

TSAR –Stakeholder Consultation Summary:

YK2225 – The Mount / Scarcroft Road & The Mount / Dalton Terrace

Stakeholder consultation was undertaken on the option put forward. In total 4 external responses were provided, one of these by a councillor.

A summary of the responses is provided below:

Cllr Crawshaw (Micklegate)

- In general the response to the consultation was positive with the Cllr wanting to improve pedestrian and cycle facilities in this area.
- Cllr Crawshaw was keen for the design team to investigate level segregated cycle and pedestrian facilities. He saw this as an opportunity to showcase what a shared cycle / pedestrian cycle space could look like.
- The design team explained the difficulties given third party utilities in the area and the cost of diverting these being significant. It was agreed that a high quality riding surface was needed and that the ability for pedestrians and cyclists to understand their respective areas was important in terms of safety. The design team will review options for doing this via level segregation, coloured surfacing, different surfacing or other means.
- Cllr Crawshaw requested that the cycle route could be made with as much priority as possible. The design team will review the cycle crossings of Mill Mount and Mill Mount Court to see if safe priority can be provided to cyclists.
- Cllr Crawshaw requested that a cyclist access be created to the shared use area to the SW (outbound) from Albemarle Road. This would be via dropped kerbs in the ASL. The design team will include this in the detailed design.
- Cllr Crawshaw requested that further cyclist space could be provided in the bus lane in to town. Unfortunately this is not possible without removing other traffic lanes or providing a width of lane that the design team would see as a danger.
- Cllr Crawshaw raised the issue of the right turn early start from Tadcaster Road into Albemarle Road. The design team confirm this was removed in March 2017 and is not operational currently.
- Cllr Crawshaw raised the issue of blocking back of right turners out of Scarcroft Road into the Mount. The design team explained how recent changes at the Holgate Road / Blossom Street junction had significantly reduced this occurring. When the other junctions in this area are refurbished it is likely that further improvements to this can be put in place.
- Introducing a segregated cycleway adjacent to the flagged pavement on The Mount between St Aubyn's Place and Dalton Terrace (town-bound). Whilst this is outside of the scope of the TSAR upgrade, the design team will investigate the possibility of future-proofing the crossing at Dalton Terrace to accommodate this as a future project.

The following points were raised in the consultation responses:

- Responses were generally supportive of the improvements to the junctions, outbound cycle route and pedestrian facilities at these sites.
- Consultees suggested:
 - Addressing the poor surface quality of the off-road cycling route. *(This is being addressed by the design team in the detailed design).*

- Improving priority for cyclists using the off-road cycling route. *(The design team are looking at how greater priority can be worked into the proposal, through clear demarcation of the cycle and pedestrian routes, and through providing priority over the accesses to Mill Mount and Mill Mount Court).*
 - Introducing a pedestrian crossing of the northern arm of The Mount/Scarcroft Road Junction. *(This was considered in feasibility, but rejected due to the high cost and very low pedestrian demand).*
 - Take steps to reduce through traffic on this route. *(This is an ongoing issue which the design team are aware of. The updated signal infrastructure will allow traffic to be managed more efficiently).*
 - Removal of the off road cycle route in order to widen the carriageway and create an on-road cycle route. *(This option was rejected due to the high costs associated with carriageway widening and the moving of stats)*
 - An early green right hand filter for cyclists only at The Mount turning into Dalton Terrace. *(This was rejected by the design team, as it is not practical in terms of signal control).*
 - That the two junctions operate on the same signal cycle, so that drivers receiving a green at Scarcroft Road also receive a green at Dalton Terrace. *(This is one of the benefits of the proposed design – updated signal infrastructure will enable more efficient traffic management and the coordination of signals).*
- Consultees raised concerns:
 - That the Toucan crossing over Albermarle Road would cause delays to cyclists using the off-road route. *(The toucan crossing is a key part of the proposal and will be retained in the design).*
 - That removal of the islands on the northern arm of The Mount/Dalton Terrace would make crossing more difficult for less able pedestrians. *(The puffin crossing proposed uses above ground detection of pedestrians on the crossing and extendable clearance times to provide adequate time for slow moving pedestrians to cross safely).*

Officer responses to the proposal highlighted:

- Improvements to the off slip for cyclists at the Scarcroft Junction. *(The design team will address this in detailed design).*
- Improvements to priority for cyclists along the off-road cycle route. *(The design team will address this in detailed design).*
- Support for the Albermarle Road toucan crossing as it is currently a difficult junction to cross on foot or cycle as there are so many directions to check for traffic.
- Avoid the use of ribbed tramline paving in the cycle track on or near bends. *(The design team are aware of this issue and will avoid doing so).*
- Addition of cycle symbols at the start and end of all sections of the cycle track. *(Design team will include this in detailed design).*