

## ANNEX B

### COMMENTS IN RESPONSE TO CONSULTATION

**Comment 1:** What consideration has been given to pedestrian access to Homestead Park?

*Officer response*

Pedestrian access to Homestead Park will not change as a result of the proposals. The footways in close proximity to the entrance will not be affected, and the Pelican crossing is to be retained. The only work in this area relates to the surface levels near the existing Pelican crossing, where it is intended to make the current gradients less steep.

**Comment 2:** At present the proposals mean that in some areas, pedestrians and cyclists will be physically separated, which would be unhelpful for pedestrians accompanying children on bicycles. N.B: this is not a problem in places where the pedestrian path runs alongside the cycle path, e.g. by the river.

*Officer response*

Experience shows that the vast majority of pedestrians and cyclists walk and cycle independently from one another. Apart from routes that are widely used for leisure (such as the riverside route) it is rare for pedestrians and cyclists to be together in the same group. The cycle lane has been kept as close to the road as possible to make sure that the route for cyclists is as direct as possible, without too much deviation from the carriageway. This also minimises any potential conflict with pedestrians. In positioning the cycle track directly adjacent to the carriageway, any egress by motor traffic from side roads or private entrances can be managed more safely.

**Comment 3:** The proposal to remove the existing dedicated left turn lane for traffic at the Clifton Green signals is bound to worsen traffic congestion at that point, which is already very bad at certain times of day. At that point cyclists should return to the road or walk that stretch. Alternatively, the cycle lane could end at or before the corner, and the two-lane approach could then be retained for traffic.

*Officer response*

Following Officer concerns about the potential increases in traffic congestion, junction modelling was undertaken in order to evaluate the likely effect of the proposals. Modelling shows that after an initial impact that could see traffic queues extend as far as the Salisbury Road junction, it is predicted that some traffic will relocate to other routes. This basically means that after a few weeks of operation, the traffic queues should return to more normal levels, but realistically, this is likely to be slightly worse than the current situation. Nevertheless, Officers are hopeful that some transfer in modal shift will occur from car to bicycle as a result of the improved cycling infrastructure, coupled with a slight increase in congestion levels. After all, the main aim of the Council in becoming a Cycling City is to increase the number of people

cycling in the city. Since becoming a Cycling City, the Council has committed to promoting cycling infrastructure that will in some instances need to take priority over motor traffic. Cyclists are higher up on the list of user hierarchy than motorists, and the Council is now seeking to deal with the more difficult parts of the cycle network where there are gaps in route connectivity. This is not to say that the needs of motorists should be ignored over cyclists' needs. However, after analysing the situation at the Clifton Green traffic signals, Officers consider that the benefits this part of the route will provide for cyclists is worthy of the disadvantages that motorists may face from increased congestion.

**Comment 4:** The main problem for cyclists on this route is the danger in negotiating the Water End / Shipton Road traffic signals. Most cyclists effectively go straight over the junction to go onto Water Lane, or turn right into Bootham. Therefore, instead of using the north side of Water End, the cycle track should go along the south side (after crossing the bridge). A two-way cycle track should then be introduced alongside Clifton Green on the current one-way road, leading to the Old Grey Mare pub. This proposal would also remove the need to do away with the existing dedicated left turn lane from Water End into Shipton Road, a move that would have a significant adverse effect on the flow of traffic along Water End. The proposal also means that cyclists would have the added danger of traffic turning left across the end of the cycle route at the lights from the one lane, rather than cyclists knowing (as they do now) that only traffic in the left hand lane is turning left.

*Officer response*

Officers have no significant concerns regarding cyclist safety at this junction as it operates at the present time, nor as a result of the proposed changes. Nevertheless, the suggestions made would not be practical, as there is not enough space to provide a dedicated two-way cycle facility on this side of the road. A route along the one-way section of road alongside Clifton village green was investigated as part of the feasibility study, but this was not considered to be a workable option. In addition, the route suggested is not direct, and is therefore not likely to be an attractive route for potential users, nor is it considered to be a safer alternative to the proposed routing.

There will inevitably be some negative effect upon the traffic flows through the signals due to increased queuing on Water End. Please refer to the Officer response provided for **Comment 3** above.

**Comment 5:** The current difficulties in exiting Greencliffe Drive, particularly when turning right into Water End, would be exacerbated, given the inevitable increase in traffic congestion that would follow the removal of the dedicated left turn lane on the approach to the Clifton Green signals. Exiting Greencliffe Drive is also made more difficult because of the cyclists that currently use the southern footpath to ride into the city, in order to avoid the traffic queuing for the signals at Clifton Green.

*Officer response*

Officers consider that regardless of whether the extent of queuing traffic on Water End from the signals at Clifton Green increases, the difficulties experienced would not change significantly. However, the provision of attractive cycling facilities to enhance the approach to the traffic signals should mean that the likelihood of cyclists riding on the footway would be significantly reduced.

**Comment 6:** The area surrounding Clifton Green is a conservation area, and the proposals will need to take account of that fact, for example, used stone kerbs and paving stones may need to be used, and new signing provision should be kept to a minimum. There is also some concern regarding the potential loss of the existing cast iron bollards and cobbled area opposite property number 17 Clifton Green, in relation to the proposed kerb build-out to provide a continuation of the off-road cycle track.

*Officer response*

There is always a degree of sensitivity required by Officers in providing new infrastructure within conservation areas. All of these considerations, for example, where we need to relocate existing lighting columns, provide paving materials and erect new signs, will all be determined at the detailed design stage, and everything will be done to ensure that the measures blend as seamlessly as possible with the surrounding area.

**Comment 7:** Money that is spent on this scheme would be better used for upgrading the outer ring road, so that traffic levels in the city can be reduced.

*Officer response*

The Council promotes sustainable travel such as walking, cycling or using public transport in an effort to reduce traffic congestion, improve air quality and enhance people's fitness levels. In promoting cycling, the Council hopes to develop its current cycling infrastructure and encourage more people to cycle.

**Comment 8:** As part of the scheme, the vehicular entrance to the John Burrill Homes should be improved to ease the movement of traffic in and out of the site.

*Officer response*

This is a relatively small enhancement, given the scope of the scheme. As the off-road cycle track is proposed to pass this entrance directly adjacent to the kerb line, there should be no problem in making the suggested improvement.

**Comment 9:** The large, overgrown hedgerow bounding the properties on the north side of Clifton Green should be cut back to maximise the available footway space.

*Officer response*

Officers are intending to arrange for the hedgerow to be cut back as part of the proposals.

**Comment 10:** The residents at property numbers 36 and 38 Water End currently experience difficulties in emerging from their driveways, particularly when turning right into Water End, due to traffic queuing back from the Clifton Green traffic signals. This can often be made more difficult because these property's exit is directly adjacent to the existing Pelican crossing. As a result of the proposals, the residents consider that the current difficulties would be exacerbated, given the inevitable increase in traffic congestion that would follow the removal of the dedicated left turn lane on the approach to the Clifton Green signals. The residents also ask whether the proposed cycle track that runs past the Pelican crossing would be signalised.

*Officer response*

Officers consider that regardless of whether the extent of queuing traffic on Water End from the signals at Clifton Green increases, the difficulties experienced would not change significantly. However, Officers consider that it would be impractical for off-road cyclists to be expected to stop every time the Pelican crossing was used, and this would not be considered attractive for cyclists to use. Nevertheless, the cycle track has been diverted around the back of the tactile crossing area where people wait to cross the road.

**Comment 11:** The existing path adjacent to the John Burrill Homes could be converted for use as a cut-through for cyclists between Water end and Shipton Road, thereby avoiding the Clifton Green junction.

*Officer response*

Currently, this pedestrian path is extremely overgrown, which suggests that it is not well used. There is no lighting provision along its length, and there is a particularly narrow section in the middle, which is not suited to shared use. Officers are not convinced about the benefits of such a conversion, and consider that the likely cost of upgrading this path to the required standards would not represent good value for money.

**Comment 12:** People should be encouraged to use the riverside route to cycle into the city centre.

*Officer response*

The proposed scheme will make it much easier to transfer from the existing riverside route, given that a Toucan crossing facility is proposed near to the top of the slip road adjacent to Clifton Bridge.

**Comment 13:** The proposed Toucan crossing opposite the Youth Hostel on Water End is located too close to the existing Pelican crossing.

*Officer response*

The proposed Toucan crossing would be around 150m away from the existing Pelican crossing. This is sufficiently far apart to overcome any safety

concerns over drivers possibly confusing one set of signals with another set slightly further ahead. At the feasibility design stage consideration was given to combining the two crossings, but they are serving two distinct desire lines. The Pelican is particularly useful for accessing Homestead Park, and crossing to and from nearby bus stops. The proposed Toucan will be most useful for accessing the riverside cycle / pedestrian path, and many users are likely to come from the Youth Hostel. Therefore a single crossing, wherever it was positioned, is unlikely to be attractive for many potential users and would probably result in a lot of crossing activity away from the facility provided.