Build-ability		Overall Score +	Comments					
								Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+6)	City Centre (+4)	Maj Centre: Acomb/CM/XX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K+) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.			Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score		
30	York Road, Haxby	Facilities along York Road from A1237 to The Village including any improvements to existing sub-standard cycle lanes	Missing link to major suburb	SRTS (Ralph Butterfield, Headlands, Joseph Rowntree)	Huntington / Haxby	Haxby, Wigginton, New Earswick	Haxby facilities, Ralph Butterfield, Headlands, Joseph Rowntree schools (future Haxby Station?)	6	5	4	3	2	2	1	2	1	7.50	3	2				2	7.00	Medium	6	Medium?	3	Very difficult in parts due to restricted road widths	5	23.50	Current cycle lanes very sub-standard so will need to be either removed or widened or some other solution found.		
31	Walmgate Stray	Improvements to lighting at barracks end and better waymarking of path during hours of darkness	Safety improvement		Fishergate	Fishergate, South Bank, Badger Hill	Science Park, University of York, Hospital Fields Road estate	6	0		3	2			2	1	4.00	3			2				5.00	High	10	Low	1	Fairly easy if MOD can be persuaded to alter their current lighting	1	23.00	Barracks approached previously. Not sure if the spotlights were realigned or not	
32	Bishopthorpe Road – link from Green Lane south to slightly beyond the Crematorium	Provision of off-road path along the western verge as far as the top of the A64 bridge then crossed over onto a widened shared use path for the remaining section to rejoin carriageway just south of the Crematorium junction	Missing link on radial route		Bishopthorpe	South Bank, Bishophill, Bishopthorpe, Acaster Malbis	Crematorium, City Centre, York Racecourse, University of York, Law College, York Station	6	0	4				1	2	1	4.00	3	2			2	2	2	11.00	Medium	6	Medium	3	Fairly easy funds permitting and if sufficient width available	1	23.00	More detailed feasibility work done	
33	Hospital Fields Road	Safety improvements for cyclists on busy industrial estate road - potential for segregated cycle facility if parking removed?	Safety improvement - Scrutiny Board scheme	SRTS (Uni of York)	Fishergate	South Bank, University of York, Dringhouses and beyond, Fishergate	University of York, Science Park, City Centre	6	5		3	2			2	1	4.00	3							3.00	High	10	Low / Medium	2	Difficult due to volume of HGVs and PSVs using the road	3	23.00	Needs to be resurfaced and then have cycle lanes installed, will need parking to be removed though	
34	Hull Road / Thief Lane route	Provision of off-road path from Windmill Lane across frontage of David Lloyd Centre to Thief Lane + minor improvements on Thief Lane to make it better for cyclists especially at the point closure	Alternative radial route into the city centre avoiding the busy A1079	SRTS (St Lawrences)	Hull Road	Osballdwick, Murton, Dunnington, Badger Hill, Heslington East	City Centre, University of York, Archbishop Holgate's School, Science Park, David Lloyd Centre	6	5	4				2	2	1	2	1	6.00		2		2		4.00	Medium / High	8	Medium	3	Could be some difficulty across front of David Lloyd site	3	23.00	Needs feasibility study doing	
35	Millfield Lane Poppleton extension	Extension of off-road shared use path north of Long Ridge Lane to Ebor Way	Extension of Safe Route to School	SRTS (Manor School, Poppleton Ousebank)	Rural West York	Upper & Nether Poppleton	Manor School, City Centre	6	5	4	3						6.00	3					2		5.00	Medium	6	Low / Medium	2	Could be difficult if adjacent residents object	3	23.00	Many more driveways to cross but would probably be supported by Parish Council	
36	Lord Mayor's Walk	Provision of facilities along this section of the Inner Ring Road	Missing link between two busy radial links on the inner ring road and York St John Uni	SRTS (York St John University)	Guildhall	The Groves, Clifton, City Centre, Heworth	City Centre, York St John's University, Foss Bank shops	6	5	4	3	2	2	1	2		7.00	3	2						5.00	Medium	6	Medium	3	Difficult due to being part of inner ring road and constrained widths	3	23.00	Can anything be fitted in here without removing all the on-street parking?	
37	Bishopthorpe Road – link from end of shared use at Focus School north to meet the off-road path at the southern edge of the Chocolate Works site	Provision of off-road link between the two existing sections of path if feasible, will need the hedge to be moved and the footway widened	Missing link on radial route		Micklegate	Bishopthorpe, Acaster Malbis, Naburn? South Bank, Fishergate	City Centre, Crematorium, Law College, University of York, York Station	6	0	4				2	2	1	2	1	6.00	3	2		2	2	2	11.00	Medium	6	Medium	3	Difficult due to width constraints and it may be necessary to CPO some adjacent land or remove hedges	3	23.00	At an advanced stage of feasibility. Need racecourse land transfer.
38	Signed route between Woodland Way (Hunt) and Church Lane (Hunt) via North Moor Road	Provision of a signed route to take cyclists from the main road through Huntington to the link to Monks Cross mentioned above	Missing link between the above off-road link and the main road using quiet residential streets	Outer Orbital route?	Huntington	Huntington, Earswick, (Strensall?)	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium	6	0		3	2			1	1	3.50	3	2		2	2			9.00	Medium	6	Low	1	Easy	1	22.50	Needs to be done in conjunction with link though to Alpha Court	
39	Stockton Lane – feeder lane to Heworth Green Rdbt	Provision of narrow feeder lane along the final inbound section of Stockton Lane to enable cyclists to bypass the queuing traffic	Cyclist priority measure on approach to junction		Heworth	Heworth Without, Stockton on the Forest	City Centre	6	5	4				1			2.50	3	2						5.00	Medium	6	Low	1	Easy	1	22.50	Can anything be fitted in here without removing all the on-street parking?	
40	New Lane - Stratford Way snicket to Jockey Lane Rdbt	Link from Portakabin to the existing facilities at the Jockey Lane mini roundabout	Missing link on commuter route		Huntington	New Earswick, Huntington South, Heworth, Heworth Without	Monks Cross, Portakabin	6	5		3	2			1	2	1	4.50	3	2			2		7.00	Medium	6	Medium	3	Fairly difficult due to available width and parking	3	22.50	Can anything be fitted in here without removing all the on-street parking?	
41	Broadway - link from Heslington Lane crossing to Fulford Road	Link along Broadway past the shops	Missing link on the Fulford Road to Hull Road route	Routes to University	Fishergate / Fulford	Fishergate, Fulford, South Bank	University, Science Park	6	5		3	2			1	2	1	4.50	3	2			2		7.00	Medium	6	Medium	3	Fairly difficult due to available width and parking	3	22.50	Can anything be fitted in here without removing all the on-street parking?	
42	Front Street (Acomb) – link along pedestrianised section to Green Lane junction	On-road provision to enable cyclists to get from York Road to Green Lane or along the remainder of Front Street avoiding the mini-roundabouts	Missing link on radial route and to shops		Westfield	Holgate, Acomb, Foxwood, Woodthorpe	City Centre, Acomb Centre, York Station	6	0	4	3			2	1		5.00	3	2			2			7.00	Medium / High	8	Medium	3	Fairly easy in theory	1	22.00		
43	Wilton Rise to Leeman Road - better facility	Improved link between bridge and NRM / Leeman Road via York Central site	Improved route to city centre	York Central	Holgate	Acomb, Holgate	City centre, York Station	6	0	4	3	2	2	1	2		7.00	3	2			2	2		9.00	Medium	6	Medium	3	Would need to purchase land either side of current path and amend fence line	3	22.00		
44	Shipton Road - Loweswater Road to Clifton Park	Link between the end of the Shipton Road parallel service road and Clifton Park - will affect parking & ped refuges	Missing link on radial route		Rawcliffe	Skelton, Rawcliffe, Clifton, City Centre, Clifton Park (residential)	Clifton Moor, City Centre, Clifton Park (employment)	6	5	4	3	2	2	1			6.00	3	2						5.00	Medium	6	Medium	3	Fairly difficult due to speed limit and lack of available width in places	3	22.00		
45	Tower Street	Removal of traffic lane on dual carriageway section to provide cycle facilities	Scrutiny Board scheme	Castle Gateway project	Fishergate / Guildhall	Fulford, Heslington, Fishergate, city centre (outbound)	City Centre, York Barbican, Foss Islands Retail Park	6	0	4		2	2	1		1	5.00	3	2	2	2	2			11.00	High	10	High	5	Very difficult due to width constraints, high vehicle numbers and location on IRR	5	22.00	Is this being looked at as part of Castle gateway project?	
46	North Street (Guildhall) Bridge	New footbridge between North Street Gardens and City Screen with associated improved cycle parking at North Street end	New bridge to relieve the pressure on Lendal Bridge for city centre bound trips	CCMAF scheme	Micklegate / Guildhall	Acomb, Station, Micklegate area	City Centre, Aviva, York Station	10	0	4		2	2	1		1	5.00	3	2	2	2				9.00	High	10	V High	7	Very difficult due to needing permission from landowners at either end and very high costs involved	5	22.00	Is this bridge still of interest? Is it in the Local Plan?	

Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Origin(s)	Destination(s)	Strategic Route		Destination Types Served by Route										Added Value		Potential Usage		Cost (to CYC)		Build-ability		Overall Score +	Comments						
								Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+6)	City Centre (+4)	Maj Centre: Acomb/CIM/XX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K+) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.			Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score			
47	Fulford Main Street / Selby Road	Facility to link-up current provision on Fulford Road (N of Heslington Ln) and on Selby Road south of Landing Lane	Missing link on radial route		Fulford	Naburn, Fulford (southern end), Fishergate (outbound trips)	City Centre, Designer Outlet, Naburn	6	5	4		2	2	1	2	1	6.00	3	2	2	2	2	2	2	11.00	Low	2	Medium	3	Very difficult due to conservation area status of area and width constraints	5	22.00	Can anything be fitted in here without removing all the on-street parking?		
48	Hull Road – southern link path between existing shared use section (opp. Pinelands Way) and Field Lane rdbt including the roundabout	Widening and conversion of footway along southern side to shared use along its whole length so that cyclists do not have to share bus lane with many buses and Park & Ride vehicles	Missing link on busy radial route	SRTS (Archbishop Holgates Secondary)	Hull Road	Osbaldwick, Murton, Dunnington, Badger Hill, Heslington East	City Centre, University of York, Archbishop Holgate's School, Science Park, David Lloyd Centre, Sports Village	6	0	4	3	2		1	2	1	6.50	3							5.00	Medium	6	Low	1	Fairly easy	1	21.50			
49	Link from Hob Moor Drive to Beech Avenue along Collingwood Avenue	Provision of signed route with any appropriate improvements to link the path emerging from Hob Moor to the signed route up Beech Avenue (and then onwards towards the city centre via Holgate Road / Wilton Rise and footbridge to Leaman Road)	Missing link on route to city centre / English Martyrs School		Holgate	Holgate, Foxwood, Woodthorpe, Acomb	English Martyrs School, Our Lady's School, St Paul's School, City Centre, Energise, York Station	6	0	4			2		2	1	4.50	3					2	2			7.00	Medium	6	Low	1	Easy - signing only required	1	21.50	
50	Hull Road - Grimston Bar to Field Lane inbound	On-road link between the two junctions using the bus lane as appropriate	Missing link		Hull Road	Stamford Bridge, Dunnington, Elvington	City centre, University of York	6	0	4	3	2	2		2		6.50	3	2				2				9.00	Low / Medium	4	Medium	3	Fairly easy if bus lane can be made more cycle friendly	1	21.50	
51	Northfield Lane (Poppleton) – link from Moor Lane to the shared use path just north of the Northminster Business Park	Provision of on or off-road facilities to link the Rufforth to Knaption route with the Industrial Estate and onwards to Poppleton Station	Missing link to employment site / outlying village / Park & Ride site	Rufforth to Knaption scheme	Rural West York	Knaption, Rufforth, Acomb, Poppleton	Poppleton Bar P&R (when built), Poppleton Station, Acomb Centre, Northminster Business Park	6	5			3	2	2	1		4.50										6.00	Low / Medium	4	Medium	3	Fairly easy in theory as traffic levels are fairly low once past Northminster Business Park	1	21.50	
52	Routes through Haxby / Wigginton	Provision of suitable off-road or safer routes through the villages of Haxby & Wigginton – exact alignments need to be agreed with Parish Council and Town Council	Links from various sections of the villages to the existing facilities on York Road – Scrutiny Board scheme		Haxby	Residential parts of village	Schools, shops and destinations farther afield via existing links	6	5	4	3			2	2		5.50	3									5.00	Medium	6	Medium	3	Dependent on where and how the routes are achieved (20mph zones may be easiest solution)	3	21.50	
53	Link between Earswick village and Huntington using the Foss towpath	Link from the south of Earswick from the end of The Village along the east bank of the River Foss under the A1237 to rejoin the residential streets at the end of Vesper Walk (Huntin)	Grade-separated crossing of the busy A1237 linking the two villages either side of it and providing a safe crossing for utility and leisure trips	SRTS (Huntington Primary and Secondary schools)	Strensall / Huntington	Earswick, Strensall	Huntington schools, Joseph Rowntree School, Monks Cross, (New Earswick?)	6	0	4	3	2		1	2	1	6.50	3	2	2	2						11.00	Low / Medium	4	Medium	3	Dependent on gaining approvals of Earswick and Huntington Parish Councils and being able to construct path along towpath	3	21.50	
54	Knaption - link from the A1237 & New House Covert to Beckfield Lane	Link from end of existing shared use path at the A1237 end of Main Street via Ten Thorn Lane and Knaption Lane to Beckfield Lane	Missing link on rural route to edge of urban area	SRT Northminster Business Park, Rufforth to Acomb scheme	Rural West York / Acomb	Rufforth, Knaption, Acomb	Acomb, Northminster Business Park, Poppleton Bar P&R, Poppleton Station	6	5	4	3		2	1	2	1	6.50										8.00	Low	2	Medium	3	Fairly difficult to fit anything meaningful in restricted width available but measures to reduce traffic speed and volume more suitable	3	21.50	
55	Beckfield Lane – provision of facilities along the southern section from just south of Ostman Road to Wetherby Road	Either on or off-road provision along the remaining section of Beckfield Lane	Missing link on commuting / school route - Scrutiny Board scheme	SRTS (Manor School)	Acomb	Chapelfields, Foxwood, Acomb, Woodthorpe, Poppleton	Manor School, Clifton Moor, Acomb Centre, Energise, York Business Park	6	5			3	2		1	2	4.50	3					2	2			7.00	Medium / High	8	Medium / High	4	Very difficult due to existing opposition from adjacent residents, width restrictions and traffic flows / speeds	5	21.50	
56	Bootham Stray to Burton Green link	Provision of link between the southern end of the Bootham Stray path across Wigginton Road, over the level crossing and then off-road to the northern end of Burton Green by widening and hard-surfacing the existing footpath	Missing link enabling potential users to avoid Crichton Avenue	SRTS (Joseph Rowntree School, Huntington Secondary)	Rawcliffe	New Earswick, Haxby, Wigginton, Clifton	Clifton Moor, Clifton Schools (Burton Green, Clifton Green, Canon Lee), Joseph Rowntree school, Huntington School	6	0			3	2		2		4.00	3	2	2	2						9.00	Medium	6	Medium	3	Fairly easy (although Network Rail will have an input near level crossing)	1	21.00	
57	Innovation Way to Windmill Lane	Improve current grade separated path by widening and easing bends	Improved link to Science Park & University		Hull Road	Tang Hall, South Bank, Acomb	Science Park, University of York, Hospital Fields Road estate	6	0			3	2		2	1	4.00	3	2								5.00	High	10	Low	1	Fairly difficult as adjacent land not owned by CYC	3	21.00	
58	Front Street (Acomb) – link between Green Lane and Gale Lane junctions	On-road provision to enable cyclists to get from Green Lane to Gale Lane safely and to highlight their presence to motorists (especially those at the mini-roundabout and emerging from Morrison's car park)	Missing link on radial route, to shops and to school	SRTS (Westfield Primary, York High)	Westfield	Holgate, Acomb, Foxwood, Woodthorpe	City Centre, Acomb Centre, York Station, York High School	6	0	4	3		2	1	2		6.00	3	2								5.00	High	10	Medium	3	Difficult due to width restrictions, parking and various crossing points along stretch	3	21.00	
59	Layethorpe/ Hawthorn Grove / East Parade / Heworth Village / Hempland Lane / Heworth Allotment access road to Tang Hall Beck link	Link from Layethorpe Bridge & Foss Islands path to Applecroft Road and Hemplands School	Missing link on minor radial link, to Heworth village amenities, allotments and primary school	SRTS (Heworth Primary, Hempland Primary)	Guildhall / Heworth	Heworth Without, Heworth, Osbaldwick	Orbital Route, City Centre, Foss Islands Retail Park, Hemplands School	6	0	4	3		2	1	2		6.00	3	2					2			7.00	Medium / High	8	Medium but dependent on what can be achieved on road	3	Difficult due to lack of available width and on street parking	3	21.00	

Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC Initiatives?	Ward(s)	Origin(s)	Destination(s)	Strategic Route		Destination Types Served by Route										Added Value		Potential Usage		Cost (to CYC)		Build-ability		Overall Score +	Comments				
								Part of 3+ Strategic Routes (0pts), Part of 1/2 Strategic Routes (0pts), Not part of a Strategic route (0 pts)	One of few remaining links (+6)	City Centre (+4)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K+) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt	Cost Score			Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score		
60	Foss Islands Road - Walmgate Bar to Navigation Road	Link along section of Inner Ring Road may be deliverable in stages	Missing link between major radial route and new access point into City Centre via Hungate Bridge		Guildhall	Tang Hall, University of York, Fishergate	City Centre, York St John University	6	0	4	3		2	1	2		6.00	3	2	2					7.00	Medium	6	Low if sufficient room for on road lanes	1	Depends on available road width and parking arrangements	3	21.00	
61	Haxby Road - Alder Grove (New Earswick) to Wigginton Road junctions	Link along popular commuting route from Haxby / New Earswick to the city centre avoiding the off-road, unlit path across Bootham Stray	Popular radial route with no current facilities south of the northern end of New Earswick		Huntington / Rawcliffe / Guildhall	New Earswick, Haxby, Wigginton	City Centre, Nestle, Hospital	6	0	4		2	2	1	2	1	6.00	3	2		2	2	2	2	11.00	Medium / High	8	High	5	Extremely difficult	5	21.00	
62	Link between Murton and Dunnington following former railway line	Link between Murton and Dunnington using land which was formerly the Derwent Valley Light Railway with a safe crossing of the A166	More direct NCN route alignment for NCN66		Osbalwick	Dunnington, Stamford Bridge	City Centre, Monks Cross	6	5	4	3				2	1	5.00	3	2	2	2		2	11.00	Low / Medium	4	High	5	Very difficult due to lack of landowner support and difficulty crossing the A166 safely	5	21.00		
63	Link from Broadway West to Fulford Ings	Lighting improvements along this existing path and possible provision of separate cycle path to reduce conflict	Safety improvement - Scrutiny Board scheme		Fishergate	South Bank, Fishergate, Heslington, Fulford	City Centre, University of York, Fulford School, Science Park	6	0	4	3			1	2	1	5.50	3				2			5.00	Medium	6	Low	1	Fairly easy	1	20.50	Some feasibility done on conflict resolution path
64	Stratford Way / New Lane	Improved crossing between Stratford Way path and Portakabin / Monks Cross	Improved crossing point		Huntington	New Earswick, Huntington South	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium, Huntington Schools	6	0		3	2		1	2	1	4.50	3	2			2	2		9.00	Medium	6	Low / Medium	2	Stratford Way - signing only needed as already traffic calmed, New Lane crossing may be more difficult as land requisition may be needed	3	20.50	
65	Link between Woodland Way (Huntr) and Alpha Court (NW part of Monks X)	Provision of an off-road link between the end of the Woodland Way cul de sac and the dead end of the link from Monks Cross to Alpha Court to help cyclists avoid New Lane and Jockey Lane	Missing link which will also provide a traffic-free short-cut for Huntington residents	Monks Cross North devt link	Huntington	Huntington, Earswick, (Strensall?)	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium	6	0		3	2			1		3.50	3	2			2	2	2	11.00	Medium	6	Medium	3	Dependent on permissions from landowners and planning permission being granted	3	20.50	
66	British Sugar site to Water End	Path east of the rail lines linked to an ECML pedicycle bridge	Missing link between major new development site and city centre		Holgate	British Sugar site, Boroughbridge Road residential area, Acomb, Leeman Road area	City centre, Clifton Moor	6	0	4	3	2	2	1	2	1	7.50	3	2	2	2	2	2	2	13.00	Medium	6	V. High	7	Very difficult due to need to use Network Rail and Yorkshire Water's land and need to make route flood-proof	5	20.50	
67	Bad Bargain Lane - Meadlands to Stockton Lane	Link between Stockton on Forest route and the current provision on Meadlands	Missing link - alternative to Stockton Lane with less traffic			Heworth, Osbalwick, Stockton on Forest, Hopgrove Lane South, Derwenthorpe	Stockton on Forest, Heworth, Derwenthorpe	6	0	4				1		1	3.00	3		2	2	2	2	11.00	Low	2	Low	1	Fairly simple if signing only scheme	1	20.00		
68	Shipton Road (Skelton) - path between Fairfield Drive and St Giles Road	Widened off-road path alongside the A19 converted from footpath to shared use between two of the access points into Skelton and to enable cyclists wishing to join the York to Beningbrough path to get opposite the Stripe Lane junction	Extension to existing radial route	Links to the NCN	Rural West York	Rawcliffe, Clifton Without	Skelton amenities, NCN 65	6	5		3	2		1		1	3.50	3				2			5.00	Low	2	Low?	1	Fairly easy if a path can be found through the trees and shrubs	1	19.50	
69	Hamilton Drive - link from Collingwood Road to Moorgate	Provision of on-road or off-road link between the north-south route at the Collingwood Road / Beech Ave junction to the OCR at Moorgate	Missing link on route to city centre / OLQM School	SRTS (OLQM School)	Holgate	Holgate, Foxwood, Woodthorpe, Acomb	Acomb, English Martyrs School, Our Lady's School, Hob Moor Schools, St Paul's School, City Centre, Energise, York Station	6	0	4	3		2	1	2	1	6.50	3	2						5.00	Medium / High	8	Medium	3	Difficult due to parking and width constraints	3	19.50	
70	Tang Hall Lane / Windmill Lane	Link between Heworth Village and University / Science Park including improvements to existing NCN 66 route	Missing link between Park and student / employee accommodation, poor quality NCN route in sections	NCN improvements, SRTS (Uni of York)	Heworth / Hull Road	Heworth, Tang Hall, Badger Hill, Heslington	University of York, Science Park, Tang Hall shops, Heworth amenities, Archbishop Holgates School, Lord Deramores School, Badger Hill Primary, Bumholme School	6	0		3	2		1	2	1	4.50	3	2			2			7.00	Medium / High	8	Medium but depends what facilities are needed	3	Difficult due to parking, width constraints, verge widths, vehicle crossovers and trees	3	19.50	
71	Lowther Street / Penly Grove Street / Townend Street	Improvements to parallel one-way link roads between Clarence Street and Huntington Road / Monkgate	Well used links which are traffic calmed but are not very cycle friendly due to full width features used	SRTS (Park Grove Primary) SRT Hospital, Groves Regen project	Guildhall	Clifton, The Groves, Heworth	City Centre, Foss Bank, Foss Islands Retail Park, Nestle, York Hospital, Park Grove School, St Wilfred's School	6	0	4		2		1	2		4.50	3	2			2			7.00	Medium / High	8	Medium?	3	May be difficult due to potential speed increases which may result from replacing speed humps with speed cushions	3	19.50	
72	Wigginton Road - link from Clifton Moorgate to start of current off-road path at Nestle	Off-road path between existing facilities on Clifton Moorgate and on Wigginton Rd south of the freight entrance	Missing link on radial route		Rawcliffe	Wigginton, Haxby, New Earswick	Clifton Moor, Nestle, York Hospital, City Centre	6	0	4	3	2	2	1		1	6.50	3	2		2	2	2	9.00	Medium	6	High	5	Fairly difficult due to restricted verge widths in places and speed of adjacent traffic	3	19.50		
73	Heslington to Wheldrake via Heslington Common	Link from Heslington Lane to Wheldrake using some existing PROWs running alongside Fulford Golf Course to Wheldrake Lane	Link to outlying village		Fulford / Wheldrake	Wheldrake, Heslington, York	University of York, Science Park, City Centre	6	0	4	3	2		1	2	1	6.50	3		2	2	2	2	11.00	Low	2	Medium?	3	Fairly difficult due to crossing other landowners' property	3	19.50	Suitable for all or just mountain bikes?	

Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC Initiatives?	Ward(s)	Linking		Strategic Route		Destination Types Served by Route										Added Value		Potential Usage		Cost (to CYC)		Build-ability		Overall Score +	Comments				
						Origin(s)	Destination(s)	Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+6)	City Centre (+4)	Major Centre: Acomb/CMM/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K+) 7 pts / High (£250K - £500K) 6 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.			Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score	
74	DVLR route from Osbaldwick to Murton	Potential link along alignment of former Derwent Valley Light Railway between Metcalfe Lane and Murton Lane (delivered by any future development?)	Potential NCN route and future development related route	NCN improvement	Osbaldwick	Murton, Dunnington, Osbaldwick, Heworth	City Centre, Dunnington & beyond on NCN, Osbaldwick, Murton	6	5	4					2	1	3.50	3		2	2	2	2	2	11.00	Low / Medium	4	High	5	V. Difficult as land not owned by CYC and homes already built on alignment	5	19.50	
75	York Central - link from Water End	Link into York Central site from Water End	Missing link to major development site		Holgate	Clifton, Acomb, Boroughbridge Road residential area	York Central, city centre, York Station	6	0	4	3	2	2	1			6.00	3	2	2	2	2	2	11.00	Medium / High	8	V High	7	Very difficult but may be a planning condition	5	19.00		
76	Heslington to Wheldrake / Elvington route	Route to the two outlying villages using a combination of quiet roads and off-road provision – feasibility study done which highlighted problems with key sections of the routes due to lack of landowner support	Links to outlying villages from the main urban area – route to school and employment sites	SRTS (Elvington School, Fulford School, Lord Deramores School, Uni of York)	Fulford / Wheldrake	Wheldrake, Elvington, Sutton on Denwent, Thorganby and other villages beyond	University of York, Fulford School, Archbishop Holgate's School, Science Park, City centre?	6	0	4	3	2			2	1	6.00	3		2	2	2	2	11.00	Low / Medium	4	Medium?	3	Very difficult due to having to pass over numerous landowners' land and lack of landowner support. Whintherpe? Whintherpe?	5	19.00	Whintherpe development should unlock some of the issues with landowners. Wheldrake Ward Committee may be interested in providing missing links in route.	
77	Westfield Lane (Wigginton & Haxby)	Links along western then southern edges of Wigginton / Haxby to meet York Road near Haxby Gates	Missing quiet road / off road link	SRTS (Wigginton & Headlands Primaries, Joseph Rowntree School)	Haxby	Wigginton, Haxby	Wigginton Primary, Headlands Primary, Clifton Moor, Joseph Rowntree School	6	0	4	3			1	2	1	5.50	3			2	2	2	7.00	Medium	6	Medium?	3	May be difficult in parts	3	18.50		
78	Wigginton Road - link from A1237 to Clifton Moorgate	Link between the A1237 roundabout and Clifton Moorgate	Missing link on radial route		Rawcliffe / Huntington	Wigginton, Haxby, New Earswick	Clifton Moor (south), Nestle, York Hospital, City Centre	6	0	4	3	2	2	1	1	6.50	3	2		2	2	2	2	9.00	Low / Medium	4	Medium / High	4	Difficult due to the lack of verge width available on some stretches and speed of adjacent traffic	3	18.50		
79	Askham Lane – link between Gale Lane to Ridgeway junctions	On or off-road provision to enable cyclists to get from Gale Lane to Ridgeway safely and to highlight their presence to motorists especially at the mini-roundabouts	Missing link on radial route, to shops and to school	SRTS (Westfield Primary)	Westfield	Holgate, Acomb, Foxwood, Woodthorpe	City Centre, York Station, York High School, Westfield School	6	0	4	3			1	2		5.00	3	2					5.00	Medium / High	8	Medium	3	Difficult due to width restrictions, parking and various crossing points along stretch	3	18.00		
80	Moor Lane, Woodthorpe	Link between current facilities at the new A1237 rd and the Chalons Road mini-rd	Missing distributor link	SRTS (York College, Askham Bryan College)	Dringhouses	Askham Bryan, Askham Richard, Woodthorpe, Dringhouses	York College, Askham Bar P&R, Tesco, Askham Bryan College	6	5					2	1	2	3.00	3	2				2	7.00	Low / Medium	4	Medium / High	4	Difficult due to width of road, trees and many driveways	3	18.00		
81	Lawrence Street / Hull Road – link from Walmgate Bar to Tang Hall Lane	Provision of on or off-road facilities along the remaining length of the A1079 as far as the Inner Ring Road	Missing link on busy radial route – Scrutiny Board scheme	York City Beautiful	Fishergate / Hull Road	Osbaldwick, Murton, Dunnington, Badger Hill, Heslington East, Tang Hall, Heslington	City Centre, University of York, Archbishop Holgate's School, Science Park	6	0	4	3	2	2	1	2		7.00	3	2	2				7.00	High	10	V. High	7	Very difficult due to width constraints and high vehicle numbers	5	18.00	Will probably need to be split into shorter links	
82	Bishopthorpe Road – provision from Chocolate Works' entrance to Scarcroft Road junction	On or off-road provision along section of Bishopthorpe Road with no current cycle facilities (if feasible)	Missing link on radial route - Scrutiny Board scheme		Micklegate	Bishopthorpe, Acaster Malbis, Copmanthorpe, Dringhouses	City Centre, York Station, Millthorpe School, All Saints School, York Racecourse	6	0	4		2	2	1	2	1	6.00	3	2		2	2	2	9.00	Medium	6	Medium / High	4	Very difficult due to width restrictions, parking and fairly narrow footways	5	18.00		
83	Kilburn Road & Allotments link	Link between Fulford Road and Walmgate Stray route - requires surface improvements to road and better access barrier onto Walmgate Stray	Missing link to University	SRTS (University of York)	Fishergate	Fulford Road, Fishergate area	University of York, Fulford Road amenities, Fishergate allotments	0	0		3	2		1	2	1	4.50	3	2		2	2		9.00	Medium	6	Low	1	Route through allotments done as part of Northern Powergrid scheme	1	17.50	Improvements to barrier requested recently but can't be funded from Frederick House Devt	
84	Melrosegate / Green Dykes Lane / University Road	Link between Heworth Village and University	Missing link between University / Science Park and student / employee accommodation	SRTS (Uni of York)	Heworth / Hull Road / Fishergate	Heworth, Tang Hall, Heslington Lane area	University of York, Science Park, St Lawrence's School, Hull Road amenities, Heworth amenities	6	0		3	2		1	2	1	4.50	3	2					5.00	Medium / High	8	Medium but depends what facilities are needed	3	Difficult due to parking, width constraints, verge widths, vehicle crossovers and trees	3	17.50	Will probably need to be split into shorter links	
85	Wigginton Road – link north of A1237 to Wigginton village	Provision of shared use path alongside Wigginton Road in verge to link the village of Wigginton with the Outer Ring Road. May be able to do a shorter link if a route through top Westfield Lane can be found	Link to outlying village – Scrutiny Board scheme		Haxby	Wigginton, Shipton by Beningbrough, Haxby? Skelton?	Clifton Moor, City Centre, York Hospital, Nestle	6	0	4	3	2	2	1	1	6.50	3	2		2	2	2	2	9.00	Low / Medium	4	High	5	Difficult due to nature of adjacent verge and potential utility apparatus in it	3	17.50		
86	Tadcaster Road – extension of off-road path from the current termination at the toucan near the Tyburn southwards to the Marriott Hotel	Extension of off-road shared use path or segregated provision with cyclists using a path behind the fence line or fence line moved further back and path widened.	Enhancement to radial route facility – Scrutiny Board scheme	SRTS (York College, Millthorpe & All Saints Schools)	Micklegate	South Bank, Bishopthorpe, Dringhouses, Woodthorpe, Foxwood	City Centre, Dringhouses School, York College, Tadcaster Road shops and businesses	6	0	4		2			2		4.00	3		2			2	5.00	Medium / High	8	Medium	3	Difficult due to width restrictions unless footpath is widened into stry	3	17.00		
87	Askham Lane - link between the Ridgeway and Foxwood Lane junctions	On or off-road link between the two mini-roundabouts at either end of the stretch fronting Westfield School	Missing link at edge of radial route and well used by school children	SRTS (Westfield Primary, York High, Manor CE)	Westfield	Westfield, Foxwood, Askham Bryan	Acomb, City Centre, various schools	6	0	4	3			2	1	2	6.00	3	2					5.00	Medium	6	Medium	3	Difficult due to restricted width available	3	17.00		
88	Bishopthorpe Road link from Crematorium to Bishopthorpe Main Street	Link from end of proposed off-road path to the village. May need speed reduction if no room for formal facilities	Missing link to village		Bishopthorpe	Bishopthorpe, Acaster Malbis	Crematorium, City Centre, York Racecourse, University of York, Law College, York Station	6	0	4				1	2	1	4.00	3	2		2	2		9.00	Low / Medium	4	Medium	3	Difficult due to lack of available width, Conservation area status and landowners either side of the road	3	17.00		

Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Origin(s)	Destination(s)	Strategic Route		Destination Types Served by Route										Added Value				Potential Usage		Cost (to CYC)		Build-ability		Overall Score +	Comments			
								Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+6)	City Centre (+4)	Major Centre: Acomb/CM/MX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K+) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts			Buildability Score		
89	Fadcaster Road to Cherry Lane	On or off-road link from St Helens Rd junction to Cherry Lane	Missing Link		Dringhouses	Acomb, Foxwood, Dringhouses	Knavesmire, LIDL, York High, Acomb shops, Acorn Rugby Club, Hob Moor schools	6	0		3			1	2	1	3.50	3	2							7.00	Medium	6	Medium	3	Fairly difficult due to restricted width on major radial road	3	16.50	
90	Beckfield Lane to Front Street junction via Wetherby Road, The Green, York Road (Acomb)	Link from southern end of Beckfield Lane past The Green to the Front Street junction	Missing link on end of radial route	Rufforth to Acomb link	Acomb / Westfield	Rufforth, Knapton, Acomb	Acomb, Northminster Business Park, Poppleton Bar P&R, Poppleton Station	6	0	4	3			1	2	1	6.50	3	2							7.00	Low / Medium	4	Medium / High	4	Difficult due to restricted width available and on street parking	3	16.50	
91	Fulford to Crockey Hill via Forest Lane	Quiet road / off road alternative to A19 using Fordlands Road, Forest Lane, Tillmire Farm access road and verge path down A19	Alternative radial route towards the city centre avoiding the busy A19	SRTS (Fulford School, Uni of York)	Fulford / Wheldrake	Crockey Hill, Fulford, Heslington	Fulford, University of York, Fulford School	6	0	4	3			1	2	1	5.50	3				2	2	2		9.00	Low	2	Medium	3	Section parallel with A19 will be difficult also need to negotiate access along private road	3	16.50	Can cyclists then get to existing facilities on west side of A19?
92	Energise to Hob Moor route	Formalise (sign) route using the link path between Energise and Gale Lane, Danesfort Ave and the path running between Kingsway West and Green Lane with improved crossings if appropriate	Missing link between off road network and leisure / education site	SRTS (York High, Hob Moor School, OLM School, Millthorpe School)	Westfield	Holgate, South Bank	Energise, York High	0	5		3			2	1	3.00	3						2		5.00	Medium	6	Low / Medium	2	Fairly easy if opposition from other path users can be overcome and school are happy with access being open to the public	1	16.00		
93	Ridgeway	On or off-road link between potential Askham Lane and Beckfield Lane facilities	Missing distributor link	SRTS (Manor School)	Westfield	Foxwood, Woodthorpe, Westfield, Chapelfields	Manor School, Clifton Moor, Acomb Centre, Energise, York Business Park	6	0		3	2		1	2	1	4.50	3	2							5.00	Medium	6	Medium	3	Difficult due to nature of road, trees and many driveways	3	15.50	
94	Askham Lane - Foxwood Lane to Moor Lane rdbt	Off-road link between the current facilities at the Moor Lane roundabout and Foxwood Lane	Missing minor radial route link		Westfield / Cringhouses / Rural West York	Askham Bryan, Askham Richard	Acomb, City Centre, various schools	6	0	4	3			2	1	2	6.50	3	2							7.00	Low	2	Medium	3	Fairly difficult if verges contain utility apparatus	3	15.50	
95	Poppleton to Hessay route - route leaving Poppleton via Black Dike Lane, across A59 down Burlands Lane and westwards to Hessay (could form part of route to Harrogate)	Provision of a mainly off-road or quiet roads link between the two villages of Hessay and Poppleton to take cyclists off the busy A59 including a link to the new Park & Ride site	Missing link between very small rural village with no shops, school etc with a larger one with more amenities		Rural West York	Hessay, Rufforth? Poppleton	Poppleton Bar P&R (when built), Poppleton Station, Poppleton amenities, Manor School, Poppleton Ousebank school	6	0		3			2	1	2	4.50	3			2	2				9.00	Low	2	Medium	3	Difficult due to having to negotiate with several landowners and lack of PROWs in the vicinity	3	15.50	
96	Prices Lane / Nunney Lane	Links from Bishopgate Street / Bishopthorpe Rd to Victoria Bar	Missing link between radial routes		Micklegate	Bishopthorpe, South Bank, Clementhorpe	City Centre, Priory St Centre, Micklegate amenities	0	5	4				2	1	2	5.00	3	2							5.00	Medium	6	Medium	3	Difficult unless on road lanes used or the Bar Walls Moat	3	15.00	
97	A19 to York / Selby path south of Deighton	Link between Escrick / Deighton and York / Selby path using Naburn Lane and Moor Lane	Missing village link	Link to the NCN	Wheldrake	Wheldrake, Escrick, Deighton, Naburn	Naburn, York, Selby	6	0					2	1	2	1.50	3				2				7.00	Low	2	Low	1	Easy, signing only	1	14.50	
98	Askham Richard to A64 via Askham Bryan College & A1237	Link between Askham Richard and A64 using Main Street, York Road, Askham Fields Lane and Mill Lane with crossing of A1237	Missing rural link	SRTS (York College / Askham Bryan College)	Rural West York	Askham Bryan, Askham Richard, Woodthorpe, Dringhouses	York College, Askham Bryan College	6	0	4				2	1	2	3.50	3	2	2						9.00	Low	2	Medium	3	Safe crossing of A1237 could be expensive	3	14.50	
99	Dalton Terrace	Facilities along Dalton Terrace	Missing link between two radial routes	SRTS (Mount School, All Saints Upper, Millthorpe, St Pauls)	Micklegate	Acomb, Holgate, South Bank	Mount School, All Saints, Millthorpe, Acomb, Poppleton Park, Bishopthorpe Road shops	0	0		3	2		1	2	4.00	3	2								5.00	High	10	Low / Medium	2	Difficult at the Holgate Road end where the road is narrower	3	14.00	
100	York Business Park to former British Sugar Site	Developer funded? new bridge link between new residential development and Business Park with potential rail halt	Missing link between major new residential development and employment / leisure / restaurant / retail site	British Sugar transport masterplan	Acomb	British Sugar site, Boroughbridge Road residential area, Acomb	York Business Park, Clifton Moor	6	0	4	3			2	1	2	6.00		2	2	2	2				8.00	Low / Medium	4	High	5	Very Difficult due to having to cross a live railway line and negotiate with Network Rail	5	14.00	
101	Rawcliffe Lake path	Widening existing path or provision of separate cycle path around lake to reduce conflict and link to new path across Rawcliffe Rec.	Safety scheme to improve link to schools, shops, employment	SRTS (Lakeside Primary, Clifton with Rawcliffe Primary)	Rawcliffe	Clifton, Rawcliffe, Clifton Without	Lakeside School, Clifton with Rawcliffe School, Clifton Moor	0	0		3	2		1	2	1	4.50	3	2							9.00	Medium	6	Medium	3	Fairly difficult due to boundary treatments in one section but path could be widened towards lake away from the lighting columns	3	13.50	
102	The Village, Haxby	Facilities along the whole length of The Village between York Road roundabout and Moor Lane	Missing link on main road through Haxby		Haxby	Wigginton, Haxby	Health Centre, Ralph Butterfield School, Haxby Facilities (future Haxby Station?)	6	0					1	2		1.50	3	2							7.00	Medium	6	Medium / High	4	Difficult due to restricted road widths and parking	3	13.50	
103	New Lane / Stratford Way to Monks Cross North	Link between Stratford Way / New Lane and Monks Cross running north of the Portakabin site	Missing link to employment / shopping site	SRTS Huntington Secondary	Huntington	New Earswick, Huntington	Huntington Secondary, Monks Cross	0	0		3	2		1	2	4.00	3				2	2				7.00	Low / Medium	4	Low	1	Easy if planning condition of adjacent development	1	13.00	
104	Osbaldwick Beck Route	Route alongside Osbaldwick Beck from St Nicholas Field to Moore Avenue with improved crossings where appropriate	Missing off-road link	SRTS (Denwent, Osbaldwick, Archbishop Holgates)	Hull Road	Osbaldwick, Murton, Tang Hall	Denwent School, Osbaldwick School, Archbishop Holgates, Foss Islands Retail Park, St Nicholas Field, Hull Road Park	0	0	4				1	2	1	4.00	3	2							9.00	Medium	6	Medium?	3	Some sections may be difficult to widen and may be opposed by pedestrians	3	13.00	

Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC Initiatives?	Ward(s)	Linking		Strategic Route		Destination Types Served by Route										Added Value				Potential Usage		Cost (to CYC)		Build-ability		Overall Score +	Comments	
						Origin(s)	Destination(s)	Part of 3+ Strategic Routes (0pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+6)	City Centre (+4)	Major Centre: Accomb/CM/MM/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K+) 7 pts / High (£250K - £500K) 6 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts			Buildability Score
105	Naburn Railway Bridge to Naburn Village	Provision of link from Sustrans NCN 65 to Naburn village	Missing rural link		Wheldrake	Naburn, Fulford, York	Naburn village, NCN65	6	0					1	2	1	2.00	3	2	2	2	9.00	Low	2	Medium	3	Fairly difficult due to lack of available width, speed of adjacent traffic and level differences	3	13.00			
106	Station Road / Landing Lane, Haxby	Facilities along whole length of Station Road and Landing Lane to River Foss	Missing link on main road through Haxby	SRTS Ralph Butterfield	Haxby	Wigginton, Haxby, Towthorpe, Strensall	Haxby facilities, Ralph Butterfield, Headlands, Joseph Rowntree schools, Clifton Moor (future Haxby Station?)	0	0			3		1	2	1	3.50	3	2	2		2	9.00	Medium	6	Medium	3	Difficult due to restricted road widths and parking	3	12.50		
107	Clifton Backies to Clifton with Rawcliffe School	Link including Tamworth Road, Water Lane, Lancaster Way, Melton Avenue, Reighton Drive, Beaverdyke and Greystoke Road	Mostly quiet route through Clifton Without	SRTS (Clifton with Rawcliffe School)	Rawcliffe	Kingsway, Clifton, Rawcliffe, Skelton	Clifton with Rawcliffe School, Rawcliffe Lake, Clifton Moor	0	5			3		1	2	1	3.50	3		2		5.00	Low / Medium	4	Low / Medium	2	Mostly signing unless measures provided on Water Lane	3	12.50			
108	Mill Lane / The Village, Wigginton	Facilities along whole length of Mill Lane and The Village from Wigginton Road to Moor Lane	Missing link on main road through Wigginton	SRTS Wigginton Primary	Haxby	Wigginton, Haxby	Haxby facilities, Wigginton Primary, Health Centre	6	0					1	2		1.50	3	2			2	7.00	Low / Medium	4	Medium	3	Difficult due to restricted road widths and parking	3	12.50		
109	Stockton Lane - Ashley Park to Stockton on the Forest	On- or off-road provision along minor radial route (with 60mph speed limit)	Missing link on radial route and village link		Heworth Without / Strensall	Stockton on the Forest, Heworth Without	City Centre, Foss Bank, Foss Islands Retail Park, Stockton on the Forest amenities	6	5	4	3			1		1	4.50	3			2	2	7.00	Low	2	V High	7	Very difficult due to lack of verge width in certain areas and narrowness of bendy road	5	12.50		
110	Riverside path from Landing Lane to Naburn Lane	Further extension of St Oswalds Road to Landing Lane scheme to link to Naburn Lane facilities	Missing link on off-road radial route - Scrutiny Board scheme		Fulford	Fishergate, Fulford, Naburn	Designer Outlet, Naburn, City Centre	6	0	4				2	1	1	4.00	3				2	7.00	Low	2	Medium / High	4	Difficult due to landowner issues and status of the lngs (SSSI, village green etc)	3	12.00	Will landowner be amenable?	
111	Germany Beck on-site cycle routes and links to feeder roads	Routes through the site and to adjoining residential areas	Links to and through new development site		Fulford	Naburn, Fulford	University, Science Park	0	0			3	2	1	2	1	4.50	3			2	2	2	9.00	Low	2	Medium	3	Planning condition for Germany Beck site	1	11.50	Developer delivered
112	Wheldrake to Escrick	Provision of a link between Wheldrake and Escrick / Deighton through the North Selby Mine site	Missing link between villages		Wheldrake	Wheldrake, Escrick, Deighton	NCN65, Wheldrake School and other amenities, Escrick village and amenities	6	0					1	2	1	2.00	3				2	7.00	Low	2	Medium	3	Middle section fairly simple if permissions can be granted from landowners, end sections could be trickier	3	11.00		
113	Burdyke Avenue	Improved link between OCR at Kingsway North Rd and Water Lane / Canon Lee School	Well used route to school, parts of Clifton Moor and large employers	SRTS (Canon Lee Secondary)	Clifton	Clifton, Clifton Without, Rawcliffe	Clifton Moor, Canon Lee School, Clifton with Rawcliffe School, Burton Green Primary, Nestle, York Hospital	0	0			3	2	1	2	1	4.50	3	2				5.00	Medium	6	Low / Medium depending on whether on road or off road solution found	2	Difficult due to on street parking, verge constraints and numerous vehicle crossovers	3	10.50		
114	Grimston Bar Interchange to Murton Lane	Provision of missing section between roundabout circulatory lane and Murton Lane north of the A166	Missing rural link (Highways England may be able to support)		Osbaldwick	Murton, Dunnington	City Centre, NCN66, Murton, Dunnington	0	0	4				2	1		3.50	3			2		7.00	Low	2	Low / Medium	2	Should be fairly simple although HA may need to be consulted if they own any of the verge and the verge may also be full of utility apparatus	1	9.50		
115	Mill Lane	Heworth Green to East Parade	Missing link with some facilities at one end	LSS (at Heworth Green end)	Heworth	Tang Hall, Heworth, Bell Farm, Dodsworth Ave estate	Heworth amenities, Foss Islands Retail Park, Nestle, York Hospital	0	0			3	2	1	2	1	4.50	3	2				5.00	Medium	6	Medium but depends whether the junctions at either end need tweaking	3	Difficult due to having to accommodate other vehicle movements on a fairly narrow road	3	9.50		
116	Heworth Road	Link between Heworth Green roundabout and Heworth Village	Missing link between radial route and Heworth amenities	SRTS (Heworth School), LSTF?	Heworth	Heworth, Tang Hall, Muncastergate estate	Heworth amenities, Foss Islands Retail Park, Nestle, York Hospital, Monks Cross	0	0			3	2	1	2	1	4.50	3	2				5.00	Medium	6	Medium	3	Difficult due to width constraints, parking and if adjacent verge is used potential removal or disturbance of trees	3	9.50		
117	Askham Fields Lane (part), Chapel Lane, York Road, Main Street (Askham Richard)	Links to Askham Bryan College from Askham Bryan and Askham Richard villages	Missing route to Askham Bryan College and rural link	SRTS (Askham Bryan College)	Rural West York	Askham Bryan, Askham Richard, Woodthorpe, Dringhouses	Askham Bryan College, City Centre, Accomb	0	0	4	3			1	2	1	5.50	3			2		5.00	Low / Medium	4	Low / Medium	2	Fairly simple unless measures required to slow traffic	3	9.50		
118	Link from Cherry Lane to Bracken Road	Route around outside of racetrack linking Middlethorpe estate to the other racecourse routes	Missing off-road link	SRTS (York College)	Dringhouses / Micklegate	Middlethorpe Estate, Dringhouses, South Bank, Clementhorpe	York College, Askham Bar	0	0					2	1	2	3.00	3			2	2	7.00	Low / Medium	4	Low / Medium	2	Negotiations with racecourse may be tricky due to route passing their stables	3	9.00		
119	Link between Copmanthorpe and Bishopthorpe	Route between the two villages away from the main roads (western end may be provided by housing devt)	Route between villages	Link to NCN 65	Bishopthorpe / Copmanthorpe	Copmanthorpe, Bishopthorpe	Copmanthorpe, Bishopthorpe, NCN65	0	0					1	2	1	2.00	3	2	2	2	2	11.00	Low	2	Medium? May be part funded by Network Rail	3	May be some difficulties getting permissions and crossing drainage ditches	3	9.00		
120	York Road, Naburn to York to Selby path	Link between the main road and NCN 65 using Vicarage Lane	Missing village link	SRTS (Naburn School), Link to NCN	Wheldrake	Naburn, Deighton, Escrick	Naburn, York, Selby	0	5						2	1	1.50					2	2.00	Low	2	Low	1	Fairly simple footpath conversion	1	8.50		
121	Thanet Road to Tadcaster Road	Link from LIDL to Tadcaster Road	Missing link		Dringhouses	Accomb, Foxwood, Dringhouses	Knavesmire, LIDL, York High, Accomb shops, Acorn Rugby Club, Hob Moor schools	0	0			3		1	2	1	3.50	3	2				5.00	Medium	6	Medium	3	Fairly Difficult due to available width and parking	3	8.50		

Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC Initiatives?	Ward(s)	Linking		Strategic Route		Destination Types Served by Route										Added Value			Potential Usage		Cost (to CYC)		Build-ability		Overall Score +	Comments			
						Origin(s)	Destination(s)	Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (5pts), Not part of a Strategic route (0 pts)	One of few remaining links (+6)	City Centre (+4)	Maj Centre: Acomb/CM/XX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K+) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score			Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score	
122	Askham Bryan Lane and Main Street	On or off-road link between A1237/Moor Lane rdbt and Chapel Lane junction	Missing route to Askham Bryan College and rural link	SRTS (Askham Bryan College)	Rural West York	Askham Bryan, Askham Richard, Woodthorpe, Dinghous	Askham Bryan College, City Centre, Acomb	0	0	4	3			1	2	1	5.50	3					2	5.00	Low / Medium	4	Medium	3	Fairly simple unless measures required to slow traffic	3	8.50		
123	Heslington Road to Walmgate Stray	Link onto stray from Heslington Road between Fishergate Allotments and The Retreat	Missing off-road link to NCN	Link to NCN	Fishergate	Heslington Road / Lawrence Street area, Fulford Road	Fishergate Allotments, Imphal Barracks, University of York, Heslington	0	0		3				2	1	3.00	3	2	2				7.00	Low / Medium	4	Medium	3	Could be conservation issues	3	8.00	More of a leisure route?	
124	Germany Beck to Heslington Tillmire	Route using existing PROWs and tracks from Fulford to Fir Tree Farm	Route to villages, countryside		Fulford	Fulford, Heslington, Fishergate, Wheldrake, Elvington	Fulford, Fulford School	0	0					1	2	1	2.00	3			2	2	2	9.00	Low	2	Medium	3	Sections on land privately owned will probably be difficult to negotiate	3	7.00	SSSI issues?	
125	Off-road link between Askham Richard and Askham Bryan using PROWs	Link between two villages using Buttacre Lane and ROWs	Alternative to on-road route	SRTS (St Marys)	Rural West York	Askham Richard, Askham Bryan	St Marys Primary, Askham Richard, Askham Bryan, York	0	0						2	1	1.50	3					2	5.00	Low	2	Low	1	Some ROW improvements needed plus permissions	1	6.50		
126	Mill Lane, Askham Richard	Quiet road between village and radial route out of city	Alternative route with less traffic	SRTS (St Marys)	Rural West York	Askham Richard, Askham Bryan?	Tadcaster and villages inbetween	0	0						2	1	1.50	3					2	5.00	Low	2	Low	1	Easy signing-only	1	6.50		
127	A64 to Askham Bryan College Link	Link off A64 path via Westfield House access road		SRTS (Askham Bryan College)	Rural West York	Tadcaster and villages inbetween	Askham Bryan College	0	0						2		1.00	3							3.00	Low	2	Low	1	Easy if landowner permissions granted	1	4.00	
128	Riverside floodbank path through Clifton Ings and Rawcliffe Ings	Path along top of the eastern floodbank next to the River Ouse	Missing leisure route		Rawcliffe / Rural West York	Skelton, Rawcliffe, Clifton, City Centre	Skelton, City Centre, Clifton Ings, Rawcliffe Ings	0	0	4						1	2.50			2	2		2	6.00	Low	2	High	5	Difficult if floodbank top needs widening	3	2.50		

Abbreviations

- LSTF Local Sustainable Transport Fund
- NCN National Cycle Network
- CCMAF City Centre Movement & Accessibility Framework
- SRTS Safe Routes to School
- OCR Orbital Cycle Route
- SRT Safe Route to
- LSS Local Safety Scheme
- SSSI Site of Special Scientific Interest
- BAF Better Bus Area Fund
- CYC City of York Council
- OLQM Our Lady Queen of Martyrs

KEY

- Scheme where feasibility work is programmed or some has already been done
- Development related or funded scheme
- Schemes for delivery or feasibility with emergency budget funding

+ Overall Score = (Sum of 2 Strategic Route scores + Destination Factor + Mean Added Value Score + Usage Score) - (Cost Score + Buildability Score)

Annex B: Emergency Active Travel Fund Bids

Tranche 1 Bid

COVID-19 Emergency Active Travel Fund

SECTION A: BACKGROUND

Q1. What is your local transport authority name?
City of York Council
Q2. Which geographical region are you in?
Yorkshire and the Humber
Q3. What type of authority are you?
Unitary Authority
Q4. How would you classify yourself geographically?
Urban Other (population between 25,000 and 250,000)

SECTION B: YOUR SCHEME(S) OR PROGRAMME

Q5. Please provide the scheme or programme name(s)
York Economic Recovery Transport Strategy – Phase 1

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

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

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

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

£173,000 - Exc. VAT - Estimated

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

£42,000 - Exc. VAT - Estimated

Q9. What will be the revenue cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)
£131,000 - Exc. VAT - Estimated

Q10. This expenditure is not intended to be used for any consultancy spend. Are you intending to use consultants?
No

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

LCWIP DETAILS

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

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

SECTION C: SCHEME DETAILS

Q14. What measures will be adopted? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.
Point closures _____
Segregated cycleway (temporary) _____
Widening existing footway _____
Restriction or reduction of parking availability, (e.g. closing bays or complemented by increasing fees) _____
Park and cycle/stride/scooter facilities _____
Cycle counters and/or other active travel data management diagnostics _____
Other (please specify): _____
Speeding up introduction of planned measures on trial basis
Innovative approaches to existing constraints – 'e.g. short sections of [do not overtake cyclists]'

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

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

Q16. When are the works expected to be completed?

End July 2020

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

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

Q18. Will Traffic Regulation Orders be required?

Yes

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

No

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

Yes

SECTION D: DECLARATION

Q21. Reporting Officer details

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

Q22. Senior Responsible Officer details

Name Neil Ferris
Telephone number 01904 551448
Email address Neil.ferris@york.gov.uk

Q23. Section 31 Officer (or equivalent with delegated authority) details

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

Q24. Please add further details or clarification

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

DRAFT

Tranche 2 Bid (to be included in final draft)

DRAFT

Annex C: Public suggestions for York infrastructure changes, March – May 2020

Bike Belles: Attachment to email to Councillors and Officers, April 21st 2020

York Emergency Mobility Issues

First Draft York Bike Belles, April 2020

Where is the need?	Problem	Proposed Solutions	Timescale
<p>There has been a massive increase in York residents walking and cycling across the city since lockdown started to get to essential workplaces, for shopping and exercise journeys. This needs to be enabled safely with regard to the new 2m distancing rules.</p>	<p>Existing walk/cycle network is inadequate for 2m safe distancing as there are many physical barriers, bringing residents into hazardous close contact with each other.</p> <p>Traffic free routes on the walk/cycle network are often less than 2m and increasingly busy with walkers, cyclists and runners, bringing residents into hazardous close contact with each other.</p>	<p>open all currently closed gates in walk/cycle network across the city</p> <p>audit walk/cycle network and create list of all physical barriers and find permanent solutions to widening them</p> <p>Identify main streets and roads that would ease pressure on the traffic free walk/ cycle network and install pop up cycle lanes on them.</p>	<p>ASAP</p> <p>By June 2020</p> <p>By June 2020</p>
<p>There has been a massive increase in York residents walking and cycling across the city since lockdown started to get to essential workplaces, for shopping and exercise journeys. This needs to be enabled safely with regard to the new 2m distancing rules.</p>	<p>Some drivers are taking advantage of quieter roads and speeding leading to increased risk of harm for walkers and cyclists.</p>	<p>20 mph speed limit across the city</p> <p>Apply emergency temporary road closure orders to rededicate carriageway to cyclists and pedestrians e.g. one lane of the inner ring road; alongside narrow pavements etc... Pete Kilbane 22/04/20</p>	<p>ASAP</p>
<p>York residents' most significant essential journey since lockdown started is to the shops/ supermarkets/ pharmacies. This needs to be enabled safely with regard to the new 2m distancing rules.</p>	<p>Shops are often on main roads with narrow pavements that are inadequate for 2m safe distancing, bringing residents into hazardous close contact with each other and risk of harm from traffic if they have to step into the road to keep a safe distance.</p>	<p>Increase width of pavements on shopping streets with a line of cones in the road</p> <p>Widen pavements permanently</p>	<p>ASAP</p> <p>By June 2020</p>

Compilation of social media suggestions and complaints March – May 2020

@DorindaDorinda 03/04/20

Cargo delivery services by bike, join up good existing infrastructure.

@yorker_old 05/04/2020

20mph speed limit inside York ring road (temporary?)

@hexhome & @YorkBikeBelles 10/04/2020

Pavement parking problems

Reponses to @AndyDAgorne 11/04/2020

Negatives raised:

- Poor barriers at Hob Moor & Rufforth cycle path. Hob moor observed not to stop mopeds)
- Start of Homestead Park to Rawcliffe path.
- Use of radar keys

Positives raised:

- Route 65 cattle grids.
- Walmgate stray barracks entrance and university entrance

@DorindaDorinda 13/04/2020 and reply

- Gaps between great routes
- Lack of prohibitive measures against cars/traffic in city centre
- Confusing cycle lanes on roundabouts

Reponses to @TryIGY 13/04/2020

Invites for suggestions of roads that need fixing:

- Elmfield Avenue - surface
- Top of Hamilton Drive off Holgate Road - surface
- Terry avenue in front of Roomz - surface
- Fishergate - surface
- Tadcaster Road – surface and cycle lanes too narrow
- Stockton Lane A64 Bridge and inbound – surface
- West Thorpe in Dringhouses – surface
- Roundabout at Foxwood Lane and Askham Lane
- Wilton Rise
- Gale Lane, Acomb, Howe Hill, Tudor Road

Reponses to @ActiveTravelKat 14/04/2020

Lack of parking problems in lockdown:

- Bishopthorpe Road, between racecourse and entrance to Chocolate works
- Jubilee Terrace
- Campleshon Rd
- Knavesmire

@hexhome 20/04/2020

Shared spaces very congested.

@TryIGY 28/04/2020

Hob moor barriers obstruct non-standard cycles

Responses to [@KilbanePete](#) 01/05/2020

- Suggestion of having a cycling and walking commissioner
- Requests for one-way on Bishy Road (now implemented)
- Desire for consultation co-design

Responses to [@AndyDAgorne](#) 02/05/2020 Announcement of first pop up lane – met with positive responses and high numbers of likes (500+) and retweets (150+)

Suggestions for next:

- Lawrence Street
- Blossom Street by station
- Eastbound carriageway of Tower street also

[@drsimonwoodward](#) 05/05/2020

- Need to improve Tadcaster Road surface, potholes opposite Blue Fin.
- Chapel Lane in Askham Bryan

Responses to [@YorkbyBike](#) 05/05/2020 celebrating one-way closure of Bishy Road

- Suggestion for similar treatment of Stockton Lane
- Phasing of traffic lights on Nunnery Lane
- Traffic lights not “seeing” cyclists – exiting Poppleton opposite Dobbies
- Pushback against diversion

Responses to [@AndyDAgoyne](#) 06/05/2020 celebrating one-way closure of Bishy Road

- Sign diversion along Cherry St for southbound cyclists
- Pushback against diversion
- Requests to go further and pedestrianise
- Diverts Coastliner 26 bus

[@fleurhughes](#) 14/05/2020 response to [@katerav](#)

- Positive feedback for filtering with planters at Muncastergate – effective at stopping motorbikes

Responses to [@TrylGY](#) re: Hob Moor barriers 17/05/2020

- Multiple responses that difficult to navigate by bike
- Observation that mopeds go straight through
- Multiple descriptions of people choosing to avoid either by route or by pushing
- Multiple points re: accessibility raised

[@katrav](#) 17/05/2020

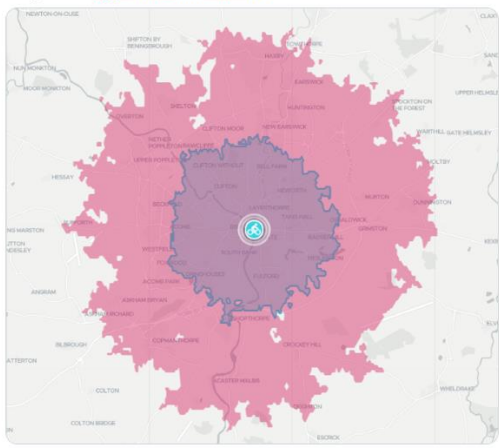
Suggestion of widening pavement through removal of guardrails and extension into street at Picadilly/Coppergate/Stonebow

@YorkCycle 19/05/2020

Creation of cycling map for York showing time to cycle from Clifford's Tower:



15 minutes (blue) and 30 minutes (red) from Clifford's Tower during a typical non-COVID evening rush hour
Maps c/o app.traveltime.com



Responses to @acj106 26/05/2020

- Haxby Road to Village cycle lane too narrow
- Foss Islands cycle path starts after bottle neck

York Cycle Campaign blog extracts

17th April

“Around the world and across the UK cities are temporarily reallocating road space from cars to people on foot and cycles. York Cycle Campaign asks that City of York Council does this too. There are a wide range of actions that could be taken to support front-line efforts to deal with the impact of Covid-19. York Cycle Campaign urges City of York Council to consider the suggestions made by Transport Consultant, Mark Strong, and colleagues. In particular we'd like to see temporary bollards installed to prevent through traffic using residential roads. Given the significant reduction in traffic city-wide this measure would not add to traffic congestion or inconvenience drivers, and instead it would open up a network of safe quiet streets for cyclists and pedestrians. We'd also like to see temporary cycling space created on some of the main roads through the city, particularly in bottleneck areas including bridges over rivers, rail lines and the ring-road. This may require some creative thinking and the introduction of temporary one-way systems for drivers, to accommodate the necessary safe space for cyclists. And, in order to promote safe social distancing, we suggest that barriers on cycle routes are relaxed (for example removing the humps and baffles on the barriers to Hob Moor) to minimise the chance of Covid-19 being transmitted via touching of hard surfaces.”

30th April

“1. There is an urgent need to give pedestrians the space to pass safely on footways to meet public health guidance. In order to do this we ask City of York Council to reclaim road space and offer 3m safe width for pedestrians to pass safely in busiest locations, ie near shops, parks etc.

2. On roads where this action reduces carriageway lane to less than 4m, we ask that City of York Council considers the temporary closure of one carriageway, and a one-way system for vehicle traffic. The closed space created from the closed carriageway can be re-allocated to cyclists and pedestrians.

3. To reduce the pressure on York’s walk/cycle routes there is an urgent need to create alternative safe space for cycling on neighbouring roads. Our suggested list of roads is at the end of this document. On the main arterial routes light segregation, using intermittent bollards or armadillos, could be used to create widened cycle lanes. Bold solid lining (such as adhesive 3M STAMARK), and cycle symbols could also be used to create a temporary cycle lane. If needs be the carriageway can be narrowed, in order to create space for cycle lanes (see below for further detail).

4. Existing cycle lanes should be resurfaced (as a margin repair if necessary) and widened to the recommended width of 2.0m. The condition of cycle lane surfaces along Tadcaster Road and Fishergate for example are atrocious and present a risk of increasing accidents and hospital admissions.

5. Barriers present on many of York’s walk/cycle routes are significantly increasing congestion and preventing people from maintaining safe social distance. Furthermore the awkward nature of many of the barriers increases the risk of people having to touch hard surfaces, aiding the spread of Covid-19. We ask that barriers are relaxed during the Covid-19 crisis. In particular we believe the handlebar height baffles and wheel-grips on the Hob Moor barriers are particularly hazardous and should be removed. We’d also like to see gates locked open during times when stock are not grazing on the strays. On Walmgate Stray gates at the University and southern side have already been locked open, easing social distancing.

6. There is a need for direct north-south cycle access across the city, particularly for those working at the hospital and doing deliveries by cycle. Given the significantly reduced footfall in the city centre we believe it would be prudent to temporarily permit cycling along some routes through the city centre during foot-street hours. This could be achieved with a simple TRO amendment (adding cyclists to the list of exemptions). The exemptions have just been amended to prepare the foot-streets area for the anti-terror moving bollards. To further facilitate direct north-south access for cyclists we ask that the implementation of the Groves Traffic Regulation Order (TRO) restrictions are fast-tracked. This especially helps key workers returning from the hospital area to east and south York. We would also like to see similar measures introduced on Navigation Road...

Suggested list of road routes that require additional space creating for cyclists

Tadcaster Road

To help cyclists avoid using Hob Moor and Knavesmire, the width of the cycle lane along large sections of Tadcaster Road could be significantly increased and still permit two-way traffic by removing the hatched centre.

Bishopthorpe Road (South of Terry's)

To give an alternative to the busiest and tightest section of the solar system walk/cycle route out to Bishopthorpe.

'Bishy Road'

To provide extra space for shoppers queuing outside the shops along the street and those trying to pass them.

Terry Avenue Alternative

Bishopthorpe Road or a route through the back-streets of South Bank with safe crossing points provided at Scarcroft Rd and Nunnery Lane (to give an alternative to Terry Avenue – this will be essential as Terry Av likely to close completely from middle of summer for one year at least).

Fulford Road/Fishergate/Gyratory

To help cyclists avoid using New Walk/Tower Gardens. Needs to enable access to Fishergate Bar, to continue route across Hungate Bridge etc.

Kent St/Heslington Rd

To help cyclists avoid Walmgate Stray

Lawrence St/Hull Rd

To provide alternative to Foss Islands Route

Wiggington Rd

To provide alternative to Clifton Backies and Bootham Stray

Shipton Rd/Clifton/Bootham

To provide alternative to Clifton Ings/NCN 65"

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