

**Notice of a public meeting of
Decision Session - Cabinet Member for Transport**

To: Councillor Levene

Date: Thursday, 7 August 2014

Time: 5.30 pm

Venue: The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members - 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 **4:00 pm Monday 11th August 2014**.

*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 Corporate and Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm Tuesday 5th August on 2014**.

1. Declarations of Interest

At this point in the meeting, the Cabinet 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 29th May 2014.

3. **Public Participation - Decision Session**
At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Wednesday 6th August 2014.**

Members of the public may speak on:

- An item on the agenda,
- an issue within the Cabinet Member's remit,

Filming or Recording Meetings

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present.

It can be viewed at

http://www.york.gov.uk/downloads/download/3130/protocol_for_webcasting_fi

4. **Burdyke Avenue Improvement Scheme** (Pages 5 - 8)
This report asks the Cabinet Member to consider including an improvement scheme for Burdyke Avenue in the Capital programme following a petition from residents.

5. **Proposed University Road Pedestrian Crossing Improvements and Cycle Route** (Pages 9 - 32)
This report advises on the outcome of detailed design work and public consultation on proposals to improve facilities for pedestrians crossing University Road. The Cabinet Member is requested to approve the revised scheme shown in Annex B for implementation, including the making of a Traffic Regulation Order covering the 20mph Zone.

6. Urgent Business

Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Laura Bootland

Contact Details:

- Telephone – (01904) 552062
- Email – laura.bootland@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

For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

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City of York Council

Committee Minutes

Meeting	Decision Session - Cabinet Member for Transport
Date	29 May 2014
Present	Councillor Levene

1. **Declarations of Interest**

At this point in the meeting, the Cabinet Member is asked to declare any personal, prejudicial or pecuniary interests he may have in the business on the agenda. None were declared.

2. **Minutes**

Resolved: That the minutes of the last Decision Session be approved and signed by the Cabinet Member as a correct record.

3. **Exclusion of Press and Public**

Resolved: That the Cabinet Member agreed to exclude the Press and Public during the consideration of confidential annexes 10,11 12 and 13 to agenda item 5.

4. **Public Participation - Decision Session**

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

There had been 3 registrations to speak in respect of agenda item 5, as follows:

Mr. Robinson had registered to speak in objection as a resident of Lower Scott Street. He advised that he lives adjacent to the end of one of the alleyways and was aware of people using the alleys on a day to day basis. He considered the alleyways to be self policing and provided an example of a bike theft being

prevented by a passerby. He queried whether the statistics for crime in the area proved there was a greater problem when compared to figures from a number of years ago. He suggested that the schemes had only been introduced because they had been requested by residents, rather than there being a need for them.

Mr. Judson of Bishopthorpe Road had registered to speak in objection to the draft gating order for Nunmill Street/Bishopthorpe Road. He advised that many residents use the alleyway for vehicular access and the elderly and disabled would have difficulty using the gate codes and getting in out of vehicles to open and close the gates. He also advised that many residents also use the alley as their principle pedestrian access to their properties, especially in winter when the steps at the front of properties are icy. He also pointed out that the alleyway does not have a crime problem.

Mr. Major had registered to speak in support of the 4 gating orders. He advised that break ins are frequent in the area and the alleys are used by groups of youths. Concerns were raised about graffiti and fly tipping. In relation to comments made by a previous speaker about the alleyways being self-policing, he did not consider that this was the case, especially when many crimes occur in the early hours of the morning.

5. Public Rights of Way - Proposal to restrict public rights over five alleyways in Micklegate Ward, York using Gating Order Legislation.

The Cabinet Member for Transport considered a report which outlined a request for Gating Orders by Local Residents, North Yorkshire Police, the Safer York partnership and Councillors.

It was reported that formal consultation had taken place for 4 alleyways and a decision was now required as to whether to seal and make operative the Gating Orders for Millfield Road / Thorpe Street, Thorpe Street / Russell Street, Russell Street / Scott Street, Scott Street / Nunmill Street. A decision was also required on whether to make a draft Gating Order for the alleyway between Nunmill Street and Bishopthorpe Road.

The Cabinet Member acknowledged that some residents had objected to the gating orders for the 4 alleyways, but there had

also been a significant amount of support for the scheme, including from North Yorkshire Police and in light of that he was minded to approve the gating orders.

In relation to the draft gating order for the alleyway between Nunmill Street and Bishopthorpe Road, he agreed to make the draft order and enable Officers to go out to consultation with Local Residents.

Resolved: (i) That the Cabinet Member agreed to the sealing and making operative the draft Gating Orders for Millfield Road/Thorpe Street, Thorpe Street/Russell Street, Russell Street/Scott Street, Scott Street/Nunmill Street.

(ii) That the Cabinet Member agreed to making a draft Gating Order for the alleyway between Nunmill Street/Bishopthorpe Road.

Reasons: (i) In respect of recommendation (a), although a number of residents had objected to the draft gating order, when all the representations were taken into consideration, residents and bodies supporting the scheme were in the majority.

(ii) In respect of recommendation (b) it is considered that the requirements of the legislation to make a draft Gating Order have been met.

(iii) In respect of both scheme, the Council has a duty under Section 17 of the Crime and Disorder Act 1998 to implement crime reduction strategies in an effort to reduce overall crime in their administrative area. These 'Alley-gating' schemes support the obligation.

CLlr D Levene, Cabinet Member

[The meeting started at 5.00 pm and finished at 5.25 pm].



Decision Session - Cabinet Member for Transport

7 August 2014

Report of the Director of City and Environmental Services

BURDYKE AVENUE IMPROVEMENT SCHEME**1. Recommendations**

- a) That the Cabinet Member approves the addition of the Burdyke Avenue Improvement Scheme to the Capital Programme and vests delegated powers in City of York Council (CYC) Sustainable Transport Officers to commence work on the scheme.

Reason: To enable officers to commence design and consultation on the scheme with a view to delivering it within the current financial year.

- b) That a further report be brought to Cabinet Member after consultation.

Reason: To recommend and agree a final design.

Background

2. Burdyke Avenue in Clifton has residential properties along both sides of the road. It is used as a through route between Burton Green and Water Lane, and is part of the route for two bus services – the 6, every 10 minutes in each direction, and the 19, every 30 minutes.

As such, the road carries relatively high volumes of traffic in relation to its width and kerbside development. There is relatively little off-street parking provision on either side of the road, but particularly on the northern/ eastern side of the road. Bus services are frequently held up because their way is blocked by parked vehicles, with other long/ heavy

vehicles experiencing the same problem. The grass verges to the road are also frequently damaged, because (a) vehicles park on the verges and (b) vehicles, including buses, often mount the kerb and drive over the verge to get round vehicles which are in their way. Residents complain that parked cars and vans are frequently struck by vehicles travelling along the road.

3. Residents have brought the matter to the Council's attention through a petition signed by 103 residents and an exchange of views at a residents' meeting which was attended by the Head of Transport. The bus companies who operate on Burdyke Avenue (First and Reliance) have also, separately, contacted CYC to identify Burdyke Avenue as an area where their services are victim to delay from blockage of the road by parked vehicles, identifying that a measure on Burdyke Avenue could be funded from the Better Bus Area (BBA) budget allocation for small, targeted schemes to combat delays to services.
4. There are a number of options for schemes which could be used to alleviate the pressure on Burdyke Avenue. Options include providing one or more laybys in the existing grass verge and restricting parking in areas which are easily blocked. Such a scheme is likely to cost between £15,000 and £30,000, with no implications for ongoing revenue support.
5. The scheme has not, hitherto, been part of CYC's capital programme for 2014/15. Progression of the scheme now can be undertaken without calling on Local Transport Plan capital finance, because of the availability of Better Bus Area funding, both from the 2012 and 2013 bidding rounds.
6. The purpose of this paper is, therefore, to:
 - (i) Request that a scheme on Burdyke Avenue be added to the 2014/15 capital programme, with the intention that such a scheme is delivered during this financial year.
 - (ii) Request that feasibility and design work can be undertaken for a scheme to improve conditions, with a view to consulting residents about a potential scheme.
 - (iii) Request a further meeting with the Cabinet Member in October, at which design options can be discussed and an appropriate implementation plan put developed with a view to delivering the measure before the end of the 2014/2015 financial year.

Consultation

7. There has been no consultation on the scheme so far, although the scheme is being developed to respond to concerns raised by residents during more general consultation in the area.

Council Plan

8. The potential benefits for the priorities in the Council Plan are:

Create Jobs and Grow the Economy – delays on this link contribute to the unreliability of bus services in north York, particularly accessing employment at Clifton Moor. As such, there is likely to be an agglomeration benefit from reducing sources of delay on the link.

Get York Moving – improvements to the link will reduce delays to bus services and increase use of bus services.

Build Strong Communities – the Burdyke Avenue improvement scheme will be an effective response to concerns raised by residents about problems in their local area.

Implications

9. This report has the following implications:

Financial

10. Provisional cost estimates for the scheme suggest it can be delivered for between £15,000 and £30,000, which can be funded from the 2012 and 2013 Better Bus Area programmes.
11. **Human Resources** - none
12. **Equalities** – none
13. **Legal** – none
14. **Crime and Disorder** - none.
15. **Information Technology** - none.

16. **Land** - all land lies within the adopted highway.
17. **Risk Management** - no significant risks are associated with the recommendations in this report have been identified.

Contact Details

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Sustainable Transport Service
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Chief Officer Responsible for the report:

Neil Ferris
Assistant Director
Transport, Highways and Waste
Tel: (01904) 551448

Report Approved **Date** 28th July 2014

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Clifton Ward

For further information please contact the author of the report.

Annexes:

None



Decision Session – Cabinet Member for Transport

7 August 2014

Report of the Interim Director of City and Environmental Services

PROPOSED UNIVERSITY ROAD PEDESTRIAN CROSSING IMPROVEMENTS AND CYCLE ROUTE**Summary**

1. This report discusses the outcome of detailed design work and public consultation on proposals to improve facilities for pedestrians crossing University Road by the implementation of a number of safety measures, including a 20mph zone with speed cushions and speed table crossing points. The scheme will also consist of an off road shared cycle/pedestrian route alongside University Road between the Siwards Way and Innovation Way roundabouts.

Recommendation

2. The Cabinet Member is requested to approve the revised scheme shown in **Annex B** for implementation, including the making of a Traffic Regulation Order covering the 20mph Zone. This approval would be subject to the University of York giving a firm commitment to install an additional set of steps on the Market Square side of University Road as a second phase of works to be undertaken in 2015.

Reason:

Officers consider that the scheme will improve the safety of pedestrians, in particular university students crossing University Road. The revised proposals in **Annex B** include some key changes in response to consultation and detailed design. These include a reduction in the number of speed cushions, and the provision of additional steps to the Library footbridge (to be delivered by the University as a second phase) to offer a more desirable access to the bridge from the bus stops.

Background

3. On 13 March 2014, a report was taken to the Cabinet Member Decision Session. The report sought approval to consult on a preferred option layout, and to advertise a 20mph Speed Limit Order for the proposed 20mph Zone. The outline scheme shown in **Annex A** was approved in principle, and Officers were required to develop the proposals further through detailed design work and public consultation, with a view to implementing a scheme in August/September 2014. The outcome of this work is presented below.

Proposals (pre-consultation).

4. The original proposals (as shown in **Annex A**) were to create crossing improvements and a bus stop relocation on University Road in the vicinity of Market Square, and would incorporate a 20mph Zone with speed cushions and speed table crossing points. This work would be co-ordinated with work to be carried out by the University of York to provide alternative and additional pedestrian facilities to access Morrell Library. Also, a shared use pedestrian/cycle route was proposed along University Road.

Consultation.

5. The proposals shown in **Annex A** formed the basis of an extensive consultation exercise involving relevant Councillors, Heslington Parish Council, University of York/Students Union, local residents via the Parish Council, emergency services, and other interested parties such as road user groups. The consultation literature was also published on the City of York Council website and a press release was issued. The traffic order for the proposed speed limit was also advertised concurrent to the consultation.

In total the consultation process generated 54 responses. The feedback received, and officer responses to issues raised, are summarised in **Annex C**.

6. Safety Audit Results

The proposals shown in **Annex A** were subject to a Stage 2 Safety Audit process. The main concerns are summarised below:-

- Removing the grass verge to provide a shared use cycle/footway increases the desirability of crossing the road at anywhere along

its length. This could increase conflict points along the route, between pedestrians and drivers on the carriageway and pedestrians and cyclists on the new shared use path;

Officer response: The design of crossing points shall be reviewed to minimise the numbers of pedestrians crossing the carriageway along the length of University Road. Crossing of University Road is to be encouraged at desired locations (i.e. the speed tables).

- The existing splitter islands narrow the running lanes and act as a form of traffic calming, but they form pinch points along the route that compromise cycle safety;

Officer response: Splitter islands are to be provided at the proposed cushion locations and will continue to deter overtaking at the critical locations. However, following consultation responses, the number of speed cushions and traffic island combinations is to be reduced (see Annex B) to increase the spacing between the features to an acceptable distance. This will be monitored and, if necessary, introduction of the original number of cushions and islands (as per Annex A) may need to be considered.

- The bus stop close to Morrell Way includes a widened footway/cycleway to allow users to divert around the back of the shelter. The taper for the widened footway is quite severe and may lead to cyclists rejoining the carriageway at the speed table so they do not have to slow significantly to negotiate the shelter and any waiting users;

Officer response: The taper length at the widened footway shall be increased to allow cyclists to pass more easily and safely.

- The altered island at the junction of Innovation Way is not wide enough for a cyclist to comfortably wait on alongside pedestrians. A substandard island could lead to users crossing in the shadow of the island or cyclists bumping up full height kerbs to get a safer crossing position;

Officer response: The design of the island needs to be finalised and due consideration will be taken to ensure that a suitable facility is provided.

Revised Proposals

7. The proposals in **Annex A** were subject to a stage 2 safety audit and consultation. These have led to a number of minor amendments being proposed to address specific concerns, with the resulting proposed scheme being shown in **Annex B**.

The key differences between the outline proposal (**Annex A**) and the revised scheme (**Annex B**) are described below:

(a) The removal of two sets of speed cushions and adjacent traffic islands within the proposed 20mph speed limit zone on University Road.

The removal of the two sets of speed cushions is considered not to be detrimental to the effectiveness of the traffic calming. For those cyclists remaining on carriageway instead of using the off-road facilities, the removal of the cushions will also will reduce the likelihood of causing cyclists to feel squeezed (between cushion and kerb) at these potential pinch point locations. The spacing of the resultant speed cushions is also within permissible design recommendations and is deemed to be a more acceptable spacing to address concerns which have been raised.

(b) The introduction of road markings across the carriageway entrance at the Siwards Way, Morrell Way and Innovation Way junctions.

Officers have considered that the off-road shared use path would be required to be highlighted where it crosses the junctions of Siwards Way and Morrell Way. Whilst the most appropriate method is still to be considered, this could be achieved by the introduction of 'elephant's footprints' markings on the road surface which would raise awareness to motorists that cyclists could be crossing the junction at these locations.

(c) Additional steps on the southern side of University Road (Market Square).

Concerns have been raised about the positioning of the proposed steps on the Market Square side of University Road leading to the footbridge access. It is recognised that students would be more likely to use the new footsteps from the city-bound bus stop if the

steps were located along the desire route and positioned on the road-side of the access ramp.

The University has agreed to provide steps at this location, as a second phase activity to be constructed in the 2015 Easter holidays. Annex B shows the proposed additional steps.

(d) Remove the existing traffic island on Siwards Way.

This island was to be retained and improved to include safer crossing facilities for pedestrians and cyclists. Preliminary design has demonstrated that this is difficult to achieve, as there is insufficient space to accommodate an appropriately sized island without compromising vehicular access to Siwards Way. The island is therefore to be removed and suitable markings and signage provided to facilitate a safe crossing point.

The presence of statutory utility apparatus would further limit scope to alter the junction.

(e) Remove existing traffic islands on University Road outside of the proposed extents of the 20mph Speed Limit Zone.

There has been a late request from the University to remove the existing islands beyond the limit of the proposed traffic calming and 20mph zone. Officers have not been able to consider this proposal in detail but shall consider the proposals for inclusion in phase 2 of the project.

Options

8. The options for the Executive Member to consider are as follows:

Option 1 – Approve the scheme as shown in **Annex A**;

Option 2 – Approve the revised scheme as shown in **Annex B**, along with any additional amendments the Cabinet Member may request;

Option 3 – Reject the proposed scheme and retain the existing measures.

Analysis

9. Option 2 - the proposals shown in **Annex B** address the concerns identified during the design process, together with the issues raised

from feedback through the consultation and safety audit processes. The proposals are recommended for approval and subsequent implementation.

Option 1 would not adequately address the issues identified during design or through the consultation or safety audit processes.

Option 3 would not address the need to improve safety measures at the location or provide cycle facilities in this area. Cyclists and pedestrians will continue to be at risk.

Therefore, Option 2 is recommended for implementation.

Corporate Priorities

10. The scheme would contribute to the following Corporate Priorities:
 - Making York a Sustainable City, by encouraging more cycling and walking which are environmentally friendly modes of transport;
 - Making York a Healthy City by encouraging cycling and walking which are healthy activities;
 - Helping to make the City of York Council an effective organisation by combining the implementation of a cycling infrastructure and safety scheme and working with the University as a partner.

Implications

Financial/Programme Implications

11. The likely cost for the Council to implement the proposals for the University Road shared use path is £250k, and the Library crossing/safety scheme element of works is £80k. The Transport Capital Programme for 2014/15 has a total £330 allocation of funds to implement the scheme.

The University is funding the implementation of the off-highway works (i.e. the removal of the existing library steps and installation of new steps, including additional measures to encourage use of the steps).

12. The aim is to complete the works prior to the commencement of the new academic year on 29th September 2014. The construction of

shared-use paths will require the relocation of approximately 22 street lighting columns and existing signage, which is to be done in advance of the main construction works.

13. Phase 2 of the works (to implement the outstanding activities and install the additional steps) is programmed for the Easter 2015 period.

Human Resources

14. There are no Human Resources implications.

Equalities

15. There are no Equalities implications.

Legal

16. The Traffic Regulation Order for the proposed 20mph Speed Limit Zone has been advertised.

Crime and Disorder

17. There are no Crime and Disorder implications.

Information Technology (IT)

18. There are no Information Technology implications.

Property

19. There are no Property implications.

Risk Management

Risk Category	Impact	Likelihood	Score
Organisation/Reputation	Medium (3)	Possible (3)	3x3=9

20. In compliance with the Council's risk management strategy, the main risk that has been identified in this report is the potential damage to the Council's image and reputation if safety improvements for pedestrians/bus passengers and cyclists along University Road are not delivered.

Contact Details:

Author

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Chief Officer responsible for the report

Neil Ferris
Assistant Director – Transport, Highways
and Waste

Report Approved Date 28th July 2014

Specialist Implications Officer(s)

There are no specialist officer implications.

Wards Affected: Heslington

For further information please contact the author of the report.

Background Papers:

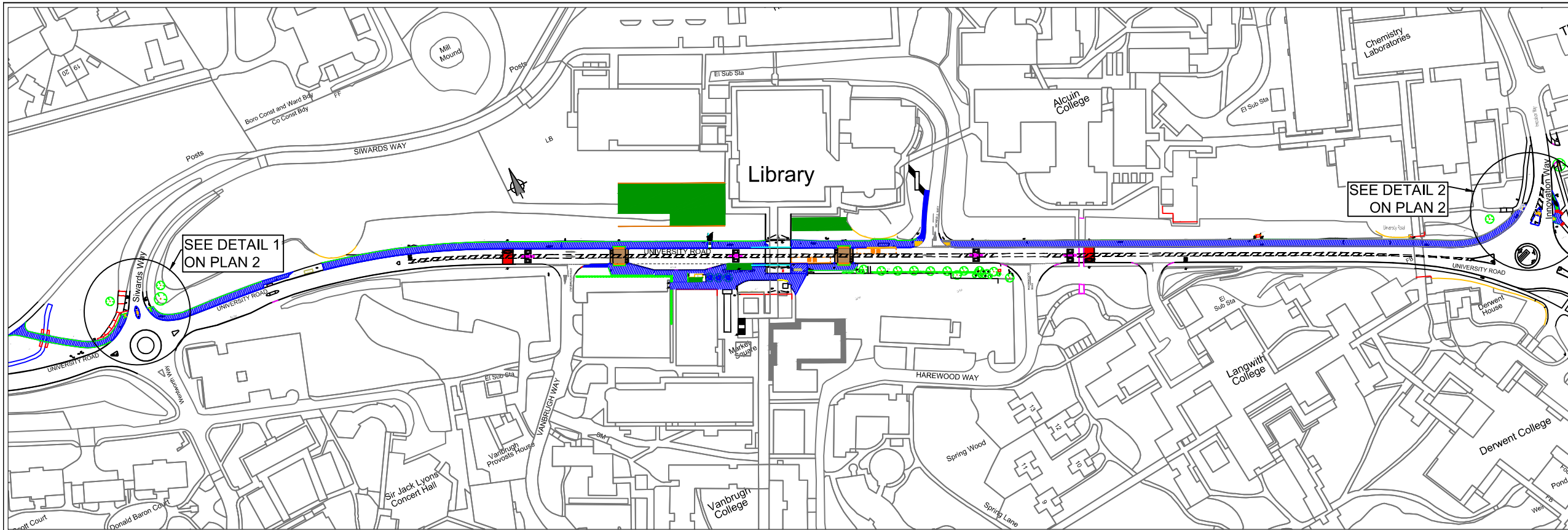
“University Road Pedestrian Crossing Improvement Scheme Proposals”: Cabinet Member Decision Session report, meeting on 13 March 2014.

Annexes:

Annex A: Plan showing original proposals sent out to consultation consisting of ‘University Road – Crossing Improvements/Cycle Route’ and ‘Cycle Route Refuges’.

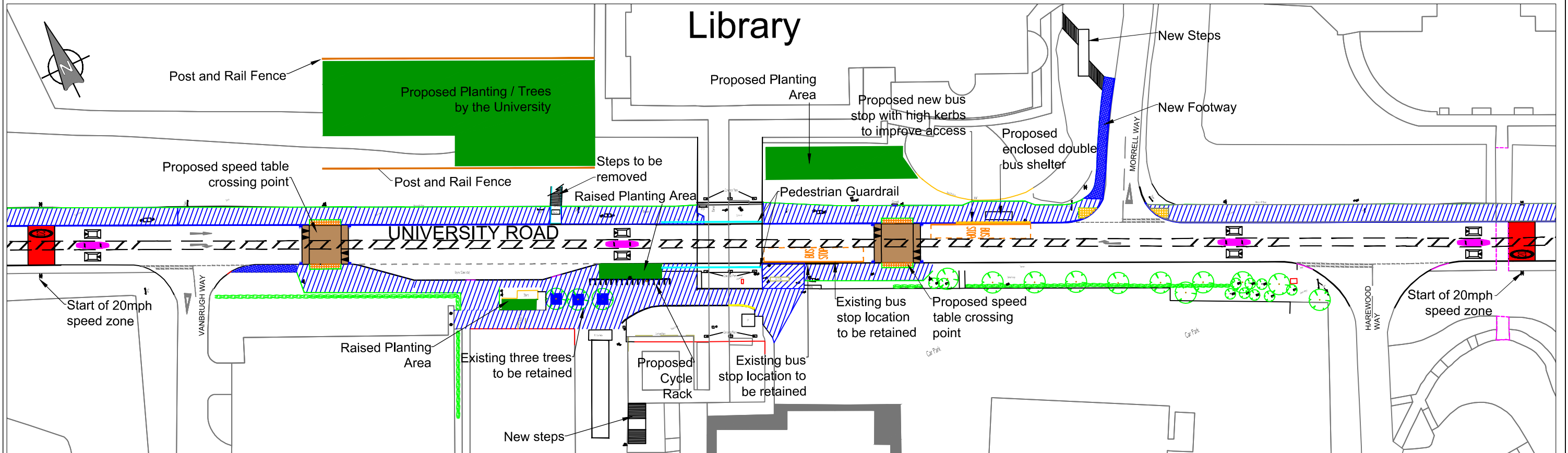
Annex B: Plan showing revised proposals following public consultation consisting of ‘University Road – Crossing Improvements/Cycle Route’ and ‘Cycle Route Refuges’

Annex C: Document showing the results of the consultation process and the officer responses.



- Key:
- Area to be converted into shared use cycleway / footway
 - Area to be converted into footway
 - Proposed speed cushions and traffic island
 - Existing Trees
 - Existing Hedgerows

FULL EXTENT OF CYCLEWAY SCHEME



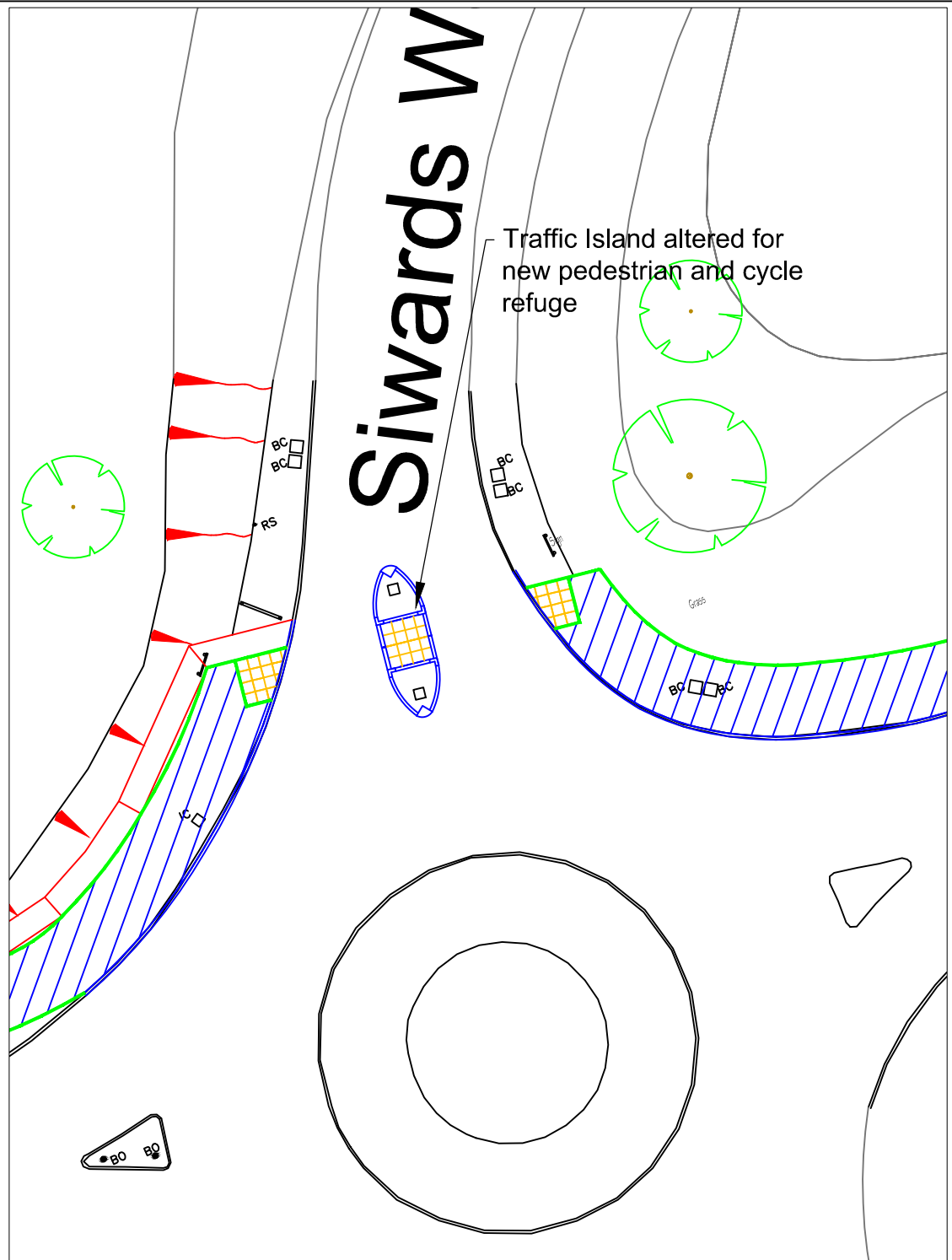
EXTENT OF PROPOSED 20MPH ZONE

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INITIAL	REV	AMENDMENT	DATE
JRP	D	Additional planting area added East of bridge	04/06/14
SH			

SCALE N.T.S. A3
DATE 22/05/14

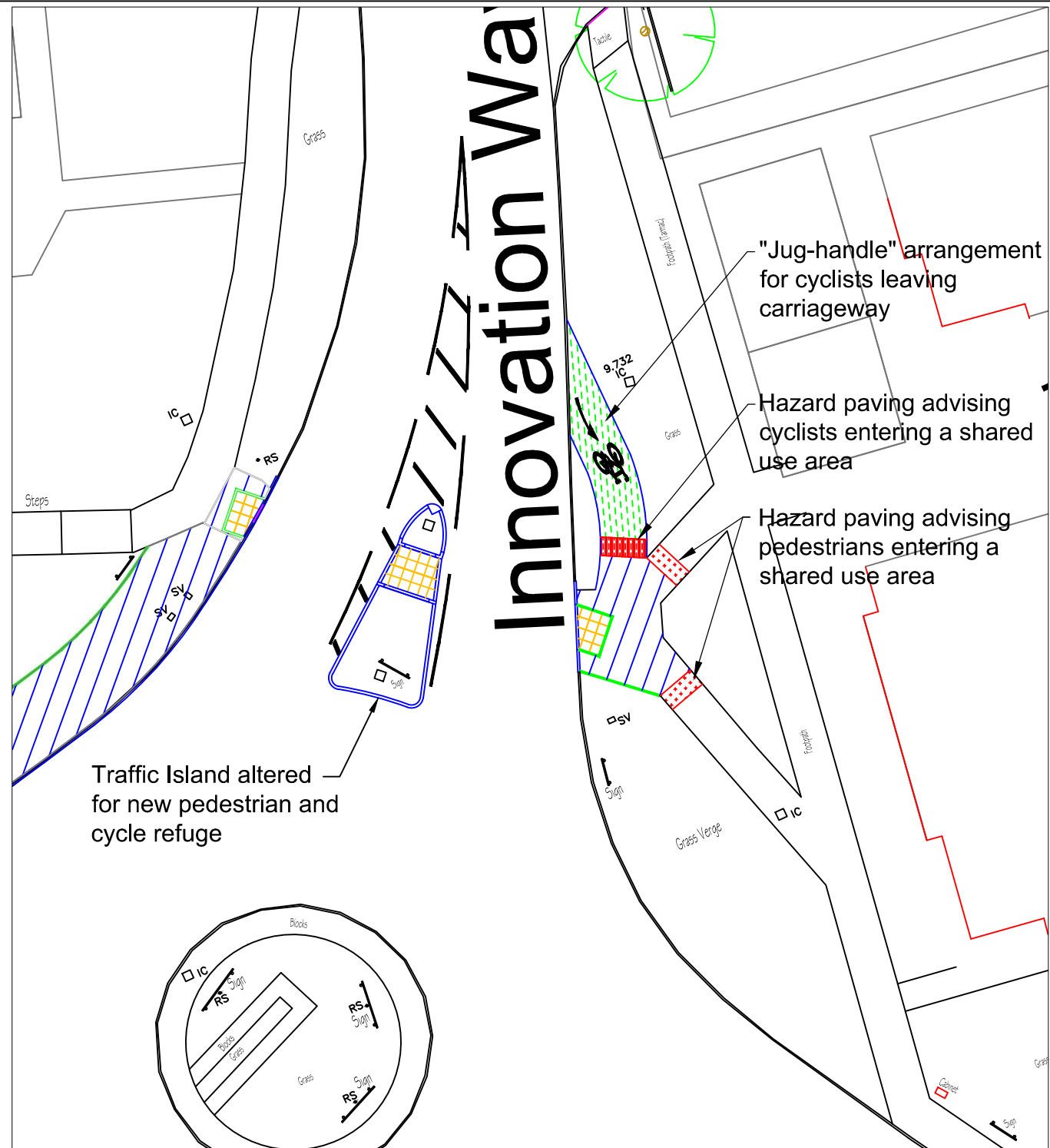
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Siwards W

Traffic Island altered for new pedestrian and cycle refuge

DETAIL 1



Innovation Wa

Traffic Island altered for new pedestrian and cycle refuge

"Jug-handle" arrangement for cyclists leaving carriageway

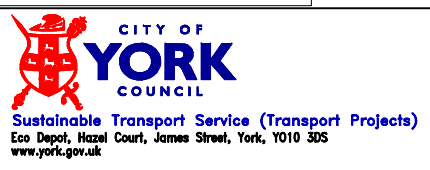
Hazard paving advising cyclists entering a shared use area

Hazard paving advising pedestrians entering a shared use area

DETAIL 2

- Key:
- Area to be converted into shared use cycleway / footway
 - Tactile Paving
 - Hazard Paving (Cyclists entering shared footway)
 - Hazard Paving (Pedestrians entering shared footway)
 - Area of Proposed Cycle lane

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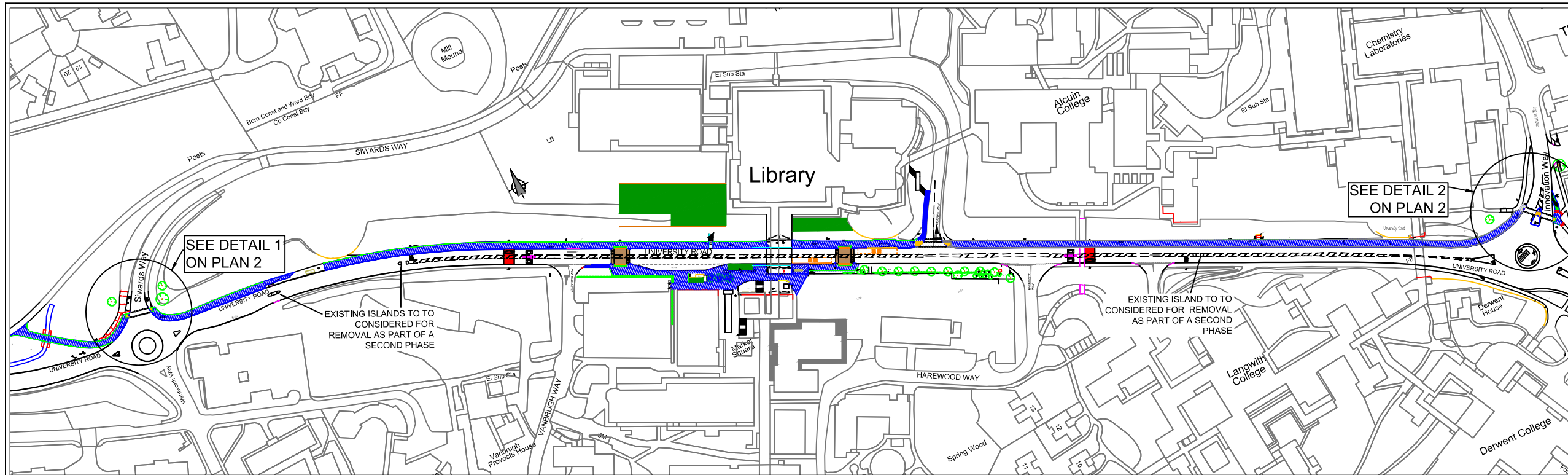


INITIAL	REV	AMENDMENT	DATE
JRP			
SH			
SCALE N.T.S.		A3	
DATE 22/05/14			

UNIVERSITY ROAD
 CYCLE ROUTE REFUGES
 PLAN 2

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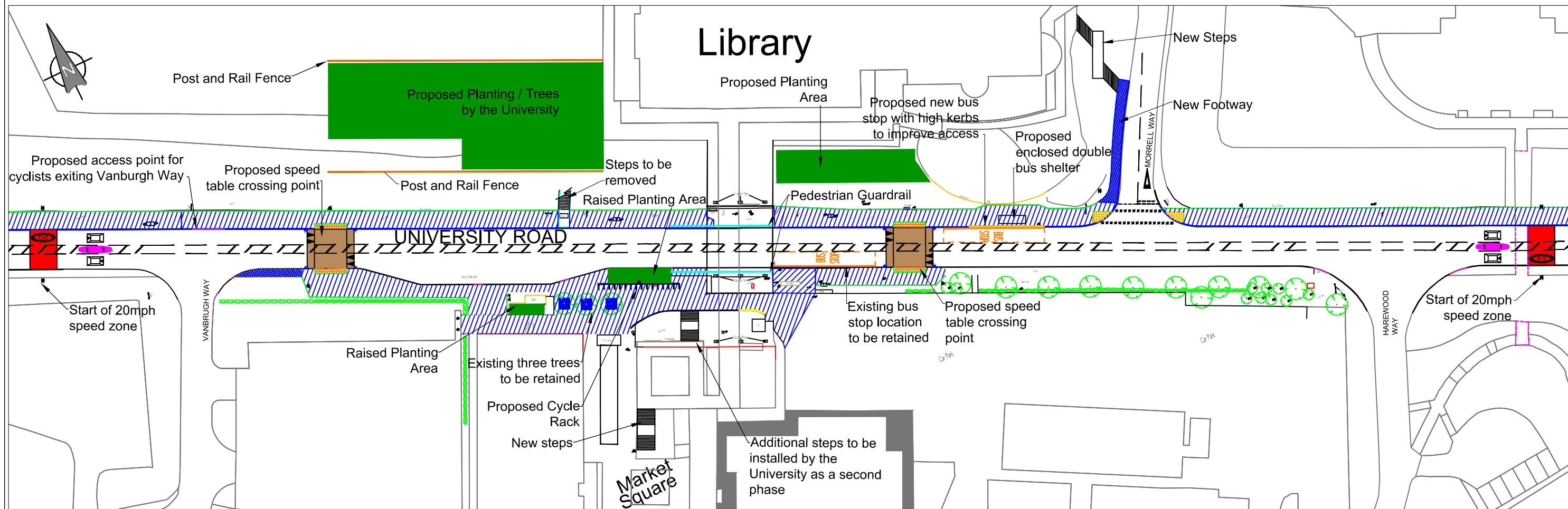
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Key:

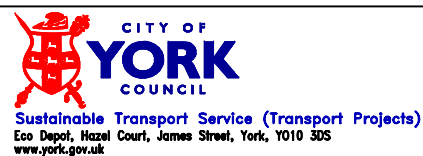
- Area to be converted into shared use cycleway / footway
- Area to be converted into footway
- Proposed speed cushions and traffic island
- Existing Trees
- Existing Hedgerows
- Proposed Roadmarkings to highlight cycle crossing at junctions

FULL EXTENT OF CYCLEWAY SCHEME



EXTENT OF PROPOSED 20MPH ZONE

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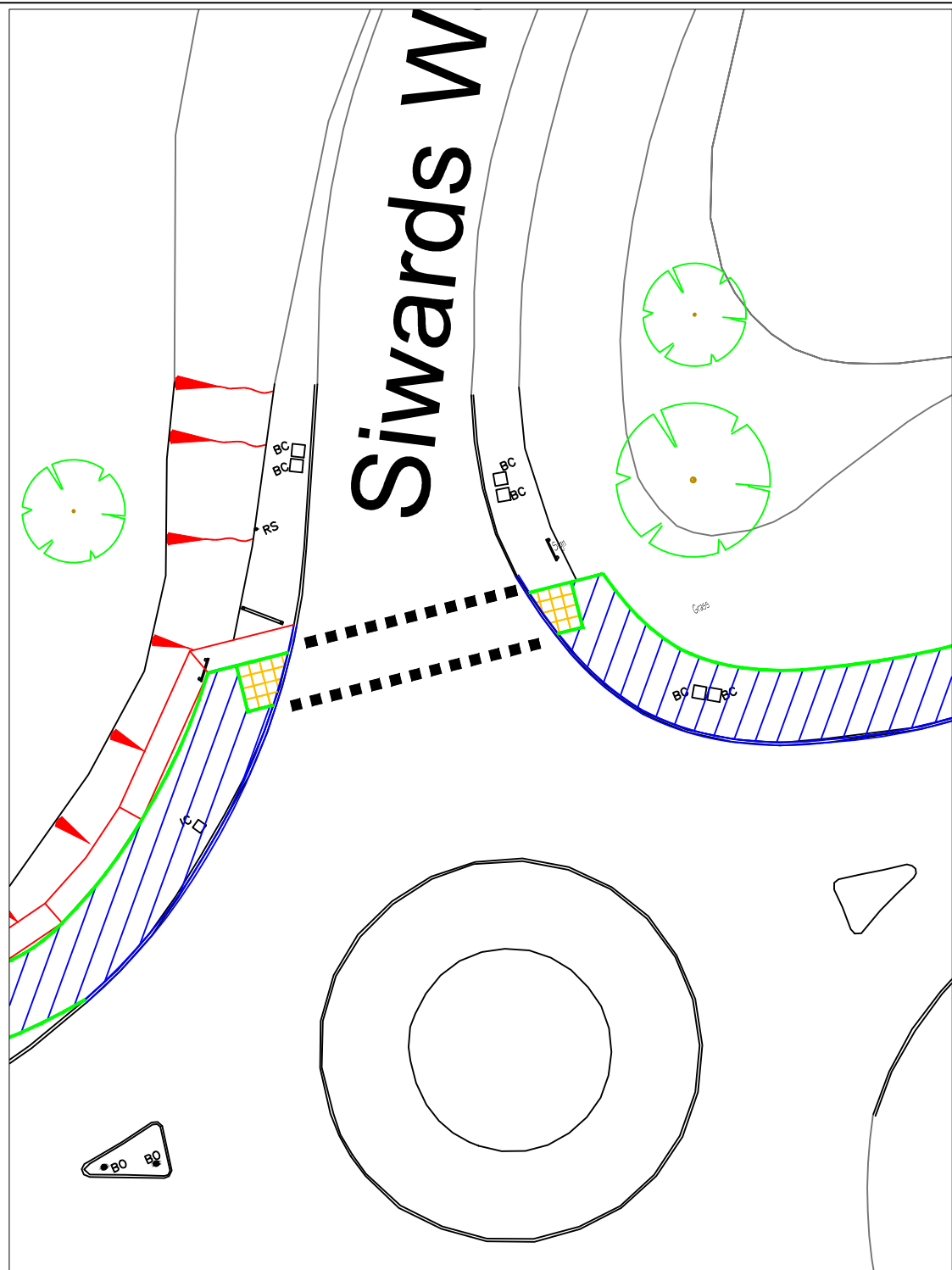


INITIAL	REV	AMENDMENT	DATE
JRP	D	Additional planting area added East of bridge	04/06/14
SH	E	Two sets of cushions / islands removed, steps relocated, "hoof-prints" added to three junctions and island on Swards Way removed	02/07/14
	F	Amendments to steps, traffic islands and cycle provision opposite Vanburgh Way	08/07/14

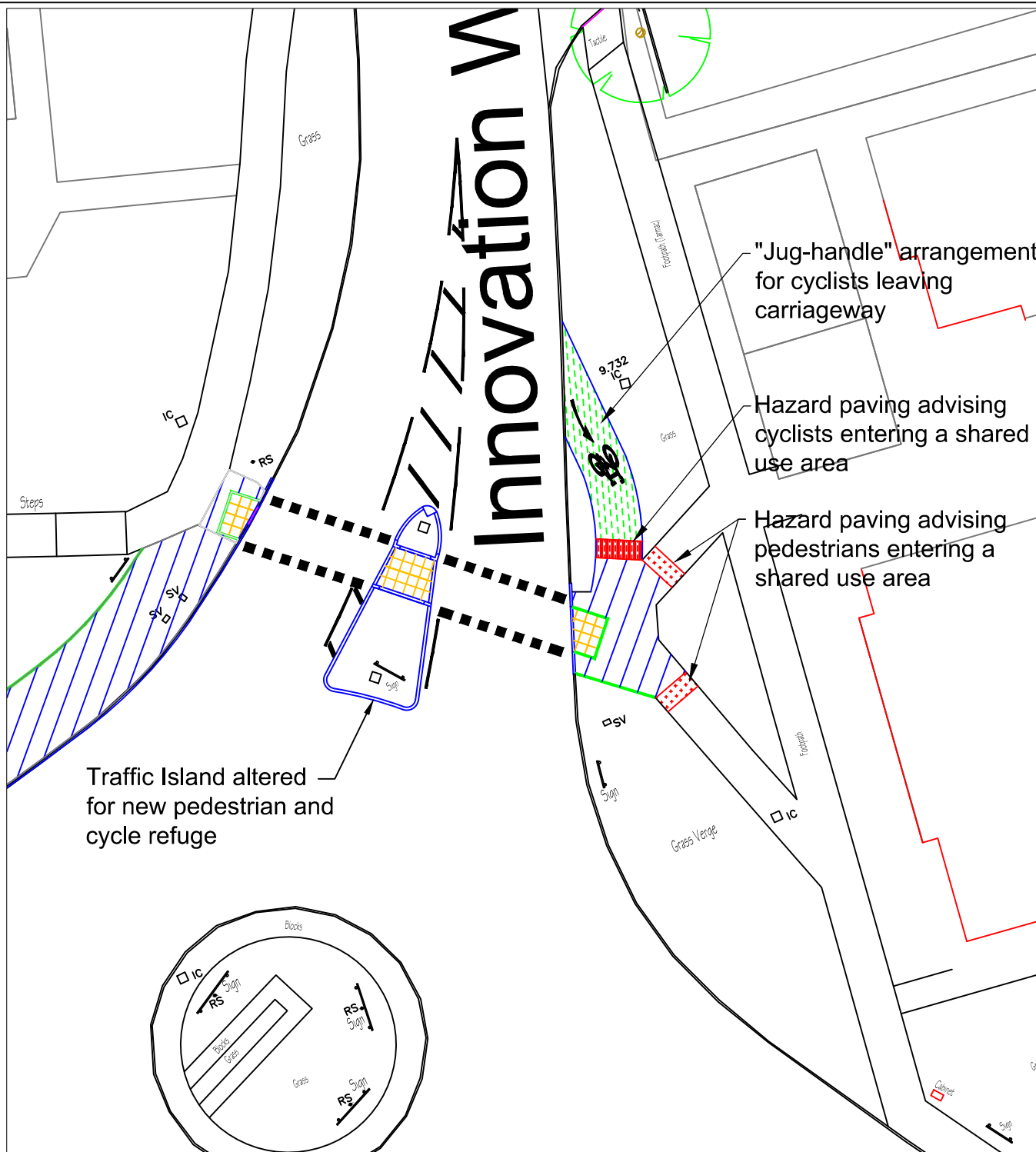
SCALE: N.T.S. A3
DATE: 22/05/14

UNIVERSITY ROAD
CROSSING IMPROVEMENTS / CYCLE ROUTE
PLAN 1

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DETAIL 1



DETAIL 2

Key:

	Area to be converted into shared use cycleway / footway
	Tactile Paving
	Hazard Paving (Cyclists entering shared footway)
	Hazard Paving (Pedestrians entering shared footway)
	Area of Proposed Cycle lane
	Proposed Road markings to highlight cycle crossing at junctions

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	INITIAL	REV	AMENDMENT	DATE
DRAWN BY	JRP	A	Siwards Way traffic island removed	02/07/14
CHECKED BY	SH	B	Road markings added to junctions	09/07/14
SCALE	N.T.S.	A3		
DATE	22/05/14			

UNIVERSITY ROAD
CYCLE ROUTE REFUGES
PLAN 2

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Annex C.

Results of Consultation

Proposed University Road Pedestrian Crossing Improvements and Cycle Route.

1. Councillors

CLlr Levene: Supports the proposals but would like to see a revised location for the steps on the southern side of University Road, and an amendment to the traffic calming

Officer response: Additional steps are now proposed (see paragraph 7c of the report), and amendments to the traffic calming are also proposed (see paragraph 6 of the report, second bullet point, and paragraph 7a of the report).

CLlr D'Agorne: Supports the proposals, but would like to see highlighted crossing facilities provided across junctions, and raised tables at the junction crossing points.

Officer response: It is now proposed to highlight the crossing points at junctions (see paragraph 7b of the report). However, the use of raised tables is not considered appropriate for these junctions due to existing physical constraints.

CLlr Reid: No comments received.

CLlr Steward: No comments received.

2. Residents

The consultation literature was displayed locally by Heslington Parish Council. Only three responses have been received from local residents. These indicate a preference for the bus stops to be located in lay-bys, and they are concerned about a lack of existing road width for motorists to overtake other vehicles/buses, and they object to the 20mph Speed Limit Zone and consider 30mph is appropriate.

Officer response: Bus Operators do not prefer lay-bys as buses often have difficulty rejoining the traffic flow.

Stationary buses positioned in the running lane also contribute to the traffic calming.

The 20mph limit is deemed to be an essential part of the safety measures to reduce speeds at the busy bus stop and crossing location in conjunction with the proposed traffic calming.

3. **Heslington Parish Council**

- Does not support the 20mph Speed Zone and feels the speed limit should remain at 30mph otherwise this will add to delays for motorists;
- Rejects the use of speed cushions as they will delay traffic;
- Believes bus stop locations should be positioned in lay-bys;
- Only offers support for the introduction of the speed tables at the proposed crossing points.

Officer response: The 20mph Speed Limit Zone and speed cushions form an integral part of the traffic calming proposals. Following feedback, the number of cushions being provided is being reduced (see paragraph 7a of the report).

The non provision of bus lay-bys has already been explained in the officer response given above under item 2 of this Annex..

4. **Badger Hill Residents Community Group**

- The BHRCG welcomes the City of York Council's recognition of required cycling improvements but with some modifications;
- Their primary concern is the introduction of a shared use path which the Group feels is a danger to wheelchair users and pedestrians, and instead would like to see cyclists and pedestrians segregated;
- They believe the proposed path on the northern verge should be for the exclusive use of cyclists, and the existing southern footpath to be for pedestrians only;
- They object to the 20mph Speed Limit Zone as they believe it will cause delays to motorists, and believe bus stops should be located off the main road;

Officer response: The use of shared use paths have been successfully incorporated in other parts of the City and are an acceptable nationally-approved cycling standard. It is intended that the path on the northern verge should be for the benefit of both pedestrians and cyclists. The new path widths are limited due to existing constraints and so segregation is unachievable without making extensive and expensive alterations to the earth banking (which is privately owned).

The cycle route is to pass through the bus stop area and at this location there is insufficient space to provide segregation

The 20mph Speed Limit Zone is an integral part of the traffic calming element of the scheme and should be retained in the proposals. The non-provision of bus stops in lay-bys has already been explained.

Other Interested Parties

5. North Yorkshire Police (Traffic Management)

- Offered no comment on the scheme proposals.

6. North Yorkshire Police (Designing Out Crime)

- Fully support the scheme.

7. York Cycle Campaign (YCC)

- Opinions on the proposals have been met with mixed views from members of YCC;
- YCC acknowledge the proposed facilities would make a potentially useful addition to the existing cycling network around the University;
- However, consensus is that the new path would not be attractive to cyclists travelling along the length of University Road given that the path would be shared use;
- They believe that the proposed facilities would be of limited advantage other than to movements within the University and therefore do not represent good value for money;

Officer response: The proposals have been developed with a view to providing an improved and safer layout to allow cycling to be facilitated

off the carriageway. The existing physical constraints and existing road layout lend itself to the design of a shared use path. This in addition to a number of safety improvements makes the area a safer environment to walk or cycle. The scheme is primarily for movements within the University, and, hence, the University are contributing to the overall scheme.

8. **Yorkshire Marathon**

Yorkshire Marathon is supportive of the general proposals but have the following concerns.

- They have requested that the implementation of the proposed scheme be deferred until after the York Marathon (October 12th), so that athletes and disabled competitors are not needing to negotiate speed cushions and tables that would be introduced by this scheme near the finishing line of the race.
- Concerns were raised on the potentially negative publicity for the event organisers and City of York Council as the race shall be screened on national television, and have up to 50,000 spectators on the day;
- Comments were raised that the proposed new steps to be located on Morrell Way lead to an area which, on race day, is to be off limits to spectators. They say removing the existing steps on the northern side of University Road will seriously impact on the movement of spectators and visitors on race day. The alternative will be to allow them access at points across the finish straight, which they say could endanger the spectators and field of runners;

Officer response: The proposals are to be delivered in partnership with the University of York. There is a requirement to spend the allocated funds this financial year, and ensure the works are completed prior to the University's autumn term commencing in late September. This will enable construction operations on site to be done at the safest time whilst most students are on their summer holidays. Hence it is not considered feasible to delay the project till after the Marathon, and the organisers could make adjustments as necessary.

9. York University Staff

Of thirteen responses from York University staff, there was support for the proposals from seven, and objections from six.

- Of the seven staff that support the scheme (with some modifications), two believe that the path would be safer if it were segregated use; one does not want speed tables, but favours a zebra crossing instead; one would like on-carriageway cycle lanes; and one would like improved crossing facilities on Innovation Way.
- Of the six that have objections to the scheme, four do not agree with shared use paths as they believe they compromise the safety of pedestrians; one thinks the road width is insufficient for the introduction of traffic calming measures; and one resident does not support any of the proposals in the scheme.

Officer response: The use of shared use paths has been explained earlier in this report.

Previously a zebra crossing had been considered by a consultant working on behalf of the University. Council officers had serious reservations about such a proposal, given the many other crossing movements likely to take place away from a zebra, and crucially, that the current crossing point is in a poor position due to sight lines being obstructed.

There is insufficient space to provide on-road cycle lanes.

Speed tables are an integral part of the traffic calming measures.

The island at Innovation Way is being modified to provide a safe crossing point.

10. **Students Union Representative (Community & Policy Manager)**

- Supports the scheme, but would not like to see the steps on the northern verge moved further away, and also request that seats be provided in the bus stop;

Officer response: The provision of steps is part of the work being undertaken by the University. The locations of the new steps had been agreed after much discussion with the University, and the design of these is well advanced and currently at tender stage.

Seating is to be provided in the new bus shelter.

11. **York University Students**

Of thirty one responses from York University students, there was support for the proposals from ten. Twenty one of the students did not favourably support the scheme and had varying concerns.

- Of the ten students that support the scheme, three of them fully support the proposals; two expressed some concerns on the use of shared use paths; one did not want the steps relocated; one only approved of the cycling proposals and not the rest of the scheme; one wanted the 20mph speed limit Zone extended beyond its current limits to be from Siwards Way to Innovation Way; one thought some of the proposals were good but would rather the whole road was closed off to traffic; and one requested a crossing point to be installed on the northern shared use path for cyclists turning right out of Vanburgh Way.
- Of the twenty one students that did not favourably support the scheme, twelve indicated they did not approve of a shared use path; one was concerned that there would not be enough crossing points on University Road; two thought the proposals were not good for cars and would prevent overtaking; one would like to see barriers installed down the centre of University Road to prevent any overtaking; two did not approve of the steps being relocated; one was not convinced that there would be enough signs for cyclists to use the paths; one thought that the proposed bus shelter would decrease the number of waiting bus passengers from being able to wait under the shelter of the bridge as is the current case; and one thinks there will not be

sufficient access points for pedestrians/cyclists to cross onto the new path on the northern verge.

Officer response: The issues regarding shared use paths have been discussed earlier in the report.

The scheme would not benefit from the 20mph Zone being extended as reduced speed limit zones are more effective over shorter distances and would not be of benefit due to the decreased crossing movements at the extremities of University Road.

It is intended that the overtaking movements on University Road should be reduced to improve the safety of cyclists and pedestrians. It would not be feasible to introduce barriers along the centre line of University Road since this would increase congestion by totally preventing overtaking, and be potentially dangerous in the event of emergency vehicles needing to pass stationary traffic.

The scheme will be appropriately signed to meet the requirements but there is a need to be mindful of not creating too much street/signage clutter.

The proposed double bus shelter shall have seats included in its design to maximise comfort for waiting passengers.

The proposal to introduce an access point for the off road path opposite Vanburgh Way seems reasonable and will be included subject to the safety audit to assess if it is a safe option.

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