

Note on visit to York Cycling City 18th/ 19th May 2009

The central purpose of this visit was a technical workshop with engineers and others. Graham Titchener arranged a very good turn out of 19; 9 of whom cycled most days, 5 most weeks and 5 occasionally. I had been to look at the Beckfield Lane, Millfield Lane and Clifton Bridge work beforehand in order that we had current photos to discuss. The next day Graham, Tim (Pheby) and John (Clifton site only) revisited some of these sites and discussed issues.

Beckfield Lane I thought that the work here was excellent with a smooth and even running surface. Only the continuity at 4 side roads was poor and we felt if give-way markings were added to each junction for motorists – i.e. all parties to give way and then to decide to proceed on eye contact, and if the road surface was marked green with cycle and pedestrian logos facing the oncoming traffic then this would give a satisfactory solution to the issue of continuity without the need to modify any of the completed works.

Boroughbridge Road Crossing We discussed the drawbacks of the nearside indicators, especially in the context of a crowd of pupils emerging from the nearby school. We all felt far side heads would be much preferred. At the very least there needs to be a second indicator mounted above head height on the nearside pole (this is permitted by the DfT!).

Millfield Lane There are 3 breaks in continuity along this school route, including one for dustbins! Graham explained that the markings were yet to be added for the raised crossing of Millfield Lane. Overall this is a very good route which will be a Cycling City exemplar once the 7 side road crossings are given continuity treatment.

Manor School It is unfortunate that the new parking is around the back whilst cars clearly have priority around the front. Graham, if you do offer them a bike shelter I suggest only for the front where there is ample room.

Boroughbridge Road Given the Beckfield Lane and Millfield Lane works, refreshing and completing the cycle lanes as far as Water End should be something of a priority.

Clifton Bridge Works I thought these to have been well executed. It was a difficult assignment which works well. I particularly liked the priority arrangement of the route across the Youth Hostel & Homestead entrances, as well as removing a traffic lane for cyclists at the Water End junction. Only the crossing to Salisbury Road seemed less than satisfactory. I am afraid I could not understand it at all without explanations. And it was not helped by the signal heads being invisible from ones approach. John is hoping to restore a direct crossing and I hope that the signals team can sign up to Cycling City's aspirations.

Crombie Avenue, Wilberforce Home Zone short cut to Crichton Avenue. We all thought this a useful option which might enable you to complete this whole section of the orbital within this years budget. The link from Clifton Green has yet to be designed

ANNEX E

although it was thought possible that the fallout from opposition to the existing cycle lane might result in a straight over crossing via the Green! At the northern end we felt it best to stay on the south side of the road, shift the 3 lighting columns to the north side, replant the 3 avenue trees, put a priority crossing over the cul-de-sac entrance and possibly use a zebra (cyclists dismount) to cross Burton Stone Lake. I suggest you remove most or all of the railings on the bridge approach and plant low shrubs to guard the side slope. Not only would this be more attractive but it would give the path users a little more effective space. By staying on the south side you can connect directly with the Foss Islands Greenway.

York Hospital I thought the revised route potentially a real improvement on the original back of the hospital options. Because this was a feature in the original presentation to Cycling England could you please send me a revised drawing when this is available? Although we did not discuss it if you are planning to go down the east side of Wigginton Road, then perhaps you could use the Foss Island bridge to make the first crossing. This would need some revision to the ramps in the vicinity of the road so as to give a smooth crossing.

Bootham to Scarborough Bridge I suggest a small bridge over the Margate/ Bootham Terrace link path and then an earthworks ramp in the corner of the car park (Note that it is always more economical to construct ramps from available materials, and you can generally achieve a more attractive flowing form too).

Scarborough Bridge We discussed a low cost pragmatic solution in order to leave the way clear for a future developer bridge. My solution (!) would be as follows:

- i. Relocate the “Abby” car park into the public area, or build a link path on the edge of the railway embankment behind it.
- ii. Ramp up to footbridge level by **adding** a wedge of material to the side of the railway embankment all to achieve a 1:20 gradient suitable for wheelchairs.
- iii. Cut out about 1m² of the wing wall – a triangle, and install a short level bridge span to link the ramp with the bridge. This will be slightly curved so as to move the path away from the pilaster. (Graham, I could sketch this out of you wanted and could send me a large scale plan).
- iv. Make a new flight of steps to link the north side walk with the earthfill ramp, i.e. the public would walk through the floodgate and then step up to the path I think.
- v. Share the existing walkway over the river without making any changes.
- vi. Another the short bridge span at the station end although here you might want to slightly camber the bridge so as to match the clearance through the existing subway. Again curve the bridge away from the line. As the existing steps will be closed off the current bottleneck would be eased.
- vii. Again ramp down to the Post Office path with a wedge of fill material. 2 or 3 trees will need to be replanted. Steps again will be required for pedestrians.

ANNEX E

York Station Access I hope you can bring forward the existing drawings, although again you could ramp up from the post Office Walk's highest point with an earthwork ramp. This should be considered as a separate project to the Scarborough bridge works although both rely on Network Rail's land and both are equally longstanding!

Lancaster and York Ride I met the Vice Chancellor after John Whitelegg's lecture when we discussed cycling at York University etc. amongst other things they were both supportive of a Lancaster and York ride this September, which I offered to arrange as it would fit into Bridlington C2C route. If you think this is a useful addition to your calendar of events, and a useful way of drawing in the University could you please suggest a preferred day and I will write to the two universities to seek their support and commitment.

Overall I thought that York has made a really good start to the Cycling City programme and I know that all the Cycling England team looks forward to coming to events and supporting you on details wherever we can.

John Grimshaw, CBE
Special Adviser to Cycling England

c.c. Tim Pheby, Tricia Allen, Adrian Lord