

Report of the Director of City Strategy

ORBITAL CYCLE ROUTE SCHEME – PROPOSALS FOR THE REMAINING THREE SECTIONS

Summary

1. As part of York's Cycling City strategy an 'orbital' cycle route is being developed to provide improved links to many destinations including schools, leisure facilities, employment sites, shops and healthcare sites. This report advises the Executive Member about initial proposals for the three sections of the route, which are listed as follows:

Section 1: Clifton Green to Crichton Avenue

Section 2: Hob Moor to Water End

Section 3: James Street to Heslington Road

The report describes the proposed route alignments included in the successful Cycling City bid in 2008, and highlights the key points along each section. The report recommends the best option to take forward on each section for further detailed design and public consultation.

Recommendations

2. It is recommended that the Executive Member -
 - a. Note the proposals for each section;
 - b. Provide in-principle approval for sections 1 and 3 and authorise Officers to undertake further detailed design and public consultation on the schemes shown in **Annexes B and E**.
 - c. Approves a review of a possible alternative route for section 2 to the west through West York and compares this with the current proposed route through Acomb. A further report to be brought back to the Decision Session for route approval.

Reason: The proposals will provide improved facilities for cyclists, completing an orbital route that cyclists will be able to use in accessing a

variety of destinations while avoiding busy radial routes where possible. The proposed measures would also make a significant contribution towards the objectives of the Council in its Cycling City strategy.

Background

3. Encouraging more people to cycle has been a long-standing priority for the Council, and this work was given a huge boost by our successful bid to become a 'Cycling City'. One of the key initiatives has been the development of an orbital cycle route to improve cycle access to many employment sites, schools, leisure facilities, healthcare and retail sites. The aim is to connect as many of these destinations as possible, using a combination of; off-road paths, signed routes via quiet less-trafficked streets, some on-road cycle lanes where other alternatives have been investigated but not considered feasible. Where the route crosses many of the main radial routes into the city, improved crossing facilities will also be provided. A plan showing the overall alignment of the orbital route and other significant cycle facilities located nearby is shown in **Annex A**.
4. The route generally lies between the busy inner and outer ring roads, and avoids travelling along busy radial routes: both of which were highlighted in city-wide consultation as being a barrier to cycling. The orbital route is located in a position to provide good links to a wide range of destinations including: large employment sites (Nestle, York Hospital, Clifton Moor, Foss Islands Retail Park, University of York, Hospital Fields Road and the former Terry's site); education sites (15 primary schools, four secondary schools and two universities); retail centres such as Clifton Moor Foss Islands and Acomb and several leisure facilities and recreation areas.
5. The route could never pass directly into all areas of the city, but aims to serve as the main route of longer trips for as many attractors and destinations as possible. The majority of users will not use the whole route but will find it a useful means to reach many of their destinations by hopping on and off the orbital route as it suits them. Once complete, the orbital route will have a strong influence on the future development of the wider cycle route network. This would include better links to outlying residential areas, and alternatives to the busy radial routes into the city centre.
6. Some sections of the route have been in place for a long time already, such as the University to Hob Moor route, which crosses the Millennium Bridge to the south of the city centre, and the Foss Islands Path between Nestle and James Street to the north of the city centre. More recent additions are the improved facilities along Water End that provided a link across the Ouse river and railway line, and the facilities currently under construction along Crichton Avenue. A further three sections are proposed for potential construction during 2010/11, which will effectively complete the Orbital Route and a key capital project within the Cycling City York programme.
7. Officers have examined a variety of possible solutions for the three route sections. From these feasibility investigations outline proposals have been developed and initial consultation with relevant Councillors, the Police, and

Cycling England has taken place. The outcome of this work is described below, issues arising are discussed, and where appropriate alternative proposals are suggested.

Section 1: Clifton Green to Crichton Avenue

Preliminary Proposals

8. The preliminary scheme proposals are shown on the plan in **Annex B**. A general overview is given below, followed by a more detailed description of the main scheme.

General Overview

9. At the Water Lane end of the scheme, there is little scope to make significant changes due to narrow road and footway widths. The main problem for cyclists here, is that the queues of vehicles extend back from the busy Clifton Green signals to Kingsway North and beyond, hindering progress to Clifton Green and right turns into Kingsway North, leading some cyclists to use the footway. Consideration has therefore been given to reallocating road space to create a feeder lane to the existing advanced stop line at Clifton Green, and crossing cyclists between Water Lane and Kingsway North via either providing junction signalisation or a Toucan crossing facility.
10. In Kingsway North, the main problem for cyclists is that parked vehicles effectively narrow the road to a single traffic lane. Cyclists are often then intimidated by following traffic eager to overtake; even though traffic calming is in place. Road widening to allow vehicles to safely pass cyclists would be prohibitively expensive, and therefore on-road facilities have been discounted in favour of constructing an off-road path along the edge of the wide central verge.
11. At the roundabout junction with Crichton Avenue, the main problems for cyclists are the perceived dangers and the time it takes to ride around the large carriageway area. In practice many cyclists avoid this by riding across the footway near the shops. It is proposed to formalise this by-pass route by creating a link path to connect the proposed off road path along Kingsway North with Crichton Avenue.

Detailed Description

12. The detailed description listing below follows the format of the proposals as listed in **Annex A**.
 - **Crichton Avenue:** convert the existing pelican crossing to a Toucan crossing to allow pedestrian and cyclist usage. A toucan can easily be provided and would provide cyclists with improved access to the recently improved facilities on Crichton Avenue. In particular, northbound cyclists would use the crossing to join a shared area with a ramp to a carriageway level cycle lane.

- **Kingsway roundabout:** provide an off-road cycle track near the shops. This will accommodate two-way cycling to allow cyclists to travel between Crichton Avenue and Kingsway North directly, rather than having to ride around the sizable roundabout.
- **Kingsway North carriageway:** introduce parking restrictions at the northern end of the central grassed area to create a safe crossing point for cyclists. The extent of parking restrictions required will be established during detailed design. However, it is likely to be for only a short length sufficient to provide a safe access to the proposed off-road cycle path along the central reserve.
- **Kingsway North central island:** 600m of 3m wide off-road cycle track along the eastern side of the central grassed area, with improved street lighting on the nearby footway. The appearance of Kingsway North's grassed area has been improved in recent years by the introduction of timber fencing and trees along both sides. The trees are consistently offset 5.4m from the fencing located near the carriageway edges. It is therefore proposed to build a 3m wide, two-way path cycle path within this gap. This path would then have the advantage of being within the fencing, which would keep it clear of vehicles, but not placed centrally in the grassed area to avoid conflict between cyclists and other users such as dog walkers and those playing football. Occasional gaps in the fencing would allow frontagers to utilise the cycle path. Enhanced street lighting would allow cyclists to be seen by nearby residents and road users, and illuminate their path ahead, thereby improving general safety.
- **Kingsway North: on-road cycle lanes:** At the southern end of the central area the cycle path is proposed to return to the eastern carriageway by means of a raised table. This gives the opportunity for cyclists to turn into the school entrance if needed, and also to establish themselves on the carriageway before reaching the relatively busy road of Water Lane.
- **Water Lane/Kingsway North junction:** given the higher volume of traffic on Water Lane, it is proposed to provide cyclists with a signalised crossing facility. This could comprise a full junction signalisation, or a stand alone Toucan crossing on Water Lane. Further feasibility work is required to establish the best option.
- **Water Lane:** cycle lane markings on the southeast side of the carriageway to help cyclists access the advanced stop line at the Clifton Green traffic signals. The length of Water Lane between Kingsway North and Clifton Green signals is typically 6.3m wide. This is insufficient to introduce the standard 1.5m wide cycle lanes; even on just one side of the road. However, under the recently approved York Cycling Guidance, the use of 1m wide feeder lanes and narrow traffic lanes to deliver cyclists to an advanced stop line is considered acceptable on roads where traffic regularly queues. Therefore this approach will be adopted on Water Lane.

- **Clifton Green junction:** the signal arrangement has recently been modified to assist cyclists, and no additional changes are considered necessary as part of this scheme.

Consultation Feedback

13. Ward Councillors:

- Councillors Douglas, King and Scott - no comments received at the time of finalising this report

14. Other Member Views:

- Councillor D'Agorne - the feeder lane would be a big improvement for cyclists and reduce the occurrence of footway cycling.
- Councillor Stephen Galloway - no comments at this stage
- Councillors Gillies and Potter – no comments received at the time of finalising this report

15. Police - support the scheme in principle

16. Cycling England - are concerned about cyclists riding on the Kingsway North carriageway and therefore particularly welcomed the proposed provision of an off-road path.

Section 2: Hob Moor to Water End

Preliminary Proposals

17. The preliminary scheme proposals are shown on the plan in **Annex C** which reflects the strategy. A general overview is given below, followed by a more detailed description of the main scheme elements.

General Overview

18. Unlike most other sections of the proposed orbital route, there are several ways which Hob Moor and Water End could be linked together. Officers examined a number of these options before selecting the proposed route, which seeks to maximise the use of quiet streets, with improved road crossings, while being located in a position to provide good links to a wide range of city-wide destinations. However, at the local level, there is need for future cycle route improvements to provide better links between the orbital route and other parts of the outlying cycle network and residential areas, such as Chapelfields, Westfield, Foxwood and Dringhouses and it is proposed that these alternatives are considered before a final decision on the routes is made.

Detailed Description

19. The detailed description listing below follows the format of the proposals as listed in **Annex C**.

- **Water End/ Boroughbridge Road junction:** it is proposed to make changes to the traffic lane designations on the Water Lane approach to the junction, to remove conflicts between straight-ahead cyclists and left turning vehicles. To help guide cyclists and vehicles travelling through the junction from Lindsay Avenue to Water End, additional road markings are also proposed to minimise potential conflicts.
- More significant enhancements to allow less confident cyclists to cross the junction via Toucan crossings are also feasible and will require new refuges, localised road widening, cable ducting and new signal infrastructure. This will be looked at as part of the plans to provide bus priority measures along Boroughbridge Road in support of the proposed new Park & Ride site to the north, as will the addition of cycle lanes on Boroughbridge Road between Carr Lane and Water End.
- **Lindsay Avenue:** Lindsay Avenue is an existing quiet road that only requires route signing and further examination of the existing traffic calming to see if it can be improved for the benefit of cyclists.
- **Sowerby Road:** the existing footway link between Sowerby Road and Manor Drive South can be improved for use by cyclists by enhanced street lighting, dropped kerbs and localised widening if a segregated path is preferred.
- **Manor Drive South:** Manor Drive South is an existing quiet road and therefore only requires route signing. However, localised improvements to the point closure between Manor Drive North and Manor Drive South are also proposed to improve cycle access to these streets.
- **York Road/Acomb Road:** Acomb Road is a busy road but riding the short distance between Manor Drive South and Hobgate is considered worthwhile to access the quiet street of Hobgate. In order to help cyclists make the right turns from Acomb Road into Manor Drive South and Hobgate, it is proposed to create right turn havens in the centre of the carriageway, protected by refuges both in front and behind the waiting cyclist. It is also proposed to provide cycle lanes on Acomb Road subject to further feasibility work associated with on-street parking issues.
- **Hobgate, and the southern section of Moorgate** that will form part of the route are both quiet roads and therefore require no changes.
- **Hamilton Drive:** the section of Hamilton Drive West which would form part of the orbital route has a 20mph speed limit supported by traffic calming. There is good visibility at the junction to help cyclists turn in/out in safety. No significant improvements are considered necessary but the provision of on-road cycle lanes will be investigated.

- **Green Lane Roundabout:** provide a two-way linking path for cyclists to bypass the roundabout between Hamilton Drive West and Green Lane. This will offer a journey time benefit to cyclists and also avoid the need for right-turning cyclists to pass Tudor Road and Green Lane entries to the roundabout. Users of the path will need to be returned to Hamilton Drive West via dropped kerbs or minor modifications to the existing traffic calming measures.
- **Green Lane:** Green Lane is an existing quiet road and therefore requires no changes other than route signing.

Consultation Feedback

20. Ward Councillors:

- Cllr. A. Waller – expressed concerns about: conflicts between left turning vehicles and straight-ahead cyclists from Water End; crossing Acomb Road without a Toucan; turning at the busy Moorgate/Hamilton Drive West junction, and using an off-road path near the roundabout unless the detailed design addresses conflict with vehicles parking near the shops and returning cyclists to the carriageway on Hamilton Drive West in safety. Cllr Waller suggested that using the existing crossing on Acomb Road would be beneficial but accepted that then using Green Lane and Green Lane roundabout thereafter could be challenging but perhaps worthwhile on-balance.
- Councillors Alexander and Crisp – no comments received at the time of finalising this report
- Cllr. D. Bowgett – no objections and pleased that no changes are proposed on Hob Moor
- Cllr. Stephen Galloway - generally agreed with Councillor Waller and also provided a number of suggestions. In particular, the Councillor would like the orbital route to serve the residential areas of Chapelfields, Westfield, Foxwood and Dringhouses; so as to get the best value from the remaining orbital route budget. At the detail level, Cllr Galloway made suggestions for improvement regarding: the Manor Drive North/South point closure, the Acomb Road pedestrian crossing and the Sowerby Road to Hebden Rise linking path. He also expressed concerns about the existing facilities for cyclists in Front Street pedestrian area and in Cross Street, while also mentioning that off-road, segregated facilities in parts of Askham Lane appear feasible.
- Cllr. Susan Galloway – happy to support the views of Councillor Waller and Councillor Stephen Galloway.

21. Other Member Views:

- Councillors D'Agorne, Gillies and Potter – no comments received at the time of finalising this report
22. Police - support the scheme in principle
23. Cycling England:
- have suggested that the route through Acomb should be reconsidered with changes in the Acomb Road area. They would prefer the route from Manor Drive South to turn west and use the existing Zebra crossing (upgraded to a Toucan) then south into Severus Street and then east using the snicket to reach Lynden Way and then Hobgate.
 - would like to see the scheme include a spur along Boroughbridge Road between Carr Lane and Water End junction, to help existing cyclists who use Carr Lane to access the wider orbital route.
 - Cycling England have expressed a preference for the route through Acomb with changes.

Issues Arising / Possible Scheme Amendments

24. The issues arising from consultation fall into three general categories as discussed below:

Detail design comments/suggestions

25. Some useful suggestions were received and will be explored as part of the detailed design process.

Localised changes to the route alignment

26. The main issue concerns Acomb Road, where it has been suggested that the route should take advantage of the existing zebra crossing and route cyclists along Severus Street and use the snicket to access Lynden Way, to rejoin the proposed route in Hobgate.
27. The existing highway extents of Acomb Road near Manor Drive South are sufficient to provide an off-road link from Manor Drive South to the nearby Zebra crossing. The crossing could be converted to a Toucan to provide a safe place for cyclists to cross Acomb Road, and deliver them into Severus Street via footway widening to create an off-road linking path.
28. Severus Street is a quiet road. In the evenings on-street parking is commonplace, but the lack of through traffic due to a point closure offsets this, making Severus Street easy route and safe to cycle along. Therefore, no new infrastructure except for revised signing is required.
29. A weakness in this alternative is the use of the snicket between Lynden Way and Severus Street, which is narrow and has anti-motorcycle barriers.

This would require cyclists to dismount, and would not be suitable for use by tricycles or bicycles with trailers without modification. However, the route could be attractive for the majority of cyclists for the journey time saving compared to the current proposal and the safety benefit of using the zebra crossing on Acomb Road.

30. On-balance, it is considered beneficial to make this local amendment to the proposed orbital route but continue to develop improvements for cyclists on Acomb Road between Manor Drive South and Hobgate as proposed. This will support cyclists who do not find it possible or attractive to use the Lynden Way snicket alternative. The amended route is shown in **Annex D**.
31. Changes to Boroughbridge Road between Water Lane and Carr Lane for the benefit of cyclists will be included in the proposed Park & Ride bus priority improvements works that could take place in the Winter of 2010. For the interim period, the provision of on-road cycle lanes will be explored.
32. Moving the route slightly west to join Green Lane would be useful in serving the residential area around Milner Street. However riding along Milner Street itself can be difficult due to parked vehicles on both sides, and impasses between opposing vehicles on the resultant narrow carriageway. The alternative proposal to use Serverus Street as part of the orbital route would provide Milner Street residents with better access to the orbital route.
33. An alternative route to Green Lane from Acomb Road, other than via Milner Street, would be to improve Front Street's pedestrian area for cyclists. However, this would require further extensive and lengthy consultation work due to the variety of user groups, and it would also go against the established trend that all vehicles (including cyclists) are banned from the pedestrianised area for most of the day and regulated to just one-way travel at other times.
34. Green Lane itself is also difficult to improve for cycling. The road is too narrow for on-road facilities, and creating an off-road path would be problematic due to mature trees and ground level difficulties leading to drainage issues. In addition, cyclists would have to cross the Green Lane roundabout in order to reach Hob Moor.

Wider changes to the route alignment

35. This section of the proposed orbital route needs to connect to the existing facilities at Water End and Hob Moor. A route further west through outlying residential areas will increase the section's length and reduce its appeal for those travelling its full extent. For the residents of the outlying areas, the links between each residential area would be improved. However, because these residential areas are all located at a similar distance from the city centre, most residents would actually have less facilities on a direct line between their homes and the Water End/Hob Moor connections than would be the case if the orbital route passed through Acomb.

36. The function of a city-wide orbital route could be compromised by weighting its benefits too heavily towards one particular generator of trips. Rather, it would be better to locate it in a neutral position where it can collect both local and city-wide cyclists equitably, and where all cyclists gain the greatest benefit.
37. It is recognised that the provision of better connections to the proposed orbital route from the outlying residential areas should be reviewed before a decision is made for section 2. In relation to this section of the orbital route, further feasibility work would be worthwhile to establish the best way to improve connections between Chapelfields, Westfield, Foxwood, Woodthorpe and Dringhouses areas to the proposed orbital route.

Section 3: James Street to Heslington Road

Preliminary Proposals

38. The preliminary scheme proposals are shown on the plan in **Annex E**. A general overview is given below, followed by a more detailed description of the main scheme elements.

General Overview

39. James Street is a busy road carrying high levels of HGV and bus traffic. On street parking also takes place that creates poor conditions for cycling on-road. The recently completed James Street extension includes extensive off-road cycle provision. It is therefore proposed to continue this provision along the old section of James Street by widening the eastern footway to create an on off-road shared use path. At the James Street/Lawrence Street junction it is proposed to create a new cycle crossing facility within the traffic signal arrangement to provide a safe link with Regent Street. Both Regent Street and Wellington Street are quiet roads suitable for cycling along without any alterations. On Heslington Road, it is proposed to extend the existing on-road cycle lanes and traffic calming, and provide a refuge to help cyclists to turn right into Wellington Street. The route also uses a former section of Heslington Road, which is now a lightly used service road within the grounds of The Retreat, to provide a link with the University campus cycle facilities.

Detailed Description

40. The detailed description listing below follows the format of the proposals listed in **Annex E**.
 - **James Street:** footway widening to extend the existing two-way shared use path from Hazel Court to Lawrence Street. The carriageway along the older section of James Street is typically 7.3m in width, which is not sufficient for on-road cycle lanes to be considered, and road widening would be prohibitively expensive. It is therefore proposed to widen the eastern

footway to create a 3m wide off-road shared-use path. This would function as a two-way facility and provide physical separation from HGVs.

- **James Street/Lawrence Street junction:** provision of a Toucan with a central refuge to help pedestrians and cyclists to cross to/from Regent Street under signal control. Early indications suggest that a signals solution to James Street/Lawrence Street junction is feasible and can be accommodated without a significant loss in current capacity. However, more detailed design and modelling is required to arrive at an optimum layout.

As the introduction of the cycle crossing facility will require significant alterations to the junction layout, it will be necessary to upgrade all the signals equipment as part of the scheme.

- **Regent Street:** Regent Street and the short section of Wellington Street covered by the orbital route are existing quiet roads and therefore no physical changes are required.
- **Heslington Road:** extend the existing cycle lanes and provide a refuge to help cyclists turn right into Wellington Street. Heslington Road has existing, on-road cycle lanes, supported by traffic calming and a 20mph speed limit in places. It is proposed to lengthen this by approx 150m towards Wellington Street to cover the full extents of the orbital route. The use of refuges or build-outs may (subject to detailed design) also be used to assist cyclist in turning.
- **The Retreat:** this final section of the proposed route utilises the former alignment of Heslington Road, which is now used as an access road within The Retreat's grounds. The access road has an established use by cyclists but it is proposed to improve street lighting and direction signing to make the route more attractive to new users.

Consultation Feedback

41. Ward Councillors:

- Councillors Looker, Watson and Jamieson-Ball – no comments received at the time of finalising this report
- Cllr. A. D'Agorne – commented: keeping the area between Regent Street and the advanced stop line on Lawrence Street clear of waiting vehicles would be of benefit for cyclists who wish to remain on the road. Given the strategic importance of a route in this location, the proposed off-road path in James Street should have priority for cyclists over side road traffic. Councillor D'Agorne expressed concerns about: the limited width for a refuge on this FTR route and the sensitivity local residents feel about the potential loss/change to parking.

- Cllr. D. Taylor – Agreed with the comments of Councillor D’Agorne, adding that the Lawrence Street footway across the termination of Regent Street is busy with pedestrians and that careful design will be needed to provide sufficient visibility between pedestrians and cyclists.
42. Other Councillors
- Councillor Gillies, Potter and Galloway – no comments received at the time of finalising this report
43. The Police - support the scheme in principle
44. Cycling England - no comments at this stage

Cycling Evaluation Tool

45. The Council’s Cycling Evaluation Tool is a means of scoring cycling schemes on a range of criteria so that schemes may be ranked and compared against each other. The proposed sections for the orbital route have been evaluated using this tool, and achieve scores of:

Proposed Orbital Schemes	Total points
Section 1 – Clifton Green to Crichton Avenue	+22
Section 2 – Hob Moor to Water End	+22
Section 3 – James Street to Heslington Road	+20

This compares favourably with other, similar projects, as shown in the table below:

Other Cycling Schemes	Total points
Jockey Lane – (early feasibility stage)	+14
Beckfield Lane (Stage 1) – completed scheme	+16
Heslington Lane – (early feasibility stage)	+17
Sim Baulk Lane – (early feasibility stage)	+18
Crichton Avenue – (scheme under construction)	+21
Clifton Green – (completed scheme)	+24
Wigginton Road – (proposals approved in principle)	+25
Moor Lane Bridge – (completed scheme)	+26

Options on the Way Forward

46. The options for the Executive Member to consider are:
- Option One – progress the three remaining scheme proposals for the orbital cycle route through more feasibility work, detailed design and public consultation. In addition, initiate feasibility work for the Hob Moor to Water

End section to develop improved connections between the outlying residential areas and the orbital route.

- Option Two – develop alternate route proposals for the Hob Moor to Water End section that are located within the outlying residential areas and progress them through more feasibility work, detailed design and public consultation. A plan showing the general area of consideration for an alternate route is attached in **Annex F**.
- Option Three – abandon plans to provide any further improvements associated with one, two or all three sections of the orbital cycle route.

Analysis of Options

47. Option One would allow progress to be made towards completion of the orbital route as set out in the council's cycling city strategy. The schemes will provide improved cycle access to many employment sites, schools, leisure facilities, healthcare and retail sites, leading to an increased number of cycle trips. Initial consultation has indicated general support for the proposals but detailed comments have led to some possible localised changes to the Hob Moor to Water End section. In addition, the consultation has highlighted the need for better connections between outlying areas and this section of the orbital route, hence the proposal to carry out further feasibility work.
48. Option Two would respond to the consultation feedback that the outlying residential areas of Chapelfields, Westfield, Foxwood and Dringhouses are not directly served by the orbital route by proposing a relocation of the orbital route into those areas.
49. Option Three would not allow the orbital route to be completed, and would compromise the function of previously constructed sections of the orbital cycle route. The opportunity to take advantage of the Cycling City funding to deliver a key part of the Cycling City York programme would also be lost.

Corporate Priorities

50. The scheme would contribute to the following Corporate Priorities:
 - Sustainable City – the scheme should encourage more residents to join radial routes into the city and in addition, would provide access to many employment sites, schools, leisure facilities, healthcare and retail sites. The creation of this route is thought to have the potential to significantly increase cycling levels across the city, in preference to using motorised forms of transport.
 - Safer City – the scheme would make many of the crossings with radial routes easier and safer for cyclists to achieve.

- Healthy City – the scheme should encourage more cycling, which would have a beneficial effect upon peoples’ health.
51. The scheme would also contribute to several of the aims of the Local Transport Plan, namely:
- Encourage essential journeys to be undertaken by more sustainable modes where possible;
 - Reduce the level of actual and perceived safety problems.

Implications

Financial/Programme

52. Funding for the Orbital Route is on a matched funding basis, with half coming from the ongoing Local Transport Plan capital programme and half from Cycling City award, which must be spent by April 2011. Therefore, it is important that these three schemes are moved forward quickly to provide sufficient time to construct them all by this deadline.
53. The 2009/10 City Strategy capital programme initially included an allocation of £30k to fund the feasibility work for these three sections of the orbital cycle route. This budget is sufficient to cover further feasibility and design work up to the end of 2009/10.
54. An allocation of funding for design, consultation, approvals work and construction will need to be considered as part of the 2010/11 Capital Programme process.
55. Given that all three schemes are at an early stage, only provisional, budgetary cost estimates can be made at present. However, scheme costs are currently expected to be in the order of:
- Section 1: Clifton Green to Crichton Avenue £370k
 - Section 2: Hob Moor to Water End (including further feasibility work) £190k
 - Section 3: James Street to Heslington Road £600k

Alternate Route Proposals – Hob Moor to Water End

56. Any alternate route proposal in the Hob Moor to Water End section will need an allocation of funding for feasibility works to be considered as part of the 2010/11 Capital Programme process.
57. Subject to feasibility enquiries, delivery of an alternate route may be challenging in time for the opening of the remainder of the orbital route in February 2011.

Human Resources (HR)

58. There are no human resources implications.

Equalities

59. There are no equalities implications.

Legal

60. The Council has powers to implement the proposals under the provisions of the Highways Act 1980 and the Road Traffic Act 1988.

Crime and Disorder

61. There are no crime and disorder issues.

Information Technology (IT)

62. There are no information technology implications.

Property

63. There are no property implications.

Risk Management

64. Physical - there is always a potential for new safety issues to arise whenever an existing highway layout is altered, but risks are minimised through careful design and the road safety audit checking process.

65. Organisation/Reputation - there is a risk of criticism from the public in implementing a scheme to which some people may have objections, but there could also be criticism from potential supporters of the scheme 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
Physical	Medium	Unlikely	6
Organisation/Reputation	Medium	Unlikely	6

66. Measured in terms of impact and likelihood, the risk scores have all been assessed at lower than 16. This means that at this point, the risks need only to be monitored, as they do not provide a real threat to the achievement of the objectives of this report.

Contact Details

Author: Malcolm McAulay, Engineer Transport & Safety	Chief Officer Responsible for the report: Damon Copperthwaite Assistant Director of City Development & Transport		
	Report Approved	✓	Date 22/01/10
Specialist Implications Officer(s) There are no special implications			
Wards Affected: Holgate, Westfield, Guildhall, Fishergate, Heslington, Clifton			All
For further information please contact the author of the report			

Background Papers:

1. "York Cycling City" – report to the Meeting of Executive Members for City Strategy and Advisory Panel on 8 September 2008
2. "Cycling Infrastructure within York – Standards, Evaluation Tool, and Cost/Benefit Matrix" - report to the Executive Member for City Strategy Decision Session on 20 October 2009.

Annexes:

Annex A – Cycle Network Plan

Annex B – Section 1: Clifton Green to Crichton Avenue

Annex C – Section 2: Hob Moor to Water End

Annex D – Section 2: Hob Moor to Water End- Alternative A

Annex E – Section 3: James Street to Heslington Road

Annex F – Wider Changes to the Orbital Cycle Route