



Notice of meeting of

Executive Members for City Strategy and Advisory Panel

To: Councillors Gillies (Chair), Steve Galloway (Executive Member), D'Agorne (Vice-Chair), Cregan, Hyman, Potter, Scott and Waller (Executive Member)

Date: Monday, 20 October 2008

Time: 5.00 pm

Venue: The Guildhall, York

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:

10:00 am on Friday 17 October 2008, if an item is called in *before* a decision is taken, *or*

4:00 pm on Wednesday 22 October 2008, if an item is called in *after* a decision has been taken.

Items called in will be considered by the Scrutiny Management Committee.

1. Declarations of Interest

At this point Members are asked to declare any personal or prejudicial interests they may have in the business on this agenda.

2. Minutes (Pages 3 - 20)

To approve and sign the minutes of the last meeting of the Executive Members for City Strategy and Advisory Panel held on 8 September 2008.

3. Public Participation

At this point in the meeting members of the public who have registered their wish to speak regarding an item on the agenda or an issue within the Panel's remit can do so. Anyone who wishes to register or requires further information is requested to contact the Democracy Officer on the contact details listed at the foot of this agenda. The deadline for registering is Friday 17 October 2008 at 5.00 pm.

BUSINESS FOR THE EXECUTIVE MEMBER FOR CITY STRATEGY

ITEMS FOR DECISION

4. Blossom Street Multi Modal Study - Feasibility (Pages 21 - 58)

This report presents the results of the first stage of the Blossom Street Multi Modal Study. The study was commissioned to investigate options for improving the Blossom Street/Queen Street/Micklegate and Nunnery Lane junctions together with the enhancement of the streetscape of Blossom Street between this junction and its junction with Holgate Road.

Members are asked to receive a report at a future meeting describing potential options detailing how they would satisfy the key requirements.

5. James Street Link Road Phase 2 - Stage 1 Traffic Forecast Refresh (Pages 59 - 70)

This report presents the output of traffic modelling recently undertaken, to refresh the modelling previously undertaken as part of the Foss Basin Transport Implications report, in order to confirm the need for James Street Link Road Phase 2 and determine the optimum time for the construction of the short remaining eastern section.

Members are asked to await the outcome of negotiations with the developer prior to receiving a further report on the financial and legal implications.

6. Petition received from Residents Requesting the Provision of Formal Cycle Facilities on Crichton Avenue (Pages 71 - 78)

This report advises Members of the receipt of a petition from residents requesting that formal cycling facilities be provided on Crichton Avenue and the actions that are currently underway to investigate the provision of such facilities.

7. Water End - Proposed Improvements for Cyclists (Pages 79 - 94)

This report advises Members of the results of consultation undertaken on proposals to introduce cycle facilities on Water End from Clifton Green traffic signals to the junction of Salisbury Road.

Members are asked to approve the implementation of cycling improvements as detailed in option one of the report.

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

Democracy Officer

Name: Jill Pickering

Contact Details:

- Tel - (01904) 552061
- Email - jill.pickering@york.gov.uk

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

- Registering to speak
- Business of the meeting
- Any special arrangements
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Contact details are set out above.

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Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

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City of York Council

Committee Minutes

MEETING	EXECUTIVE MEMBERS FOR CITY STRATEGY AND ADVISORY PANEL
DATE	8 SEPTEMBER 2008
PRESENT	COUNCILLORS GILLIES (CHAIR), STEVE GALLOWAY (EXECUTIVE MEMBER), D'AGORNE (VICE-CHAIR), HYMAN, POTTER, SCOTT, WALLER (EXECUTIVE MEMBER) AND CRISP (SUB FOR CLLR CREGAN)
APOLOGIES	COUNCILLOR CREGAN

31. DECLARATIONS OF INTEREST

Members were invited to declare at this point in the meeting any personal or prejudicial interests they might have in the business on the agenda.

Councillor Hyman declared a personal non-prejudicial interest in agenda item 4 (Loan to Science City York) as a member representative of Science City York.

The Head of Civic, Democratic and Legal Services advised Members that they were not required to declare a prejudicial interest only a personal interest in relation to agenda item 5 (Chief Executive's Monitor 1 Financial and Performance Report 2008/09) regarding the Members superannuation scheme as they had been given a dispensation in this respect.

Councillor Potter declared a personal non-prejudicial interest in agenda item 5 (Chief Executive's Monitor 1 Financial and Performance Report 2008/09) in relation to the request for a supplementary estimate of £20k to allow Members access to the superannuation scheme.

Councillor Crisp declared a personal non-prejudicial interest in agenda item 5 (Chief Executive's Monitor 1 Financial and Performance Report 2008/09) in relation to the request for a supplementary estimate of £20k to allow Members access to the superannuation scheme.

Councillor Waller declared a personal non-prejudicial interest in agenda item 5 (Chief Executive's Monitor 1 Financial and Performance Report 2008/09) in relation to the request for a supplementary estimate of £20k to allow Members access to the superannuation scheme.

Councillor D'Agorne declared a personal non-prejudicial interest in agenda item 5 (Chief Executive's Monitor 1 Financial and Performance Report 2008/09) in relation to the request for a supplementary estimate of £20k to allow Members access to the superannuation scheme. He also declared a personal non-prejudicial interest in agenda items 7 and 9 (Manor School – Highway Improvements) and (York Cycling City) as a member of the Cycle Touring Club (CTC) and the York Cycle Campaign. Also in agenda item 15

(Quality Bus Partnership Progress Report) as he had requested the update report.

Councillor Gillies declared a personal non-prejudicial interest in agenda item 8 (Coach Strategy Review) as a Director of Visit York.

32. MINUTES

RESOLVED: That the minutes of the last meeting of the Panel held on 14 July 2008 be approved and signed by the Chair and the Executive Members as a correct record.

33. PUBLIC PARTICIPATION

It was reported that there had been six registrations to speak at the meeting under the Council's Public Participation Scheme.

Mr Hall spoke regarding agenda item 7 (Manor School – Highway Improvements). He referred to his email, circulated at the meeting, which thanked both Members and Officers for taking on board resident's comments and amending the proposals for the junction at Beckfield Lane/A59. He stated however that he felt that many residents concerns over proposals for the Beckfield Lane cycle path had not been taken into account as the scheme had been extended to the Ostman Road junction without informing those concerned. He referred to his personal experience of problems with cycle paths and confirmed that he wished to make the cycle path safe for all. He went on to state that it could not be automatically assumed that an off road path would be more appropriate and that he felt that this would not be practical and could lead to more accidents.

Mr Crookes spoke regarding agenda item 7 (Manor School – Highway Improvements) as a resident of Beckfield Lane, adjacent to where the cycle path was proposed. He confirmed that he supported the junction proposals to assist cyclists in crossing Boroughbridge Road but that he had major concerns regarding the proposed cycle path. These concerns included sight lines from adjacent drives, current off road parking which would transfer to Beckfield Lane, the speed of cyclists and future problems that could arise for those with visual impairment or disabilities.

Mr Pagliaro spoke regarding agenda item 7 (Manor School – Highway Improvements) and he presented the views of a Manor School pupil, a motorist involved in a collision at the Beckfield Lane/A59 junction, from the York Access Group and from his personal experience as a cyclist. He fully supported the proposals for an off road cycle path to provide a safe access to the new school.

Councillor Horton spoke, as Local Member, regarding agenda item 7 (Manor School – Highway Improvements) he thanked the Officers for their work on this complex scheme. He stated however that he still had some concerns in relation to certain parts of the proposed scheme. His main concerns related to the signalised junction with the filter phase for cyclists

and vehicles, the creation of rat runs on Wheatlands Grove and Lygett Grove and access problems for 200-206 Boroughbridge Road. He raised further concerns regarding the cycle lane proposed on Low Poppleton Lane and Beckfield Lane and the need for the provision of new signs to warn drivers that Low Poppleton Lane was a no through road with no access to the industrial estate on Millfield Lane. He stated that police accident statistics were required to support the proposals.

Councillor Simpson-Laing spoke, as Local Member, regarding agenda item 7 (Manor School – Highway Improvements). She referred to her written submission, which had been circulated at the meeting. She also confirmed the need for signage to prevent vehicles entering Low Poppleton Lane and to possible future drainage problems that could arise for properties on this lane. Again her main concern related to the proposals for the cycle path on Beckfield Lane and the lack of consultation with residents. She recommended Members to support the proposals in Annex M of the report.

Councillor Vassie spoke, as the Councils Energy Champion, regarding agenda item 11 (Results from the Street Lighting Trials). He requested Members to support the positive results of the street lighting trials by agreeing a plan of action to implement similar schemes on the inner ring road, at the Park and Ride sites, on non-residential roads (eg Malton Road) and at Crockey Hill and similar road junctions. He stated that the trials had a high level of support including the Safer York Partnership and that these schemes would have a major impact on reducing energy levels.

34. LOAN TO SCIENCE CITY YORK

Consideration was given to a report which sought approval to make a loan of £50,000 to Science City York Company Limited by guarantee (CLG) to assist with its cash flow whilst drawing down on external funding.

Members were reminded that Science City York was jointly owned by the City of York Council and York University and that they were responsible for delivering contacts for business support from Yorkshire Forward. Following results of a cash flow forecast the company had requested the loan to ensure that they were in a firm financial position to deal with cash flow arising from delays in payment of grant claims from Yorkshire Forward. It was reported that the University of York had already agreed their loan to the company.

It was reported that Officers had worked with the CLG to prepare their cash flow forecasts and that the option of not approving a loan would create significant risk to the cash flow of the CLG at a time when it was seeking further external funding from European Regional Development Funds and Yorkshire Forward.

Members questioned the level of the interest rate proposed on the loan and details of the call in period.

Advice of the Advisory Panel

That the Executive Leader be advised to recommend that the Executive approve a loan of £50,000 from the Council to the Science City York Company Limited by guarantee to assist with its cash flow. ¹

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To support the development of Science City York and the contribution it makes to the City and the Council's strategic objectives. The loan will enable the establishment of Science City York as a company limited by guarantee to proceed on a firm financial basis and fulfil contractual requirements to Yorkshire Forward.

Action Required

1. Reference report from the City Strategy EMAP to the Executive recommending the approval of the loan.

GR

35. CHIEF EXECUTIVE'S MONITOR 1 FINANCE AND PERFORMANCE REPORT 2008/09

Members considered the performance and financial information for the Chief Executive's Directorate for the 2008/09 Monitor 1. The performance element covered key and Council Plan indicators and projects, and the financial aspect dealt with performance against budget for the Chief Executive's Directorate.

The latest budget for the Directorate totalled £4,873k and current projections showed that the Directorate would overspend by £105k, which equated to 0.95% of the gross expenditure budget. Included in the overspend was a projected cost of £20k in allowing Members access to the superannuation scheme and it was recommended that a request was made to the Executive to fund this pressure.

Members questioned the following points:

- Details of the new occupational health contact and proposed management training;
- Paragraph 38: Scrutiny structures project review – when would further consultation take place with Groups? (Officers to reply by email); ¹
- Paragraph 40: Ongoing work to respond to the Act – when would Members be consulted? (Officers to reply by email); ²
- Single Improvement Plan – further details requested in particular how and when Members would be updated on the Plan (Officers to reply by email); ³

- In which Directorates was good progress being made, paragraph 46 refers (Officers to reply by email);^{4.}
- BVPI 12: Number of staff days lost to sickness (and stress) across the Council – 08/09 target;

Following further discussion

Advice of the Advisory Panel

That the Executive Leader be advised to

- (i) Note the financial and performance position of the portfolio;
- (ii) Recommend to the Executive to release a contingency sum of £20k to fund the additional cost of Members superannuation costs.^{5.}

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: In accordance with budgetary and performance monitoring procedures.

Action Required

- | | |
|---|----|
| 1. Information to be emailed to Members; | GR |
| 2. Information to be emailed to Members; | GR |
| 3. Information to be emailed to Members; | GR |
| 4. Information to be emailed to Members; | GR |
| 5. To refer to the Executive for approval as part of the Corporate Finance and Performance Monitoring Report. | GR |

36. 2008/09 FIRST MONITORING REPORT FOR ECONOMIC DEVELOPMENT SERVICE - FINANCE & PERFORMANCE

Members considered the latest projections for revenue and capital expenditure by Economic Development, as well as performance against target for;

- National Performance Indicators
- Customer First Targets (letter and telephone answering)
- Staff Management targets (sickness absence and appraisals completed).

The Panel were reminded that the Best Value Performance Indicators (BVPIs) had now been superseded by a new indicator, the National Performance Indicators (NPIs) of which Economic Development now had 14, the majority of which were annual.

The current approved budget was £2,345k, including £15k which had been carried forward from 2007/08 and a further £20k to reduce the market

income expectation. Current projections showed that the Economic Development outturn would be £2,368k, an overspend of £+23k.

Members referred to the reference, in paragraph 24 of the report, that only 15 businesses had committed to moving into the York Eco Business Centre from early September (25% of the buildings capacity). Officers confirmed that marketing was being undertaken and that the business plan for the Centre showed occupancy rates for Years 1/2 which they were confident could be met.

Advice of the Advisory Panel

That the Executive Leader be advised to approve the financial and performance position of the Economic Development portfolio.

Decision of the Executive Leader

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: In accordance with budgetary and performance monitoring procedures.

37. MANOR SCHOOL - HIGHWAY IMPROVEMENTS (INCLUDING BECKFIELD LANE CYCLE SCHEME)

Consideration was given to a report, which summarised the outcome of consultation on a package of highway improvements aimed at providing safe and sustainable transport links to the new Manor School located on Millfield Lane.

The package included elements that the school was required to provide as planning conditions, plus other complementary proposals, which would be funded via the Council's Local Transport Plan. Issues arising through the consultation were detailed, and possible amendments to the proposals were considered. Options for providing cycle facilities along Beckfield Lane were also discussed. Approval of a scheme for implementation was sought, along with authorisation to advertise some related traffic regulation orders.

Officers updated that additional representations, both in support and in objection, to the amendments proposed to the scheme had been received from the following, copies of which were circulated at the meeting:

- Letter from Cllr Simpson-Laing detailing the strong concerns of local residents on the proposed revisions to the scheme, particularly in relation to the 'off road cycle lane' on Beckfield Lane;
- Email from Mr A Hall of Beckfield Lane, advising Officers of residents continued concerns over the proposals for a cycle path on Beckfield Lane;
- Five emails, mainly from Governors of Manor School, supporting the safer route for cyclists and highway improvements proposed by Officers for the new school;

- Written report representing the personal views of Mr Pagliaro as a cyclist, of his grand daughter who attended Manor school, his daughter who had been involved in an accident at the junction of Beckfield Lane/A59 and from York Access Group;
- Letter from Mr J Doherty, a member of the York Access Group fully supporting the proposals.

A number of Members referred to the continued concerns raised by residents in relation to the cycle lane proposals for Beckfield Lane. They questioned whether this aspect of the scheme could be deferred to allow further consultation and an examination of how the cycle way could be better integrated into the cycle network.

Members also stated that parents driving children to school would tend to leave them in Low Poppleton Lane requiring vehicles to complete a turning manoeuvre in the vicinity of the rising bollard raising safety concerns. Some Members felt that a complete review was required of priorities on Beckfield Lane with cyclists requiring greater priority.

Following further discussion Cllr Potter moved and Cllr Scott seconded the following amended recommendation:

- (i) Approve the following as the preferred package of measures for implementation, subject to resolution of any Traffic Regulation Order issues and possible minor amendments required by further detailed design and the road safety audit process:
 - the alternative School Safety Zone layout on Millfield Lane shown in Annex H of the report;
 - the arrangements around the Millfield Lane /Low Poppleton Lane junction shown in Annex D of the report;
 - the scheme layout shown in Annex E, including the revision shown in Annex I of the report;
 - the revised layout of the Boroughbridge Road/ Low Poppleton Lane / Beckfield Lane junction shown in Annex M of the report;
 - the proposals for Beckfield Lane shown in Annex M of the report;
 - the relocation of the bus stop on Boroughbridge Road as shown in Annex L of the report.
- (ii) Authorise the advertisement of any Road Traffic Regulation Orders associated with the preferred highway improvement scheme and, subject to no objections being received, the Orders be made. Any unresolved objections to be referred to the Director of City Strategy to consider in consultation with the Executive Member for City Strategy.
- (iii) To approve, in principle, a long term aim of introducing off-road cycle paths along either side of Beckfield Lane where

practical, and agree to the development of detailed proposals for providing a path on the east side of the street extending as far south as Ostman Road as the priority for 2008/09.

- (iv) Officers to further examine the feasibility of introducing a 20mph speed limit on Beckfield Lane and undertake further consultation with residents in respect of the proposals for on/off road cycle paths on Beckfield Lane.

On being put to the vote the amended recommendation was lost.

Members agreed that improved signage to prevent vehicles accessing Low Poppleton Lane would be necessary together with any drainage mitigation measures required to prevent additional water run off arising from the highway works to adjacent properties on Low Poppleton Lane.

Members again thanked Officers for all their hard work on this complex scheme.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to

- (i) Approve the following as the preferred package of measures for implementation, subject to resolution of any Traffic Regulation Order issues and possible minor amendments required by further detailed design and the road safety audit process:
- the alternative School Safety Zone layout on Millfield Lane shown in Annex H of the report;
 - the arrangements around the Millfield Lane /Low Poppleton Lane junction shown in Annex D of the report;
 - the scheme layout shown in Annex E, including the revision shown in Annex I of the report;
 - the revised layout of the Boroughbridge Road/ Low Poppleton Lane / Beckfield Lane junction shown in Annex M of the report;
 - the proposals for Beckfield Lane shown in Annex G of the report;
 - the relocation of the bus stop on Boroughbridge Road as shown in Annex L of the report. ¹.
- (ii) Authorise the advertisement of any Road Traffic Regulation Orders associated with the preferred highway improvement scheme and, subject to no objections being received, the Orders be made. Any unresolved objections to be referred to the Director of City Strategy to consider in consultation with the Executive Member for City Strategy. ².
- (iii) To approve, in principle, a long term aim of introducing off-road cycle paths along either side of Beckfield Lane where

practical, and agree to the development of detailed proposals for providing a path on the east side of the street extending as far south as Ostman Road as the priority for 2008/09.³

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

- REASON:
- (i) To provide safe and sustainable transport links to the new Manor School, deliver the required highway improvements as conditioned within the planning approval, and to respond to issues and concerns raised through consultation on the detailed scheme plans.
 - (ii) To enable any necessary restrictions on parking, use of any section of carriageway or footway, and changes to speed limits to be introduced.
 - (iii) To provide officers with direction on how to progress the Beckfield Lane Cycle Route scheme, and make best use of the funding currently available to take this forward.

Action Required

- 1. Implement the highway improvements listed in the report subject to resolution of any Traffic Regulation Order issues; SL
- 2. Advertise any necessary Road Traffic Regulation Orders and subject to no objections being received the Orders be made; SL
- 3. To note that agreement in principal has been given to the long term aim of introducing off-road cycle paths along either side of Beckfield Lane. SL

38. COACH STRATEGY REVIEW

Members considered a report, which provided a description and analysis of key findings arising from the York Coach Strategy Update (2008). This study had been commissioned to update the information gathered in a previous 2003 report, in order to provide current information with regard to implementing the city's coach strategy.

The report had highlighted a number of issues two of which were that drivers had a preference for a central coach park together with improved coach facilities. Other findings discussed were the retention of St George's Field as a coach park in the short to medium term and the need for a detailed examination as to the feasibility of coaches using the bus lanes in York.

Members expressed some concerns regarding:

- Desirability of coach parking in the centre of York and the possibility of moving this to the Park and Ride sites;
- Use of bus lanes by coaches and the potential impact on traffic;

- The issue of indiscriminate parking of coaches on Knavesmire Road;
- That there was still a need for facilities for coach drivers;
- Affect on existing Park and Ride users if coach parking moved to Park and Ride sites;
- Need for clear 'signing' of a safe walking route from St Georges Field car park to the city centre.

Consideration was then given to the following options:

- A. To retain St George's Field in the short to medium term as a coach-parking site so that use can be monitored in order to establish whether the site is a suitable long-term option.
- B. Use St George's Field as a temporary coach park with a view to relocating coach parking in the medium term, primarily to Park and Ride sites as these are the recommended option in the study.
- C. Progress work on examining the feasibility of allowing coaches to use bus lanes.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to

- (i) Approve Option A to allow coach parking to remain at St George's Field in the short term but note that there are advantages in coaches parking away from the City centre, as far as possible, in the future; ¹.
- (ii) Approve Option C for Officers to investigate the feasibility of the use of bus lanes by coaches but stress that any proposed changes must guarantee no worsening of stage carriage and park and ride bus performance; ².
- (iii) That the possibility of introducing restrictions on coaches parking free of charge on roads such as Knavesmire Road be investigated; ³.
- (iv) That the City has no objections in principle to coaches using Park and Ride sites with their passengers using these bus service links to access the City centre. Instructs officers to survey local businesses like the Designer Outlet Centre for their views on this option while also bearing in mind this possible demand when designing the 3 new park and ride sites scheduled to be constructed in the City. ⁴.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: (i) To allow York to offer quality facilities suited best to the visitor demographic that will enable the city to strongly compete with other destinations for coach trade.

- (ii) (iii) (iv) To enable Officers to carry out feasibility assessment of allowing coaches to use the bus lanes, restrictions on coach parking and survey local business on their views on coach parking.

Action Required

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|---|----|
| 1. Note that coach parking can remain on St George's Field in the short term; | SL |
| 2. To investigate the feasibility of coaches using bus lanes; | SL |
| 3. Investigate the possibility of introducing restrictions on coaches parking on roads such as Knavesmire Road; | SL |
| 4. Survey to be undertaken of local businesses for their views on coaches using Park and Ride sites. | SL |

39. YORK CYCLING CITY

Consideration was given to a report, which advised Members of progress in developing the York City Cycle project, since the announcement of the successful bid in June 2008. The report highlighted the key points of the bid, the proposed governance structure for delivering the project and set out the next actions to be implemented in moving the project forward. Also included was an update on progress towards the cycling target and actions to help meet it that had been put in place during the last two years.

Officers updated that a questionnaire aimed at non-cyclists to obtain their views on the reasons why they no longer cycled or had never cycled would be available on the Councils website from tomorrow. Members were informed of the successful all day visit made by representatives of Cycling England on Thursday 21 August for discussions and site visits with officers, stakeholders and Members.

Members commented on the following points:

- Concern at the very ambitious targets proposed and the need to improve existing cycling facilities in conjunction with involving new cyclists;
- Emphasis required on younger cyclists and schools;
- Need to work with the Police and Bike Rescue in an effort to assist those who had insufficient money to purchase a bike;
- When addressing gaps in provision with investment there was a need to do this in conjunction with cycle uptake;
- Gaps in provision on the inner ring road around the Foss Basin area;
- Had an advert been placed for the critical role of a Project Manager for the project delivery? Officers confirmed that a temporary appointment was to be made pending the results of pay and grading;
- Confirmation that the proposed bridge was now a part of the York Central development and that its exclusion from this project would not affect funding;
- Membership of the Strategy Management Group and dates of appointment.

Members welcomed the report and the ambitious projects proposed for York as a cycling city.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to

- (i) Note this report and the progress made to date on the cycling city project and the cycling target and;
- (ii) Endorse the next steps to the further development of the cycling city project as set out in paragraphs 18 to 22 of the report.¹

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To enable progress to continue and ensure delivery of all the elements of the project.

Action Required

1. Endorse the actions proposed in paragraphs 18 to 22 of the report for further development of the project.

SL

40. WINTER MAINTENANCE SERVICE 2008/09

Consideration was given to this report which advised Members of the outcome of a review of last seasons Winter Maintenance Service and sought approval of Officers actions in renewing the winter maintenance forecast provision contract.

It was reported that the previous year had had an average winter with no requirement to open the emergency control room. There had been very little snowfall which had resulted in only 67 treatments being carried out on the road network (70 being the average) and 9 treatments of the footway network.

Officers also reported that the contract for the provision of winter maintenance forecast information had been re-tendered for a further 5 years and that the service provider would be known by the end of August.

With reference to paragraph 5, one of the Local Members for the Fishergate Ward, requested the addition of the Millennium Bridge as part of the footway network for treatment in the future.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to note the report and approve the action to seek renewal of the winter maintenance forecast contract as set out in paragraph 9 of the report.¹

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To ensure that the current winter maintenance policy is robust whilst ensuring the budget is expended in the most cost effective way based on the Council's assessed priorities.

Action Required

1. Agreement to re-tendering of the winter maintenance forecast contract.

SL

41. RESULTS FROM THE STREET LIGHTING TRIALS

Members considered a report, which examined the results of street lighting trials, which had taken place earlier in the year. Trials had taken place in Museum Street and Rawcliffe Bar Park and Ride site. The results had shown that overall the vast majority of people taking part in the trials did not notice any perceived difference in the various levels of lighting and that there had been no increase in crime as a result. The report examined how this matter could be progressed, in line with the recommendations of the Executive.

Members were reminded that the trials had only been carried out on a small scale and that these results could not simply be extended to the larger scale situation. The positive outcome however suggested that there was scope to consider some further use of variable lighting levels in line with the Executive recommendations in the sustainable street lighting strategy of 23 October 2007.

Members expressed their support for the implementation of optimised lighting schemes in suitable areas. They requested Officers to draw up plans for different types of schemes and report back to EMAP in January 2009, prior to the budgets being set.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to request further reports by January 2009 in support of specific variable lighting schemes that meet the criteria set out by the Executive.¹

(Officers informed Members that these further reports would be presented to the Neighbourhood Services Advisory Panel meeting in January 2009.)

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To deliver the appropriate levels of lighting to support communities using the least amount of energy.

Action Required

1. Reports on specific variable street lighting schemes to be present to the Neighbourhood Services EMAP meeting in January 2009.

SL

42. 2008/09 CITY STRATEGY FINANCE AND PERFORMANCE MONITOR ONE

Consideration was given to a report, which presented two sets of data from the City Strategy directorate:

- a. the latest projections for revenue expenditure and capital expenditure for City Strategy portfolio,
- b. Monitor 1 (2008/09) performance against target for a number of key indicators that were made up of:
 - National Performance Indicators and local indicators owned by City Strategy
 - Customer First targets (letter answering)
 - Staff Management Targets (sickness absence)

Members expressed concerns regarding the following points:

- Paragraph 51 – contribution as part of the joint waste project with North Yorkshire and the dividend from Yorwaste;
- Paragraphs 44 and 45 – problems with recruitment and the need to employ agency staff;
- Performance Indicators (PI's) that there was a need to monitor those that were underperforming.

Members then had the option to support the request for a supplementary estimate from contingency or whether to require the Director of City Strategy to deliver alternative savings.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to

- (i) Note the financial and performance position of the portfolio;
- (ii) Recommend the Executive release a contingency sum of £180k to support pressure on the Penalty Charge Notices budget;¹
- (iii) Approve the one off virement of £155k between the Waste Procurement budget and Yorwaste dividend income.²

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: In accordance with budgetary and performance monitoring procedures.

Action Required

1. To refer to the Executive for approval as part of the Corporate Finance and Performance Monitoring Report; SL
2. To adjust the budget on the ledger. SL

43. 2008/09 CITY STRATEGY CAPITAL PROGRAMME MONITOR 1 REPORT

Consideration was given to a report which set out progress to date on schemes in the City Strategy Capital Programme for 2008/09. It detailed budget spend to the end of July 2008 and also gave an update on any scheme works that had occurred since the end of July to give a more accurate picture of progress and any adjustments that needed to be made.

It was reported that the current approved budget for the City Strategy Capital Programme for 2008/09 was £8,439k and the current approved programme had a value of £9,405k, which included £966k of overprogramming. Most of the schemes in the capital programme were on schedule to achieve their programme of works and spend by the end of the financial year.

Members were presented with a number of amendments to the capital programme for approval, which were required to ensure that the schemes were deliverable within funding constraints whilst enabling the objectives of the approved Local Transport Plan to be met.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to

- (i) Approve the adjustments to budgets as set out in Annexes 1 and 2 of the report; ¹.
- (ii) Note the pressures on the Capital Programme budget in future years identified in paragraphs 10 to 14 of the report.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To manage the Capital Programme effectively.

Action Required

1. To update the programme spreadsheets. SL

44. A COMPARISON OF BUS FARES IN YORK WITH OTHER LOCAL AUTHORITIES

Consideration was given to a report, which advised Members of the comparative costs of bus travel in response to a request made for this information at the meeting of the Panel in July 2007.

The report examined the following areas:

- How local bus service fares in York compared to those in other, broadly similar conurbations.
- How Park & Ride fares in York compared to those in other local authorities.
- How fares differed between the bus companies operating in (and into) York.

Members were reminded that they had little control over fares levels on commercial bus services although fares in York were not excessive when compared to other areas of the country.

Members thanked Officers for the report and requested that a Forward Plan for City Strategy was in future circulated with the agenda. ¹.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to continue to support Officers in their work with bus operators to further improve the quality and retain the existing fares on bus services in York.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: To continue to monitor local bus service and Park and Ride fares against other comparable Local Authorities.

Action Required

1. Circulation of City Strategy Forward Plan with future agenda papers.

SL

45. QUALITY BUS PARTNERSHIP PROGRESS REPORT

Consideration was given to a report, which set out details of the decisions made by the Quality Bus Partnership (QBP) since its relaunch in August 2007. It was reported that the Partnership had undergone a transformation with the creation of 'working groups' operating alongside the main QBP. The groups had been tasked with examining specific issues designed to improve the quality of bus services in York.

Advice of the Advisory Panel

That the Executive Member for City Strategy be advised to note the contents of the report.

Decision of the Executive Member for City Strategy

RESOLVED: That the advice of the Advisory Panel be accepted and endorsed.

REASON: In order to be informed on the progress of the Quality Bus Partnership in the past year.

Cllr Gillies, Chair

Cllr Waller, Executive Leader

Cllr S F Galloway, Executive Member for City Strategy

[The meeting started at 5.00 pm and finished at 7.45 pm].

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**Meeting of Executive Members for
City Strategy and Advisory Panel****20 October 2008**

Report of the Director of City Strategy

Blossom Street Multi Modal Study - Feasibility**Summary**

1. This report presents the results of the first stage of the Blossom Street Multi Modal Study. This study was commissioned to investigate options for improving the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction and enhancing the streetscape of Blossom Street between this junction and its junction with Holgate Road, with the aim of improving accessibility and safety for all road users, particularly pedestrians and cyclists. The study also had to consider the requirements of the city's Air Quality Management Plan
2. This report also presents the key requirements that any scheme option(s) will need to satisfy.
3. The report recommends that Members receive a report at a future EMAP describing potential options and how they satisfy, as far as is practicable, the key requirements.

Background

4. Blossom Street is one of the major gateways into the main part of the city centre. It carries large volumes of traffic and cycles as well as being a prominent walking route to the city centre.
5. The current layout of Blossom Street and the junctions at either end is shown at Annex A.
6. There are six schools in the vicinity of the study area; these being All Saints RC Secondary School (Upper and Lower); Scarcroft Primary School; Millthorpe Secondary School and The Mount and Tregelles independent Schools. Blossom Street has been identified as a potential danger area for pupils going to and from school in several Safe Routes to Schools reports, specifically All Saints RC School, Millthorpe School and Scarcroft School. In addition to these reports, accident statistics show that over the five year period May 2003 to April 2008 there were several 'accident clusters' with 22 pedestrians and 9 cyclists involved in

accidents. Many of the pedestrian accidents occurred away from controlled pedestrian crossing points.

7. In recent years bus operators have experienced problems with turning left from Blossom Street into Queen Street, particularly using articulated vehicles, and in many cases have to use the Blossom Street inbound central approach lane in get into position to perform this turn. This is especially dangerous as cyclists travelling on the nearside lane (i.e. up the inside of the bus) frequently get cut-up as the vehicle rounds the corner. The Tadcaster Road / Mount Vale / The Mount / Blossom Street corridor also acts as a major route into York City Centre for many heavy goods vehicles travelling from the south, and a similar situation occurs when heavy goods vehicles perform the same left turn manoeuvre.
8. Blossom Street is also one of the principal routes for race-goers travelling to and from the city centre. Consequently, there are high flows of pedestrians, buses and taxis on race days.
9. A real time air quality monitoring station is located at The Mount/ Blossom Street junction as the area is with the York Air Quality Management Area (AQMA).
10. In May 2008 Halcrow was commissioned to undertake a study to ascertain the options for altering the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction and enhancing the streetscape of Blossom Street between this junction and its junction with Holgate Road to improve the accessibility and safety for all road users, particularly pedestrians and cyclists. The study consists of several stages. The first stage is to establish the issues and devise the key requirements that any proposed option(s) would need to satisfy.

The study and its findings

Assessment of the current situation

Accidents

11. During the five-year period, between May 2003 and April 2008, forty-eight accidents were recorded. Three of these were serious and the remainder were slight. Further analysis shows that there were 22 pedestrians and nine cyclists involved in these.
12. A cluster of 15 slight accidents occurred at the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction. Four of these involved cyclists and six involved pedestrians. Two of the cyclist accidents were caused by cyclists turning right from Queen Street to Blossom Street colliding with vehicles travelling straight ahead from Queen Street to Nunnery Lane. Two of the pedestrian accidents involved vehicles mounting the pavement at the corner of the Nunnery Lane approach to the junction and colliding with a pedestrian.
13. Another cluster of 11 accidents is located at the Holgate Road/Blossom Street/The Mount junction. Two of these were 'serious'; one involving a pedestrian crossing on a 'red-man' and the other involving a cyclist.

14. On Blossom Street itself, 8 out of the 12 slight accidents recorded involved pedestrians colliding with vehicles, indicating that pedestrians are attempting to cross a busy road away from controlled pedestrian crossing points.

Vehicle flows, turning movements and queues

15. Traffic surveys backed-up by on-site observations show that the study area is heavily congested with the local network operating at or above theoretical capacity at peak periods. For the purposes of this study it was, therefore, assumed that no increase in peak traffic levels (above 2005 levels) would be possible.
16. The surveys show that inbound flows on Blossom Street are 1101 passenger car units (PCUs) in the AM peak and 941 PCUs in the PM peak. The corresponding flows on Blossom Street outbound are 620 PCUs and 951 PCUs.
17. In both the AM and PM peak over 40% of the inbound traffic on Blossom Street turns left into Queen Street, with just over 30% turning right into Nunnery Lane and the remainder going straight ahead into Micklegate. Over 75% of the traffic leaving Queen Street turns right into Blossom Street in both peaks.
18. Outbound traffic on Blossom Street splits fairly evenly between The Mount and Holgate Road in both peaks.
19. In the AM peak queuing on Blossom Street inbound extends to and beyond the Blossom Street/Holgate Road Junction. In addition, queues form on the other approaches to the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction, but these clear during the allocated traffic signal green times. A similar situation occurs in the PM peak, but queues only extend on Blossom Street as far as the pedestrian crossing outside the former Odeon cinema and queues on Nunnery Lane extend back to its junction with St Benedict Road.

Cycle flows and turning movements

20. Although cycle flows are less than vehicle flows, they are still significant. The surveys show that there are 253 cyclists on Blossom Street inbound and 96 outbound in the AM peak and in the PM peak this is reversed (albeit slightly fewer). Flows on Queen Street are 74 (AM peak) and 108 (PM peak) with flows on Nunnery Lane being much lower. Outbound flow on Micklegate is highly tidal with 29 and 101 in the AM and PM peaks respectively.
21. Although the number of cyclists heading out of Micklegate in the PM peak is much higher than the AM peak, the maximum throughput of cyclists may be hindered due to queuing traffic below Micklegate Bar blocking the route for cyclists. In such circumstances the cyclists either have to wait on the inside of the bar until the traffic clears, or dismount to walk the cycle along the pavement under the adjacent eastern arch and rejoin the carriageway outside the Bar (in some cases cyclist perform this without dismounting).

22. In both the AM and PM peak approximately 90% of the inbound cyclists on Blossom Street either turn left into Queen Street or continue straight ahead into Micklegate (slightly more go straight ahead than turn left). A similar percentage turn right out of Queen Street into Blossom Street in both peaks. Outbound cycle traffic from Micklegate predominantly continues straight ahead into Blossom Street. In both the AM and PM peaks twice as many outbound cyclists on Blossom Street approaching the Blossom Street/Holgate Road junction continue straight ahead toward the Mount as those that turn right into Holgate Road.
23. Some facilities exist to ease cycle movements on Blossom Street and the junctions at either end. These consist of:
 - Sub-standard cycle lanes at the Queen Street and Nunnery Lane approaches to the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction, and
 - Advanced cycle stop lines on all approaches to the Street / Queen Street / Micklegate / Nunnery Lane junction, and the Blossom Street Holgate Road / The Mount junction, with the exception of the straight ahead lane outbound to the Mount at the latter.

Pedestrians

24. Pedestrian surveys undertaken in June 2008 showed that the Queen Street controlled crossing is the most heavily used crossing facility in the peak periods with approximately 520 pedestrians crossing. These crossing movements were highly tidal, as four times as many people crossed inbound to those outbound in the AM peak, with the reverse in the PM peak. The surveys also revealed that a large number of pedestrians crossed on the crossing's 'red-man' phase. The Queen Street crossing has a refuge, which contains a signal head, and this is used by pedestrians to cross in two stages if deemed necessary. Observations of some bus (and, to a lesser degree, heavy goods vehicle) turning movements revealed that their front overhang frequently over-ran this refuge (see also paragraph 31), potentially putting waiting pedestrians at risk of injury.
25. The other controlled crossing points, with the exception of The Mount crossing point, had pedestrian flows in the order of 150 to 250 in the peaks. In addition to observed pedestrian movements at the controlled crossing points approximately 60 pedestrian crossings were observed at the Blossom Street approach to the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction, utilising the central refuge (where a traffic signal head is located) to cross in two stages if deemed necessary. In the AM peak many of these pedestrians were observed to be schoolchildren that had disembarked a school bus at a bus stop on Queen Street.
26. In the school peak hour (15:00 hrs to 16:00 hrs) the pedestrian flows on Queens Street and Nunnery Lane are more even at approximately 350 on each. However, the predominant direction of travel on each is different, with slightly more outbound than inbound on Queen Street, whereas more people cross outbound than inbound on Nunnery Lane. In

addition, slightly more pedestrians were observed crossing at the top of Blossom Street.

27. Crossings at The Mount controlled crossing were much lower than other crossings at fewer than 50. In addition a small number of pedestrians were observed crossing at The Crescent adjacent to a Sainsbury's Local store, indicating that the existing controlled crossings are not capturing all pedestrian desire lines in this location.

Bus services, stops and turning movements

28. Analysis of bus service timetables shows Blossom Street carries 33 inbound and 31 outbound bus services in the peak hours, with many of these continuing to operate throughout the day. Two inbound bus stops are located adjacent to each other on a common lay-by between the Crescent and the former Odeon cinema, whereas the two outbound bus stops are approximately 40 metres apart, with the northernmost of the two outside the Bar Convent. Both outbound bus stops are within a stretch of cobbles running along the eastern edge of Blossom Street. The stop outside the Bar Convent is in a lay-by, whereas the other is on a bus boarder build-out.
29. Analysis of bus timings showed that there are occasions where two buses can arrive at the same time at each of the stops, with (theoretically,) two buses turning up simultaneously at each of the outbound stops once each hour. If this was to happen in actuality, the layout of the stops would require some buses to wait while passenger's board or alight the buses that arrive first. At the northernmost outbound stop this may cause other traffic to wait in the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction until the first bus had cleared the stop.
30. One of the services running along Blossom Street is the **ftt** (Service 4). When the **ftt** is waiting at its inbound stop, other buses have to queue in Blossom Street. At the outbound stop passengers alighting from the rear door have to step off onto the loading bays below pavement level.
31. For the AM and PM peak there are approximately 50 inbound public service vehicles (buses and coaches) along Blossom Street, 90% of which turn left into Queen Street, to the railway station and city centre. Conversely, a similar number of buses emerge from Queen Street and turn right into Blossom Street. At the Holgate Road/ Blossom Street junction the overall number of buses is slightly less at approximately 36 and 1.5 to 2.5 times as many continue straight ahead to The Mount as turn right into Holgate Road.
32. On site observations revealed that **ftt** vehicles approach the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction either wholly or partly in the middle lane of the Blossom Street approach to turn left into Queen Street. Even when doing this to achieve the left turn, the **ftt**, other articulated buses and some heavy goods vehicles encroach onto the footway and overhang the refuge on Queen Street. This causes concern with regard to the potential for collision with cyclists in the left lane of the Blossom Street approach and pedestrians on either the south

side of Queen Street or the central refuge, particularly in view of the large pedestrian movements here.

Parking and servicing

33. Waiting is restricted on Blossom Street, Queen Street, Micklegate, Nunnery Lane, The Mount and Holgate Road. Parking is limited to one 1 hour maximum stay parking space adjacent to the southernmost outbound bus stop and on street pay and display parking (up to 2 hours maximum) in The Crescent. Loading restrictions also apply Monday to Saturday between 08:00 hrs and 09:15 hrs and between 16:00 hrs to 18:00 hrs. In addition, there are 'no stopping except buses 7am-7pm' signs at the four bus stops on Blossom Street.
34. Businesses on Blossom Street receive deliveries outside of the restricted hours, with vehicles unloading at the side of the road. Site observations also revealed that some visitors to businesses on the east (outbound) side of Blossom Street park in the cobbled areas in contravention of the waiting restrictions.

Streetscape

35. Observations on site showed that a considerable amount of road signage exists inbound on Blossom Street, which can present a confusing array of information to drivers. This, combined with the collection of street furniture in the vicinity of bus stops can impede the free movement of pedestrians.

Consultations

36. To identify the issues that would inform the compilation of the key requirements for any scheme option(s), 2000 questionnaire leaflets (See Annex B) were distributed to residents and businesses within and adjacent to the study area, augmented by direct consultation with key internal and external stakeholders (see Annex C).
37. 145 completed questionnaires were received. Of these, 131 (90%) were from residents and 14 (10%) were from local businesses. A summary of the responses is contained at Annex D. The key issues are, in no particular order, listed below:
 - Concerns regarding safety for cyclists due to lack of dedicated cycle lanes, traffic volumes and vehicle conflict (particularly buses);
 - Dangers for pedestrians crossing roads (low priority at traffic signals) and conflict with cyclists riding on footways;
 - Timing of traffic signals and lack of synchronisation slowing down traffic and causing congestion (although some stated traffic travels too fast);
 - Congestion on Blossom Street limits travelling within the area;
 - Illegal parking of delivery vehicles and coaches;
 - Bus services are expensive, overcrowded, run at inappropriate times and are unreliable;
 - Bus stop facilities are inadequate;
 - Buses blocking lanes and using two lanes when turning;

- Bus lane difficult to cross and traffic signals hold-up other traffic;
- Air and noise pollution; and
- Difficulties turning right in/out of South Parade plus unsafe to complete some manoeuvres at junctions.

Review of previous and other ongoing studies and scheme bids

38. Several studies (see Annex E) were reviewed in order to appreciate the scheme in a wider context to ensure it is complementary to the longer term objectives for the locality and the city overall. A brief outline of their respective influence follows in paragraph 39 to paragraph 45.
39. Both of the safe routes to schools reports recommended introducing cycle lanes and removing one lane of traffic from Blossom Street (northbound), together with an new pedestrian crossing (on Blossom Street) at the Blossom Street/Nunnery Lane junction.
40. The A59 Corridor Report recommended that the Holgate Road route be taken forward as the preferred route for Park & Ride services along the A59. This would create additional bus services running at 10 minute frequency along Blossom Street.
41. The York Central Transport Masterplan Study proposes that the main access to the York Central Site will be via Water End and Holgate Park. Therefore, it is unlikely that Blossom Street will be a main route in and out of the site. Park & Ride services may, initially, run along the A59, but may, ultimately, run through the new development. An access to York Central via Queen Street is also proposed but this may be for public transport only and is largely dependent on the location of a new public transport interchange in the vicinity of York railway station.
42. The Holgate Road Gyratory Study concluded that a scheme to form a gyratory system incorporating The Mount, Holgate Road and Dalton Terrace in order to improve facilities for pedestrians and cyclists, air quality and bus journey reliability should not be taken at the time (2005/06). However, revisiting this at a later time was not ruled out.
43. The council is currently preparing a Major Scheme Bid for Access York Phase 1, which comprises three Park & Ride sites with ancillary bus priority measures. One of these is the A59 Park & Ride, for which, if the bid is successful, the services will run on the A59 (see also paragraph 41). The bid also includes a new Park & Ride at Askham Bar, with bus priority measures on the A1036 (Tadcaster Road / The Mount / Blossom Street). These measures should in the longer-term regulate traffic flows along Blossom Street by gating traffic further out from the city centre.
44. A bid to the Regional Transport Board has also been submitted for Access York Phase 2, consisting of improvements to the Outer Ring Road (ORR) and other measures on roads within the ORR to improve the situation for walking, cycling and public transport. If the bid for inclusion in the Regional Funding Allocation programme is successful, it

will have an impact on (reducing) traffic flows around the Inner Ring Road and connecting radial routes.

45. As the Blossom Street area is entirely within the city's AQMA, any increase in congestion here will be contrary to its air quality objectives.

Key Requirements

46. Through examination of the questionnaire responses and discussion at a workshop Halcrow held with Officers, the identified key requirements for any future scheme option(s) to satisfy included:

Highway

- Road space reallocation, principally on Blossom Street inbound to facilitate cycle lane(s) to current design standards;
- Reduce cycle/vehicle and pedestrian vehicle conflict in and out of Queen Street; and
- Review traffic movements at Micklegate to increase junction capacity, and

Cycling

- Sufficient cycle lane(s), principally on Blossom Street inbound between Holgate Road and Queen Street Blossom Street approach to the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction;
- Reduce cycle/vehicle conflict in and out of Queen Street and along Blossom Street outbound
- Safer routing for cyclists along Blossom Street outbound turning into the A59,
- Easier and safer egress from Micklegate, and
- Alternate routing of cyclists away from busy junctions via off road cyclepaths / less highly trafficked roads

Pedestrian

- Formalise crossing at the north end of Blossom Street;
- Improved crossing facilities on Blossom Street by former Odeon cinema;
- Reduce pedestrian/vehicle conflict in and out of Queen Street, and
- Reduce pedestrian/vehicle conflict at The Crescent

Public transport

- Reduce bus queues at inbound bus stops
- Improve bus turning movements in and out of Queen Street and ease of access to/egress from bus stops along Blossom Street outbound;
- Improve bus boarding/alighting on Blossom Street outbound, and
- Rationalise waiting facilities.

Streetscape/Environment improvements

- Reduce the amount of unnecessary information for drivers.
- Rationalise street furniture surrounding bus stops (bus stop shelters, flags and litter bins) to ensure pedestrians are not impeded along footways whilst walking along Blossom Street.
- Ensure compliance with Air Quality Management Plan.

Initial appraisal

47. Whilst many of the key requirements are complimentary, others are not. For example, reallocating road space, principally on Blossom Street inbound, to facilitate cycle lane(s) will have an adverse effect on the efficiency of the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction, thereby increasing congestion and/or vehicle queue lengths, potentially leading to a degradation in air quality.
48. It will, therefore, be difficult to devise a scheme option(s) that satisfies all of the key requirements. Hence, the relative benefits/disbenefits of any scheme option(s) will need to be considered by Members to decide on a preferred option for further evaluation and detailed design.

Conclusions

49. Accident records show that there are two accident cluster sites interspersed by many other accidents at other points on Blossom Street and its associated junctions. In total 48 accidents have been recorded over the past five years, three of which were serious. Many of these accidents involved either pedestrians or cyclists. Both of these groups are high-up in the city's 'Hierarchy of Road Users.'
50. Current facilities for pedestrians and cyclists are less than ideal. In order to provide cycle lanes on Blossom Street inbound, one of the existing traffic lanes could be removed. This approach was advocated in the Safe Route to Schools Reports for All Saints RC School and Millthorpe Secondary School. However, reducing Blossom Street inbound from 3 lanes to 2 severely reduces the capacity of the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction, which is already congested, and this may have an adverse effect on local air quality. The junction capacity could be restored to its present capacity if access restrictions at Micklegate (i.e. no entry/exit to or from Micklegate) are applied.
51. The following options are, available to the council:
 - Option 1 - accept the principal that the Blossom Street / Queen Street / Micklegate / Nunnery lane junction should be altered and the streetscape of Blossom Street between this junction and its junction with Holgate Road should be enhanced to improve the accessibility and safety for all road users, particularly pedestrians and cyclists. The alterations and enhancements to be considered will have an impact on the operation of the junction and congestion to varying degrees. Subject to this, scheme options should be presented to a future EMAP for their relative benefits/disbenefits to be considered

by Members in order to decide on a preferred option for further evaluation, consultation and detailed design

- Option 2 reject the principal.

Corporate Priorities

52. Implementing alterations to Blossom Street and its associated junctions to improve accessibility and safety for all road users, particularly pedestrians and cyclists, will contribute to the following Corporate Priorities:

- Reduce the environmental impact of council activities and encourage, empower and promote others to do the same. *There is considerable scope for encouraging more people to use more sustainable forms of transport in a safer environment.*
- Increase the use of public and other environmentally friendly modes of transport. *There is considerable scope for encouraging a more walking, cycling and use of buses as the improvements will include new cycle lanes and new/improved pedestrian crossings.*
- Improve the health and lifestyles of the people who live in York, in particular among groups whose levels of health are the poorest. *There is considerable scope for encouraging a more walking, cycling and use of buses as the improvements will include new cycle lanes and other measures to benefit pedestrians and public transport users.*

53. Local Transport Plan 2006-2011 (LTP2): The scheme would contribute to several of the aims of the recently submitted LTP2, namely:

- To reduce the levels of actual and perceived safety problems;
- To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
- To improve the health of those who live or work in, or visit, York, and
- To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources.

Implications

54. This report has the following implications:

- **Financial** - There are no financial implications for the council at this stage. Once the detailed design has been undertaken, further resources may be required to undertake additional consultation and implement the measures.
- **Human Resources (HR)** – There are no HR implications for the council.
- **Equalities** - The potential improvements to reach opportunities and facilities within York using wider range of more sustainable transport that would have otherwise been unattractive.

- **Legal** – There are no legal implications at present.
- **Crime and Disorder** – There are no legal implications at present.
- **Information Technology (IT)** – there are no IT implications at present.
- **Property** – There are no property implications at present.
- **Sustainability** – No comments.
- **Other** – No comments.

Risk Management

55. In compliance with the Council's Risk Management Strategy the main risk that has been identified in this report could lead to the inability to meet the council's objectives (Strategic).
56. Measured in terms of impact and likelihood, the risk score for the recommendation is less than 16 and thus 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.

Recommendations

57. That the Advisory Panel advise the Executive Member to:
 - i. Note this report (including, Annexes).
 - ii. Accept the principal that the Blossom Street / Queen Street / Micklegate / Nunnery lane junction should be altered and the streetscape of Blossom Street between this junction and its junction with Holgate Road should be enhanced to improve the accessibility and safety for all road users, particularly pedestrians and cyclists. The alterations and enhancements to be considered will have an impact on the operation of the junction and congestion to varying degrees.
 - iii. Receive a further report from officers at a future EMAP describing potential options and how they satisfy, as far as is practicable, the key requirements.

Reason: The study confirmed that current facilities for pedestrians and cyclists are less than ideal, evidenced by the number of accidents that have occurred in the past five years. Accepting the principal that the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction should be altered and the streetscape of Blossom Street between this junction and its junction with Holgate Road should be enhanced, particularly and ultimately deciding on an option to address the issues as far as is practicable should improve safety for all road users, pedestrians and cyclists.

Contact Details

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Assistant Director of City Strategy

Report Approved

Date 03/10/08

Specialist Implications Officer(s)

Patrick Looker
Finance Manager, Resource & Business Management, City Strategy

Wards Affected:

Micklegate

All

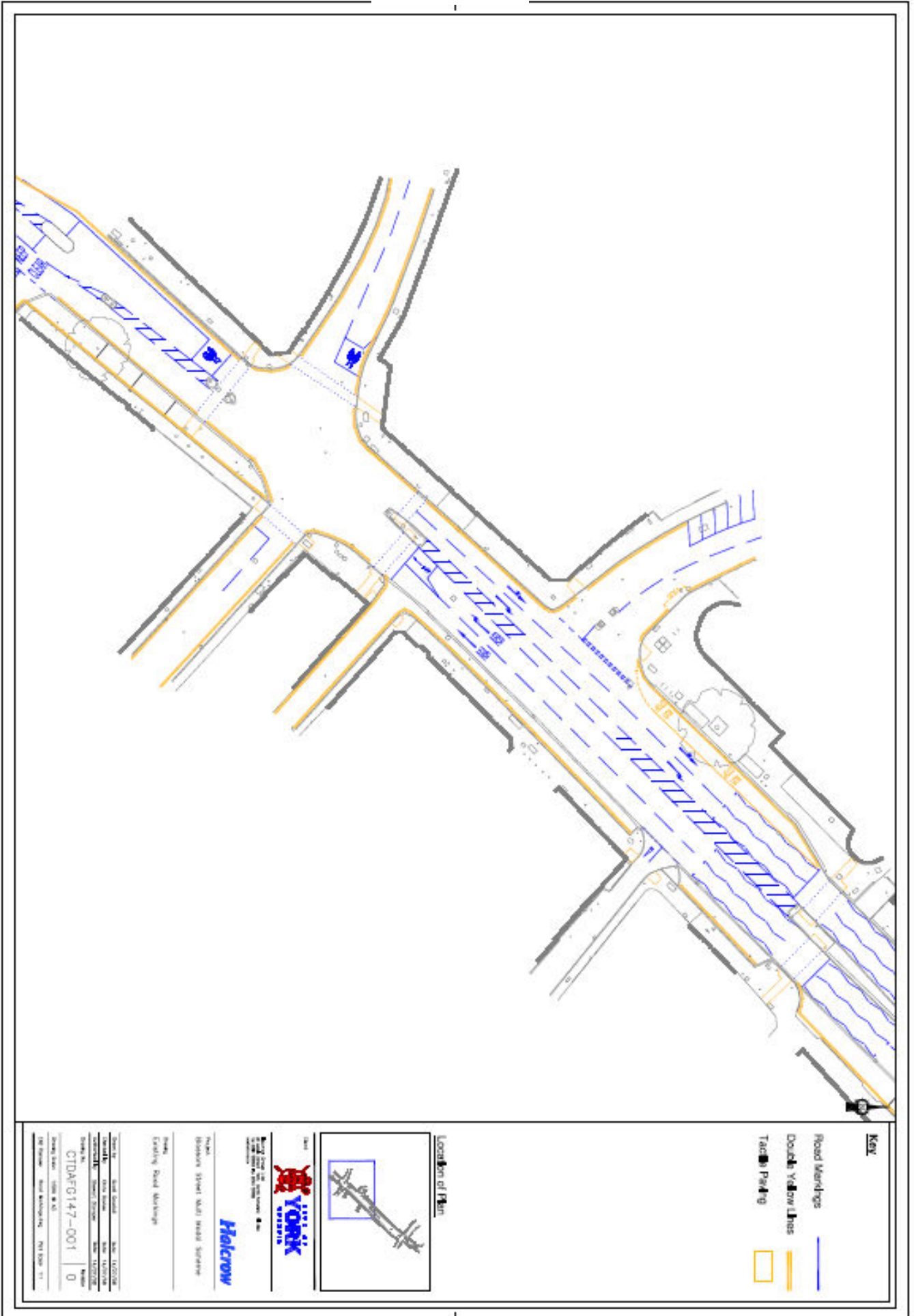
For further information please contact the author of the report

Background Papers

None

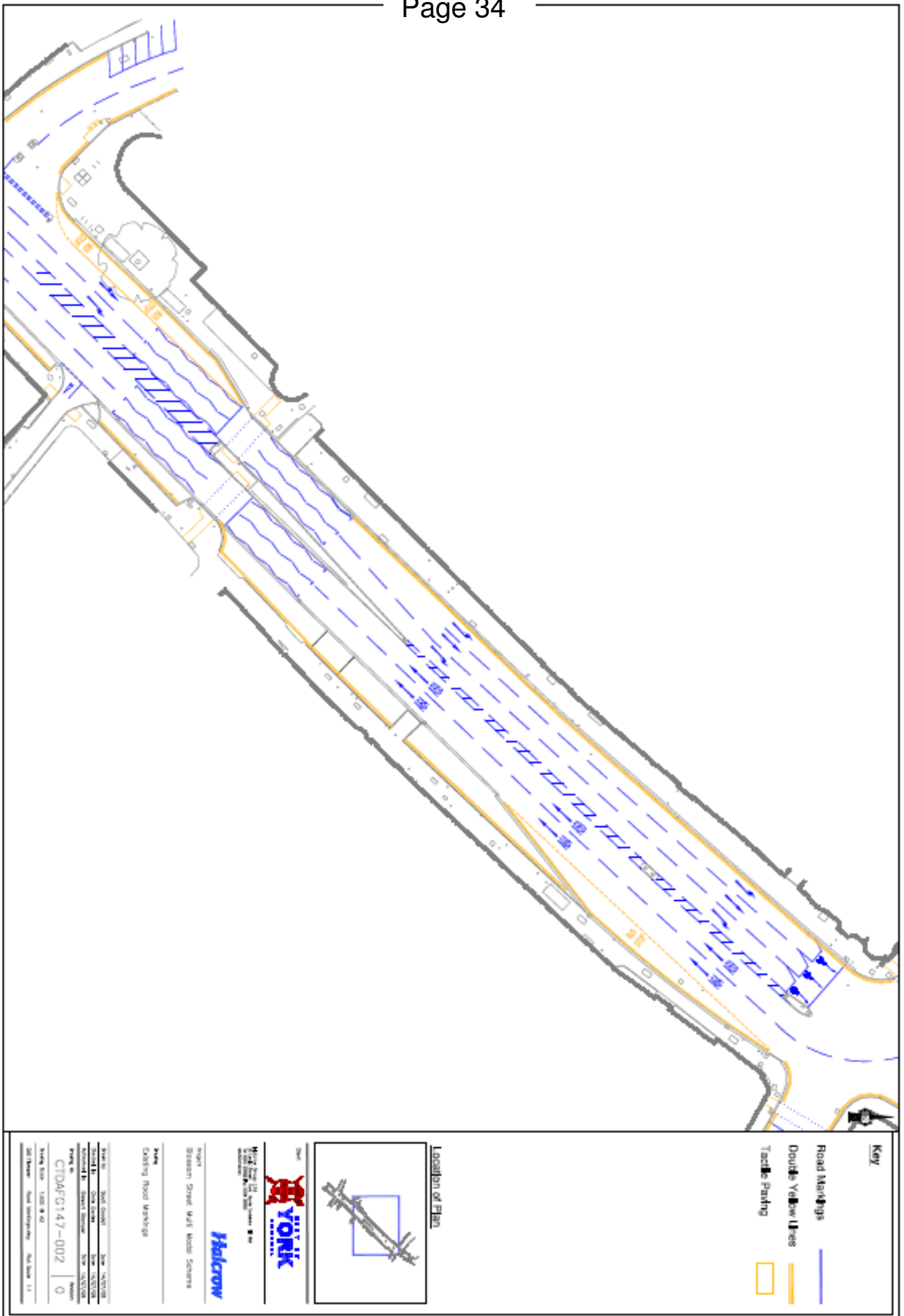
Annexes

- Annex A – Blossom Street Existing Layout Drawings
- Annex B – Questionnaire Leaflet
- Annex C – Internal and External Stakeholders
- Annex D – Summary of Consultation Responses
- Annex E – List of Studies Reviewed



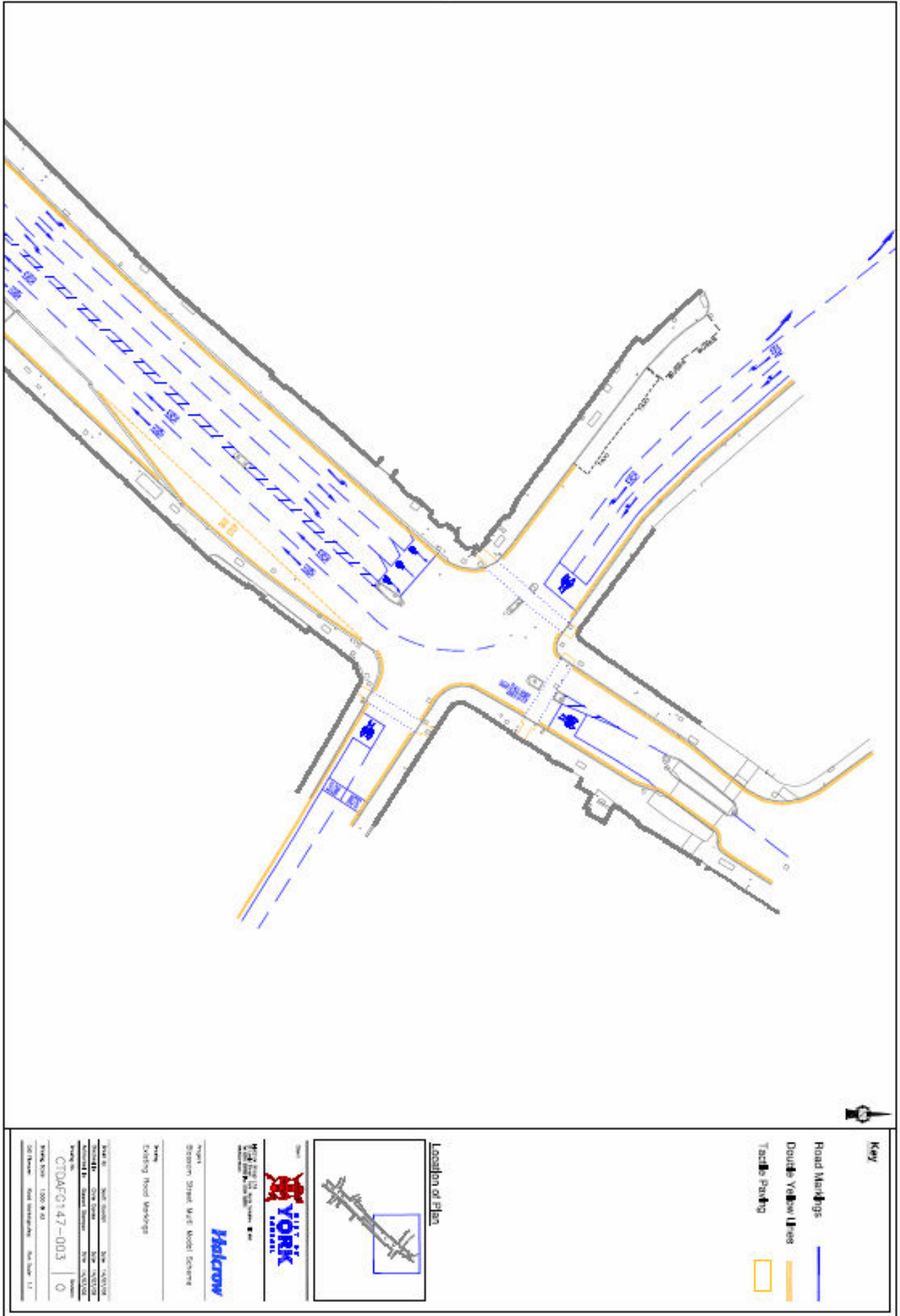
Blossom Street Existing Layout Drawings

Annex A



Blossom Street Existing Layout Drawings

Annex A



Blossom Street Existing Layout Drawings

Annex A

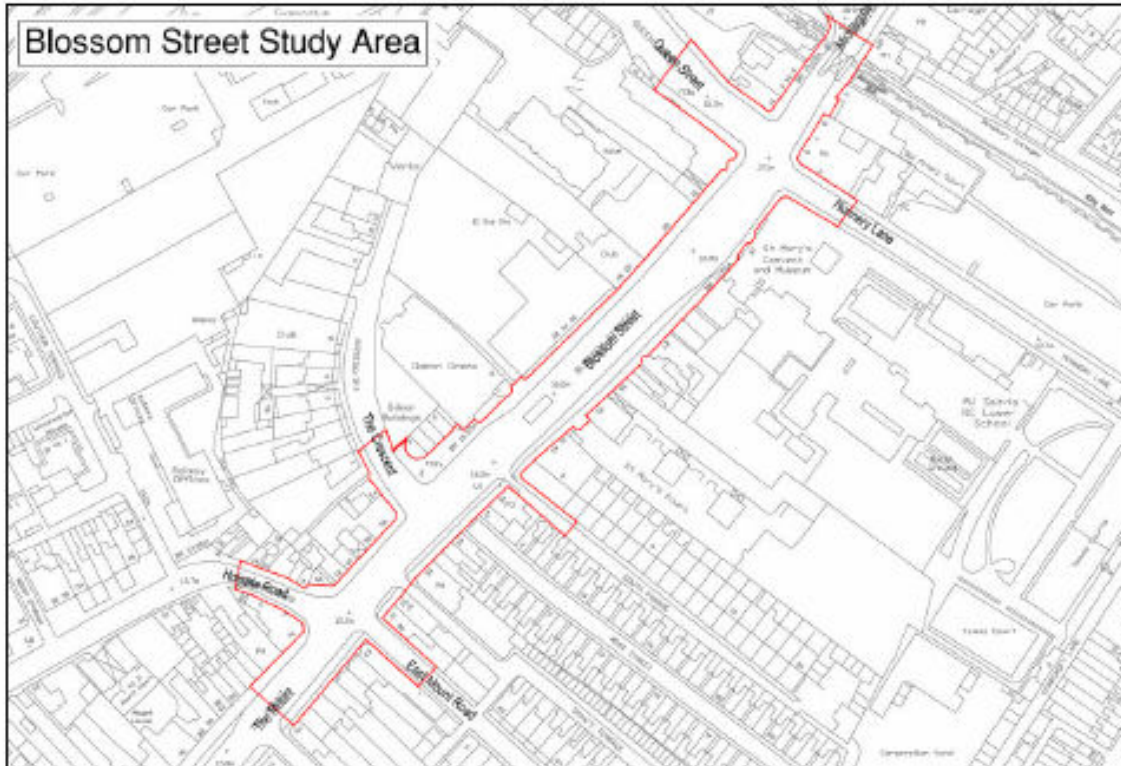
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Please return all questionnaires and any other comments by **1st August 2008**.

Have your say...

Background

City of York Council are carrying out a detailed study examining current transport issues along the A1036 Blossom Street in order to develop a strategy for the future to improve access and safety for all road users. The study area covers Blossom Street between the Queen Street/Nunnery Lane junction to the north and the Holgate Road/East Mount Road junction to the south, as shown on the map below.



The strategy for this section of Blossom Street aims to improve journey times and reliability for public transport, improve accessibility for all forms of transport, and increase the safety of pedestrians and cyclists, whilst minimising the impact on the character of the area and improving the environment for local residents.

We want your views

Please complete the questionnaire and return it to the FREEPOST address by 1st August 2008.



have your say...

Please note that any comments made in the questionnaire will be used solely for analysis purposes. If you require more information on the study or wish to receive a response, please write to:

Transport Planning Unit (Blossom Street Consultation)
City of York Council
9 St Leonard's Place
York YO1 7ET

1a) How often do members of your household / business (including yourself) usually travel along Blossom Street using each of the following forms of transport? An outward and return journey should be counted as one trip. Tick one option per mode

1b) Indicate in the space to the right the number of people in your household / business (including yourself) who usually make these journeys. Write number in box to right

a)								b)		
	More than 7 trips per week	5-7 trips per week	2-4 trips per week	One trip per week	One trip per fortnight	One trip per month	Less often	Never	Number of household / business travelling	
Car	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Car	<input type="text"/>
Bus	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Bus	<input type="text"/>
Cycle	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Cycle	<input type="text"/>
Walk	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Walk	<input type="text"/>

2) If you travel mainly by car, where do you park when at home / at your business? (within or adjacent to the Blossom Street study area)

Please write a street name if your place of residence or business is within or adjacent to the study area

3) Where does your household's / business' most frequent journey along Blossom Street start from?

Please write a postcode, street name or name of business/shop

Where is this journey to?

Please write a postcode, street name or name of business/shop

4) At what time do members of your household / business usually make this journey?

	Before 07:00	07:00 - 09:30	09:30 - 16:00	16:00 - 18:00	After 18:00	
Outward journey (from Blossom Street):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Tick one only
Return journey (to Blossom Street):	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Tick one only

5a) Do you feel there are any limitations in using the following forms of transport to/from Blossom Street?

	Yes	No
Car	<input type="text"/>	<input type="text"/>
Bus	<input type="text"/>	<input type="text"/>
Cycle	<input type="text"/>	<input type="text"/>
Walk	<input type="text"/>	<input type="text"/>

5b) If you have answered yes to question 5a) please provide details below (please continue on a separate sheet if needed):

6a) How would you describe the pedestrian crossing facilities within the study area at the following locations?

	Satisfactory	Unsatisfactory	Don't know
Blossom Street / Queen Street / Micklegate / Nunnery Lane	<input type="text"/>	<input type="text"/>	<input type="text"/>
Across Blossom Street (eg. at Odeon Cinema)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Blossom Street / The Mount / Holgate Road	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please state) _____	<input type="text"/>	<input type="text"/>	<input type="text"/>

6b) If unsatisfactory, where and how could they be improved? Please state (continue on a separate sheet if needed)

7a) How would you describe cycling facilities along Blossom Street?

	Satisfactory	Unsatisfactory	Don't know
Blossom Street / Queen Street / Micklegate / Nunnery Lane	<input type="text"/>	<input type="text"/>	<input type="text"/>
Blossom Street Inbound (b/w Holgate Road and Queen Street)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Blossom Street outbound (b/w Queen Street and Holgate Road)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Blossom Street / The Mount / Holgate Road	<input type="text"/>	<input type="text"/>	<input type="text"/>
Other (please state) _____	<input type="text"/>	<input type="text"/>	<input type="text"/>

7b) If unsatisfactory, where and how could they be improved? Please state (continue on a separate sheet if needed)

8) Would the provision of either of these facilities be likely to encourage you or members of your household / business to carry out more journeys by bicycle?

	Yes	No	
On-road cycle lanes where space permits	<input type="text"/>	<input type="text"/>	Tick one only
Off-road cycle facilities where space permits	<input type="text"/>	<input type="text"/>	Tick one only

9a) How would you describe bus stops and facilities along Blossom Street?

Satisfactory	<input type="text"/>	Unsatisfactory	<input type="text"/>	Don't know	<input type="text"/>
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9b) If unsatisfactory, where and how could they be improved? Please state (continue on a separate sheet if needed)

10) How would you describe the level of vehicle congestion at the following locations?

	Heavy	Medium	Light	None	Don't know
Towards city between Holgate Road and Queen Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Out-of-city between Nunnery Lane and East Mount Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Queen Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Micklegate	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nunnery Lane	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Mount	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Holgate Road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

11a) Do you feel there are any air quality issues on Blossom Street?

Yes No

11b) If you have answered yes to question 11a) please provide details below (please continue on a separate sheet if needed):

12a) How would you describe the general street environment along Blossom Street?

Satisfactory Unsatisfactory Don't know

12b) If unsatisfactory, where and how could it be improved? Please state (continue on a separate sheet if needed)

13) New parking / waiting restrictions may be required at locations along Blossom Street. What restrictions would you favour?

Tick one preference per location only

Location

Towards city on Blossom Street between Holgate Road and Queen Street
Out-of-city on Blossom Street between Nunnery Lane and East Mount Road

No parking / waiting at peak periods only	No parking / waiting at anytime	No Restrictions	No Opinion
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

14) Are you completing this form as a local resident or a local business? Tick one only

Resident Business

If you are responding as a local resident please move on to Question 21.

15) What is the nature of your business? Please state

16) How often does your business receive deliveries to premises on Blossom Street via each form of transport?

	Multiple deliveries per day	One delivery per day	2-4 deliveries per week	One delivery per week	Less often	Never
Car	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Van	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Light Goods Vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Heavy Goods Vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

17) At what time of day do you usually receive your deliveries?

Before 07:00	07:00 - 09:30	09:30 - 16:00	16:00 - 18:00	After 18:00
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

18) On what days does your business usually receive deliveries? Please tick all that apply

Monday Tuesday Wednesday Thursday Friday Saturday Sunday

19) Does your business rely on customers being able to park in close proximity to your premises?

Yes No

20) How many members of your household / business belong to the following age group?

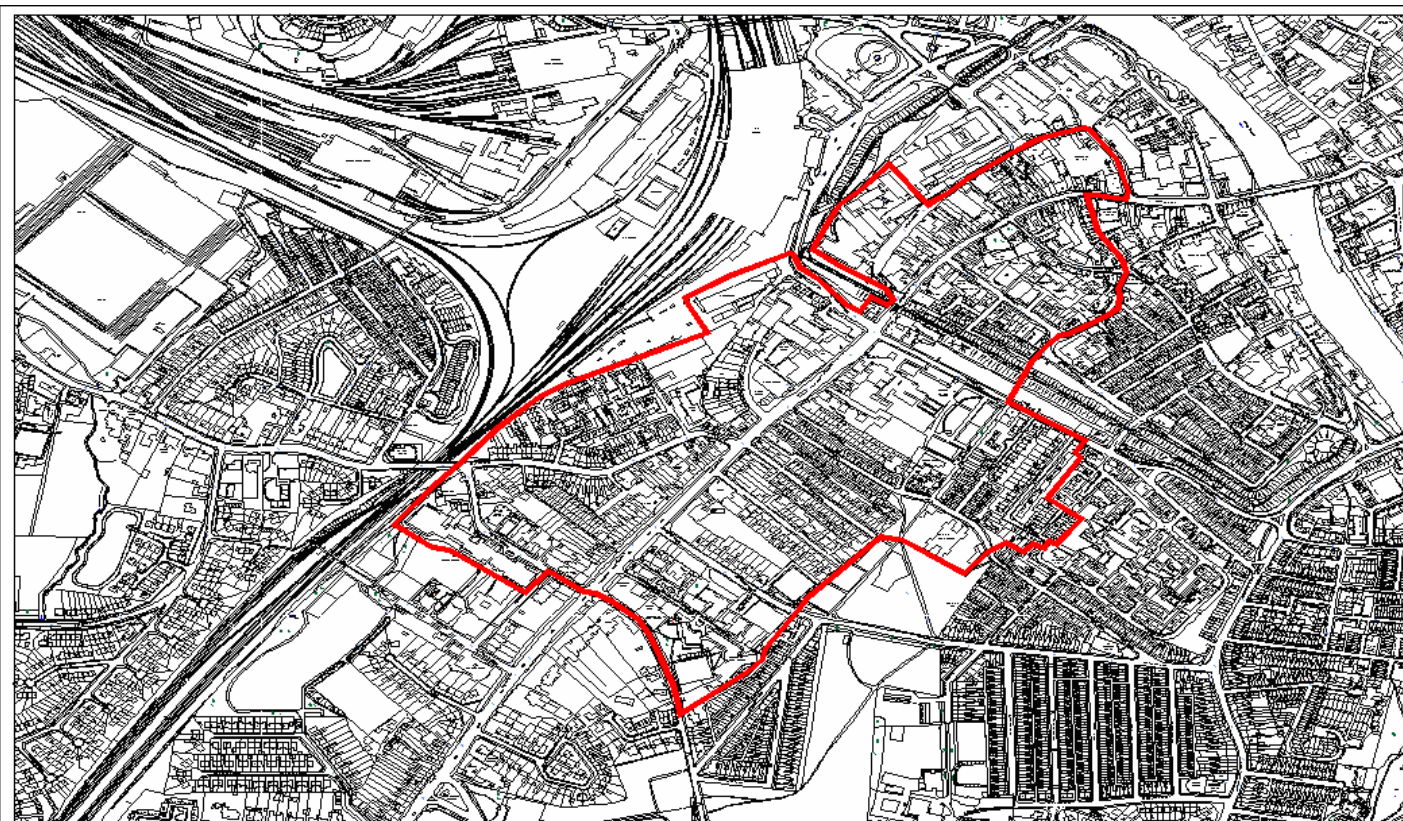
Please write the number in the box

Under 16 16-34 35-64 65+

21) Please write in your or your businesses postcode.

This information is important to see whether views differ by respondents living in different areas

Thank you for taking the time to fill in this questionnaire.
Please send it back by **FRIDAY 1st AUGUST 2008** by folding as instructed (no stamp required)



Blossom Street Public Consultation - Leaflet District

SCALE 1:1500 DRAWN BY: AY

ORGANISING GROUP:
Organisation

Produced from the 1999 Ordnance Survey 1:250 mapping with the permission of the Controller of Her Majesty's Stationery Office
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Internal and External Stakeholders

Annex C

- Internal Consultation
 - o Network Management;
 - o Transport Planning;
 - o Environment & Conservation;
 - o Micklegate Ward Members.
- External Consultation
 - o York Blind and Partially Sighted Society;
 - o York Access Group;
 - o York Cycle Campaign;
 - o *Cyclists' Touring Club*;
 - o Age Concern;
 - o York Older People's Forum;
 - o All Saints RC School;
 - o Millthorpe School;
 - o Scarcroft School;
 - o Frontagers (both residential and businesses);
 - o York Civic Trust;
 - o Bus Operators (First York, Coastliner, Harrogate Coach, Door to Door, *Hutchinsons*, Arriva, and EYMS);
 - o Bus Users UK;
 - o Confederation of Passenger Transport;
 - o *York Motorcycle Action Group*;
 - o *Taxi Operators' Groups*;
 - o *AA / RAC, and any other motorists' groups*;
 - o Freight Transport Association;
 - o Road Haulage Association.

Note due to the timescale for developing the options it was not possible to consult with those stakeholders shown in italics

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**Technical Note**

Project	Blossom Street Multi Modal Study	Date	19 th August 2008
Note	Consultation of Local Residents and Businesses	Ref	CTDAFG147
Author	Emma Rawlinson		

1 Introduction

1.1 Halcrow Group Limited has been commissioned by the City of York Council (CYC) to undertake a Multi Modal Study of the Blossom Street Area of York. This study has involved consultation of parties on the issues associated with travelling within the Blossom Street study area.

1.2 This technical note summaries the methodology approach adopted in consulting local residents and businesses along the corridor and goes on to present analysis of the consultation findings.

2 Consultation Approach

2.1 The consultation approach adopted to capture the views of local residents and businesses involved the preparation and distribution of a questionnaire. A copy of the questionnaire is appended to this technical note. The consultation period covered a three week period, with the deadline for receipt of completed questionnaires being Friday 1st August 2008. Questionnaires were delivered to approximately 2,000 properties within the study area.

3 Resident and Business questionnaire responses

3.1 The purpose of this section of the technical note is to present the results of the residents and business' survey. The questionnaire was designed with the aim of collecting information regarding opinions on the current transport issues along Blossom Street.

3.2 Of the 2,000 postal questionnaires distributed 145 were returned, giving a response rate of 7%. Of the responses received 131 (90.3%) were from local residents and 14 (9.7%) from local businesses. It should be noted that in the tables that follow, the totals do not always add up to the same amount. This is because some respondents failed to answer some questions that were asked.

4 Current Travel Patterns

4.1 To gain an understanding of the respondents current travel patterns the survey asked how often members of each household/business travel along the Blossom Street by

varying modes of transport, where they travelled to and what time of day they undertook their journey. One trip is classed as an outward and a return journey.

- 4.2 The survey found that the majority of respondents most frequently travelled along Blossom Street on foot (89.8%), with 65.0% of residents and businesses who responded to the survey driving along Blossom Street frequently and 57.3% cycling. These results are shown in Table 4.1
- 4.3 The mode of transport least used for frequent trips is bus, with only 38.5% saying they travelled by bus for two trips or more per week, and some 61.5% stated that they used the bus less than two trips per week.

Table 4.1 Current Travel Patterns (all percentages in rows equal 100)

	Frequent trips (more than 2 trips per week)		Less Frequent trips (Less than 2 trips per week)	
	Frequency	Percent	Frequency	Percent
Car	76	65.0	41	35.0
Bus	35	38.5	56	61.5
Cycle	47	57.3	35	42.7
Walk	115	89.8	13	10.2

- 4.4 Respondents were asked to state the number of people in their household/business who usually make the journeys by each transport mode. Some 40.2% of residential respondents walk with 31.5% travelling by car. Conversely 38.6% of business respondents travel by car with only 22.8% walking. Some 26.7% of business respondents travel by bus compared to only 13.8% of residential respondents as shown in Table 4.2.

Table 4.2 Person Trips along Blossom Street

	Residential		Businesses	
	Frequency	Percent	Frequency	Percent
Car	174	31.5	39	38.6
Bus	76	13.8	27	26.7
Cycle	80	14.5	12	11.9
Walk	222	40.2	23	22.8
Total	552	100	101	100

Summary of Consultation Responses

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Consultation of Local Residents and Businesses

4.5 Respondents who mainly travel by car were asked where they park within or adjacent to the Blossom Street study area. A total of 28 different locations were given. The most popular locations were:

- East Mount Road;
- The Mount;
- Holgate Road;
- Park Street;
- South Parade;
- Moss Street;
- Dewsbury Terrace; and
- Trinity Lane.

4.6 These journeys were for the majority made during peak hours. Table 4.4 shows that the majority of respondents make their outward journey between 07:00 and 09:30 (51.5%) whilst the majority of respondents make their return journeys between 16:00 and 18:00 (48.1%).

Table 4.4 Time Period of Outward and Return Journey

	Outward		Return	
	Frequency	Percent	Frequency	Percent
Before 07:00	11	8.3	2	1.5
07:00-09:30	68	51.5	5	3.9
09:30-16:00	43	32.6	28	21.7
16:00-18:00	4	3.0	62	48.1
After 18:00	6	4.6	32	24.8
Total	132	100	129	100

4.7 The survey moved on to ask respondents if they feel there are any limitations in using each of the different transport modes when travelling to/from Blossom Street. Table 4.5 shows that the majority of respondents (57.1%) feel that there are limitations when travelling by car to/from Blossom Street, with 50.0% feeling that there are limitations when travelling by bicycle.

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Consultation of Local Residents and Businesses

Table 4.5 Limitations with transport to/from Blossom Street (all percentages in rows equal 100)

	Yes		No	
	Frequency	Percent	Frequency	Percent
Car	60	57.1	45	42.9
Bus	21	26.2	59	73.8
Cycle	47	50.0	47	50.0
Walk	24	23.3	79	76.7

4.8 Respondents who stated that there are limitations with travelling via different modes to/from Blossom Street were asked to state what these were. The following answers were given:

Cycling

4.9 Many respondents raised issues with regards to the safety of cycling within the Blossom Street area and stated that this was due to the lack of dedicated cycle lanes, the volume of traffic along the road, vehicles parked in the way, drivers cutting cyclists up, buses intimidating cyclists and the speed of vehicles along the route.

Traffic Lights

4.10 Many concerns were also raised in relation to the traffic lights within the study area with the main concern being the timing of the signals and the lack of synchronisation. Many respondents stated that there were too many traffic signals along the route which slows the traffic down and causes congestion. Some respondents noted that the traffic lights at the Blossom Street/Micklegate junction only allow a few cars through from Micklegate in any one phase whilst one respondent stated that the pedestrian phase at this junction is too long.

Parking

4.11 Issues raised in relation to parking include the lack of residents parking within the area, illegal parking of coaches and delivery vehicles on double yellow lines, and problems parking during business hours.

Congestion

4.12 A total of twenty one respondents stated that congestion along Blossom Street was bad and acted as a limitation to travelling within the area.

- Walking**
- 4.13 Dangers crossing roads within the area, cyclists riding along pavements, noise and air pollution, and pedestrians having low priority at traffic signals were cited as limitations to walking to/from premises along Blossom Street.
- Bus**
- 4.14 Responses in relation to limitations to bus travel included inappropriate bus times, fares being too high, inadequate facilities at bus stops, overloaded buses, and the unreliability of services.
- Other**
- 4.15 Other responses included: difficulties turning right in/out of South Parade; traffic travelling too fast; noise and air pollution; buses blocking lanes and using two lanes when turning; unsafe to complete some manoeuvres at junctions; difficulty crossing bus lane; and bus lane lights hold up all other traffic.
- 4.16 The survey then went on to ask the opinion of the residents and business respondents on existing facilities within the study area:
- 5**
- 5.1 Pedestrian Crossing Facilities**
- The majority of respondents feel that pedestrian crossing facilities within the study area are satisfactory, as shown in Figure 5.1. Some 44.9% of respondents feel that pedestrian crossing facilities at the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction are unsatisfactory, with 34.8% giving the same response for the Blossom Street / The Mount / Holgate Road junction. Only 15.4% of respondents feel that the pedestrian crossing facilities across Blossom Street are unsatisfactory.

Summary of Consultation Responses

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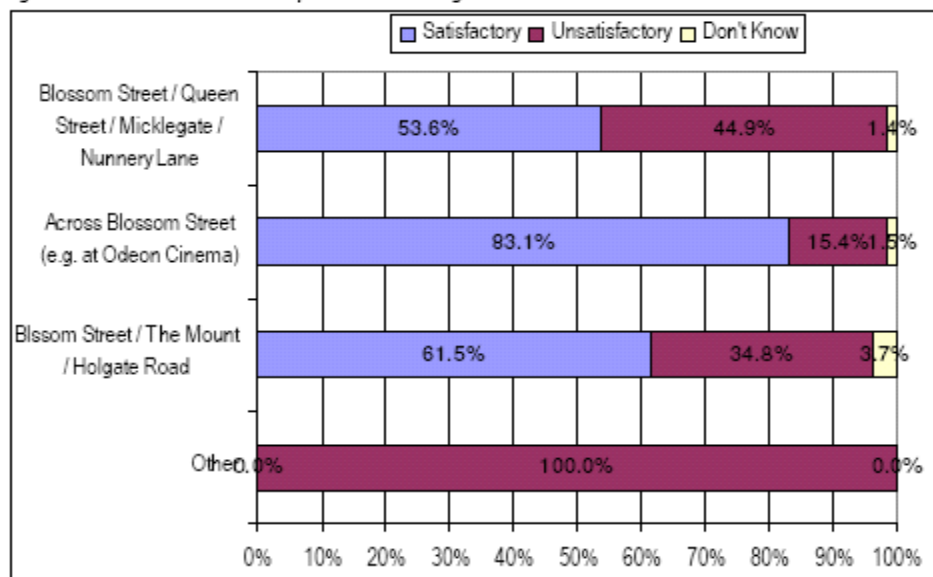
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Consultation of Local Residents and Businesses

Figure 5.1 Satisfaction with pedestrian crossing facilities



5.2 Although 100% felt that other pedestrian crossing facilities were unsatisfactory only one respondent answered this question. The pedestrian crossing the answer refers to is along Holgate Road.

5.3 Those who felt that pedestrian crossing facilities were unsatisfactory suggested the following improvements:

- Signal controlled crossings at Nunnery Lane/Queen Street Junction on all sides;
- One straight crossing outside the Odeon building;
- Less traffic lights;
- Redesign all crossings;
- Zebra Crossings;
- Red light cameras to deter drivers from driving through red lights;
- Greater protection for pedestrians at crossing points;
- Increase width of pavements and central reservations;
- Reduce pedestrian waiting times at crossings;
- FTR buses straddle crossings when 'green man' is on;
- Extra pedestrian crossings;
- A zebra crossing half way down Nunnery Lane;

- Pedestrian priority crossing near the school; and
- More frequent pedestrian phases.

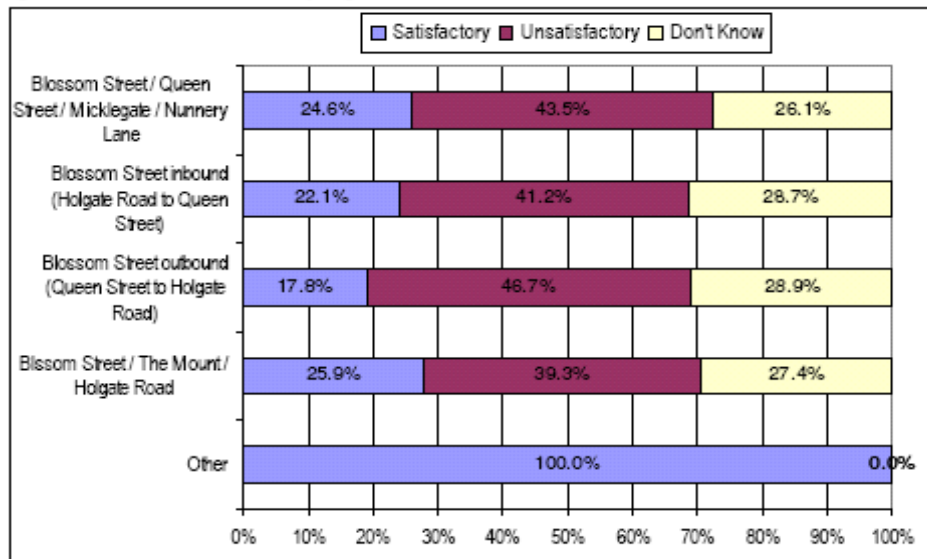
6

Cycling Facilities

6.1

The majority of respondents feel that cycling facilities within the study area are unsatisfactory, as shown in Figure 6.1. Some 43.5% of respondents feel that cycling facilities at the Blossom Street / Queen Street / Micklegate / Nunnery Lane junction are unsatisfactory, with 39.3% giving the same response for the Blossom Street / The Mount / Holgate Road junction. Almost half of respondents (46.7%) felt that cycling facilities outbound on Blossom Street between Queen Street and Holgate Road are unsatisfactory with 41.2% feeling the same in regards to cycling facilities in the inbound direction.

Figure 6.1 Satisfaction with cycling facilities



6.2

Although 100% felt that other cycling facilities were satisfactory only one respondent answered this question. The location at which this answer refers to is along South Parade.

6.3

Those who felt that cycling facilities were unsatisfactory suggested the following improvements:

Summary of Consultation Responses

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Consultation of Local Residents and Businesses

- Dedicated cycle facilities;
- Cycle lanes;
- Wider cycle lanes;
- Continuous cycle lanes;
- Cycle lane around Micklegate;
- Cycles lanes with protection from buses; and
- Separate signals for cycles.

6.4 The questionnaire went on to ask if the provision of on-road cycle lanes and off-road cycle facilities would encourage respondents to carry out more journeys by bicycle. Table 6.1 shows the results.

Table 6.1 Provision of cycle facilities

	Yes		No	
	Frequency	Percent	Frequency	Percent
On-road cycle lanes	58	49.6	59	50.4
Off-road cycle facilities	60	54.1	51	45.9

6.5 The majority of respondents (54.1%) felt that off-road cycle facilities would encourage them to carry out more journeys by bicycle compared with 49.6% who felt that on-road cycle lanes would encourage them to cycle more.

7 Bus Stop Facilities

7.1 The majority of respondents (68.6%) feel that bus stop facilities within the study area are unsatisfactory, as shown in Table 7.1.

Table 7.1 Satisfaction with bus stop facilities

	Frequency	Percent
Satisfactory	94	68.6
Unsatisfactory	21	15.3
Don't Know	22	16.1
Total	137	100

7.2 Those who felt that bus stop facilities were unsatisfactory suggested the following improvements:

- More stops;
- Improved bus stop locations;
- Real time information at stops;

- Clearer information at stops;
- More shelters;
- Outbound bus stops need longer laybys; and
- Cleaner bus shelters.

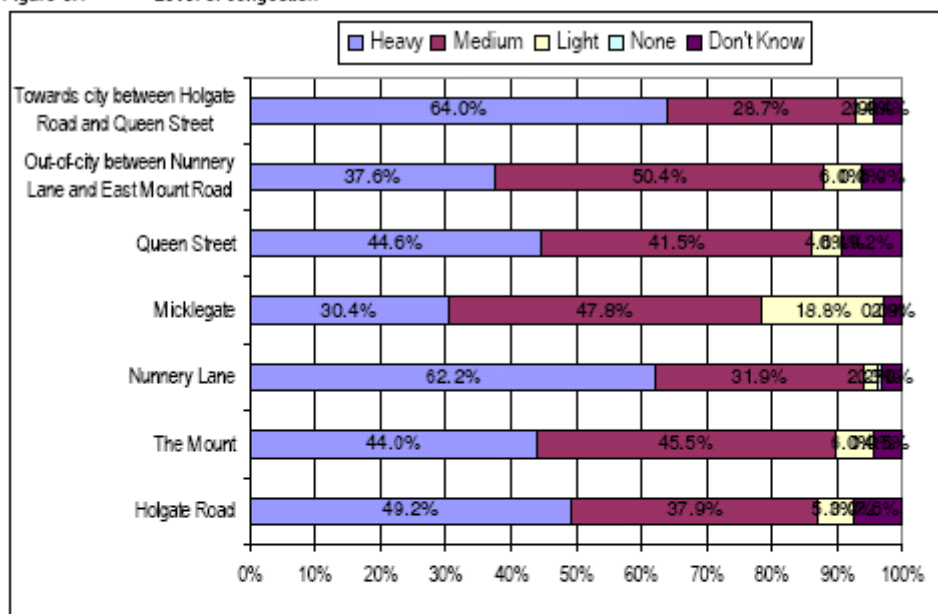
8

Street Environment

8.1

The majority of respondents feel that heavy congestion is experienced in most locations within the study area as shown in Figure 8.1. Some 64.0% of respondents felt that congestion was heavy towards the city centre between Holgate Road and Queen Street, with 62.2% stating heavy for Nunnery Lane, 49.2% for Holgate Road, 44.6% for Queen Street. The majority of respondents (50.4%) felt that congestion was medium out of the city between Nunnery Lane and East Mount Road, with 47.8% stating medium for Micklegate and 45.5% for The Mount.

Figure 8.1 Level of congestion



8.2

Respondents were then asked if they felt that there were any air quality issues on Blossom Street. The majority of both residential and business respondents feel that there are air quality issues along Blossom Street with 56.3% and 64.3% giving this answer respectively.

Summary of Consultation Responses

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Consultation of Local Residents and Businesses

Table 8.1 Air Quality Issues

	Residential		Businesses	
	Frequency	Percent	Frequency	Percent
Yes	67	56.3	9	64.3
No	52	43.7	5	35.7
Total	119	100	14	100

8.3

Those respondents who thought that there were air quality issues along Blossom Street were asked to provide details. The following answers were given:

- Fumes and smoke;
- CO2 emissions;
- Congestion and stationary traffic cause air pollution;
- Pollution from buses and HGVs;
- Noise pollution;
- Filthy and dusty;
- Smell of diesel;
- Smell from KFC;
- Smell from drains;
- Litter; and
- Vomit.

8.4

Respondents were then asked how they would describe the general street environment along Blossom Street. Table 8.2 shows that the majority of residential respondents (68.0%) and 50.0% of business respondents feel that the street environment along Blossom Street is unsatisfactory.

Table 8.2 Satisfaction with street environment

	Residential		Businesses	
	Frequency	Percent	Frequency	Percent
Satisfactory	32	26.2	7	50.0
Unsatisfactory	83	68.0	7	50.0
Don't Know	7	5.7	0	0.0
Total	122	100	14	100

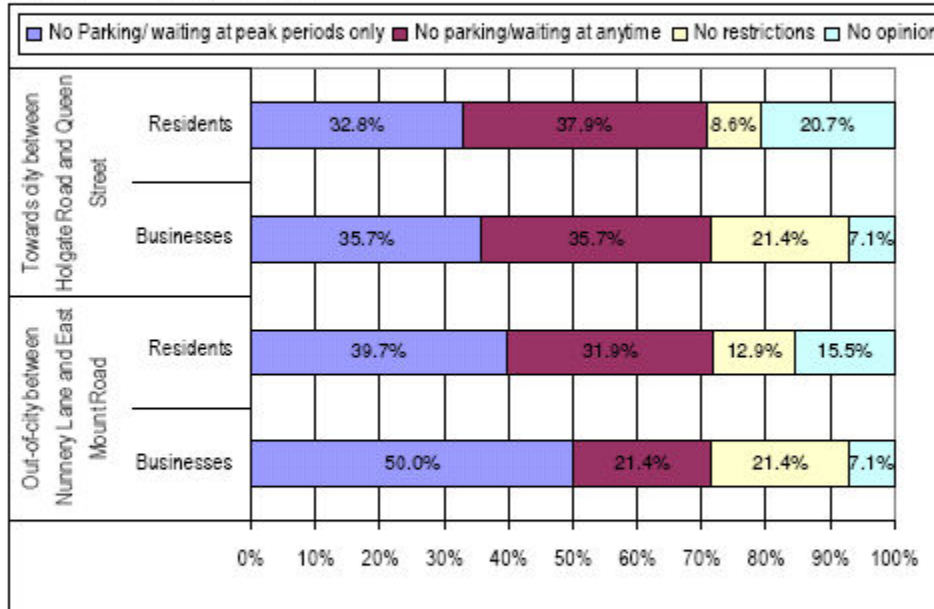
8.5

Those respondents who felt that the street environment was unsatisfactory were asked to give suggestions of where and how it could be improved. The following answers were included:

-
- A car park for use when visiting local shops;
 - Remove on-street parking;
 - Remove clutter on footpaths;
 - Reduce street furniture;
 - Improve pavement surfacing;
 - Widen footpaths;
 - Improve Odeon building;
 - Improve shop frontages;
 - Remove cyclists from pavements;
 - Improve priority for pedestrians and cyclists;
 - Introduce road charges for vehicles;
 - Reduce noise;
 - Reduce smell from takeaways;
 - Reduce traffic;
 - Plant more trees and flowers;
 - Better removal of litter and graffiti;
 - Improve street cleaning;
 - Get shops and takeaways to take responsibility for cleaning up; and
 - Reduce signage.

- 8.6 Respondents were informed that new parking/waiting restrictions may be required at locations along Blossom Street as part of any improvement scheme. They were then asked what restrictions they would favour. Figure 8.2 shows the results.
- 8.7 The majority of both residents and businesses would prefer "No parking/waiting at anytime" along Blossom Street towards the city centre between Holgate Road and Queen Street with 37.9% and 35.7% giving this answer respectively. 35.7% of business respondents would favour "No parking/waiting at peak periods only" at this location as would 32.8% of residential respondents.
- 8.8 The majority of both residents and businesses would prefer "No parking/waiting at peak periods only" along Blossom Street out of the city between Nunnery Lane and East Mount Road with 39.7% and 50.0% giving this answer respectively. 31.9% of residential respondents would favour "No parking/waiting at anytime" at this location.
- 8.9 Some 21.4% of business respondents would not like to see any parking/waiting restrictions in either location.

Figure 8.2 Parking Restrictions

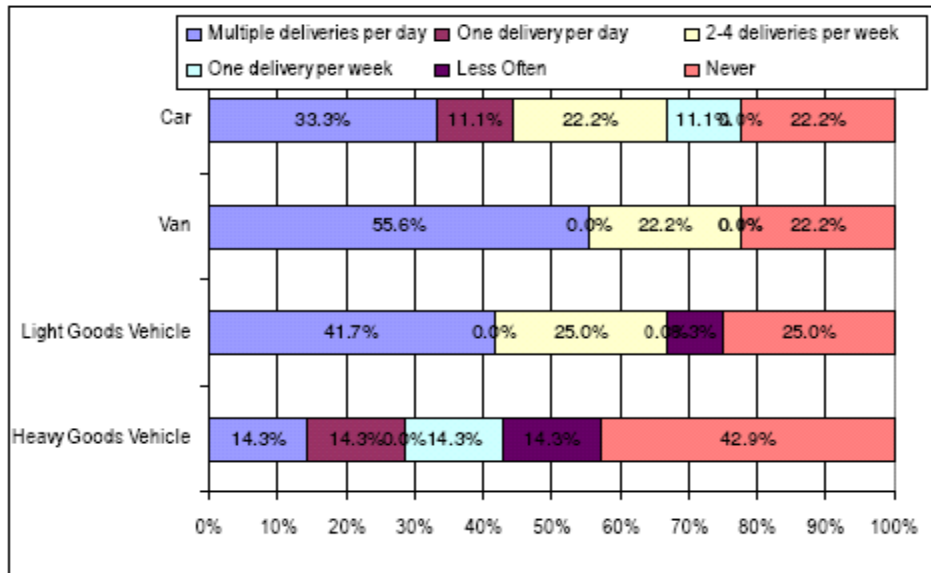


9
9.1

Business Information

Business respondents were asked to state how often their business receives deliveries to premises on Blossom Street via different forms of transport as shown in Figure 9.1.

Figure 9.1 Business Deliveries



9.2 Of those businesses who receive deliveries by car one third (33.3%) receive multiple deliveries per day, with 22.2% receiving 2-4 deliveries per week. The majority of businesses who receive deliveries by van receive multiple deliveries per day (55.6%) with 22.2% receiving 2-4 deliveries by van per week.

9.3 Some 41.7% of business respondents receive multiple deliveries per day by light goods vehicle with one quarter receiving 2-4 deliveries per week by light goods vehicle. The majority of business respondents (42.9%) never receive deliveries by heavy goods vehicle.

9.4 The questionnaire went on to ask business respondents at what time of day they usually receive their deliveries. The results are shown in Table 9.1.

Summary of Consultation Responses

Annex D

Technical Note 2

Page 14

Blossom Street Multi Modal Study

Consultation of Local Residents and Businesses

Table 9.1 Delivery Times

	Frequency	Percent
Before 07:00	1	5.0
07:00-09:30	3	15.0
09:30-16:00	11	55.0
16:00-18:00	4	20.0
After 18:00	1	5.0
Total	20	100

9.5 The majority of deliveries are received within the inter-peak period (09:30-16:00) with 55.0% of responses giving this answer. One fifth of deliveries are received during the evening peak and 15.0% during the morning peak.

9.6 Business respondents were then asked on what days they usually receive their deliveries. The vast majority of deliveries (89.2%) are during the week.

Table 9.2 Delivery Days

	Frequency	Percent
Monday	13	19.6
Tuesday	11	16.6
Wednesday	12	18.2
Thursday	11	16.6
Friday	12	18.2
Saturday	5	7.8
Sunday	2	3.0
Total	66	100

9.7 The questionnaire concluded by asking business respondents if their business relies on customers being able to park in close proximity to their premises. Some 71.4% of business respondents stated that their business does rely on customers being able to park in close proximity.

List of Studies Reviewed

Annex E

All Saints RC School Safe Routes to Schools Report – Sustrans, December 2001

Millthorpe Secondary School Safe Routes to Schools Report – Sustrans, December 2001

A59 Corridor Report - Atkins, 2002;

York Central Transport Masterplan Study – Faber Maunsell, 2005 (Halcrow update)

Holgate Road Gyratory Report – Halcrow, 2005/6

Local Transport Plan 2006-2011 – City of York Council, 2006

Local Development Framework York Northwest Area Action Plan Issues and Options Report – City of York Council, 2007

Access York Phase 1 Region Transport Board Submission – City of York Council, 2008

Air Quality Management Plan – City of York Council

Freight Strategy

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**Meeting of Executive Members for City Strategy
and Advisory Panel****20 October 2008**

Report of the Director of City Strategy

**James Street Link Road Phase 2
Stage 1 – Traffic Forecast Refresh****Summary**

1. This report presents the output of traffic modelling recently undertaken, to refresh the modelling previously undertaken as part of the Foss Basin Transport Implications report completed in 2003 (2003 Study), in order to confirm the need for James Street Link Road Phase 2 (Phase 2) and determine the optimum time for the construction of the short remaining eastern section for its completion.
2. This report also presents several recommendations for progressing the design and construction of the short remaining southern section of Phase 2 (P2S), in order to secure best value for the council.

Background

3. The 'Foss Basin' area of York located to the north-east of the city centre, has undergone significant development in recent years, including: the construction of a new supermarket (Morrisons) and DIY superstore (Homebase), both of which are off Foss Islands Road; the council's new Eco-Depot, off James Street and the Persimmon's homes residential development off Heworth Green, which is nearing completion.
4. In recognition of the anticipated traffic impacts in the Foss Basin and the wider area encompassing Heworth Green, Melrosegate and Lawrence Street / Hull Road, generated by these developments, (see Annex A) Jacobs Consultancy was commissioned to undertake the 'Foss Basin Transport Implications' study. The study sought to investigate the implications of development proposals within the Foss Basin area of York, by modelling a series of development scenarios and network configurations to forecast future traffic flows and test highway improvement proposals. The study report was received in August 2003. It stated that the modelling indicated that James Street Link Road, linking Lawrence Street to Heworth Green could play a significant role in alleviating congestion on the Inner Ring Road, adding that constructing both Phase 1 and Phase 2 of the link would yield the maximum benefit, as Phase 1 alone had only limited impact.

5. Following receipt of this report, construction of Phase 1 of the link road, which incorporates dedicated cycle-lanes, cycleways and footways, commenced in 2005/06 as part of the Local Transport Plan 2001-2006 (LTP1) Capital Programme. Its construction continued into 2006/07, coinciding with the first year of the Local Transport Plan 2006-2011 (LTP2). It opened on the 27th of November 2006, connecting Layerthorpe with Lawrence Street, with the aim of relieving congestion on Foss Islands Road.
6. Phase 2 of the James Street Link Road connects Layerthorpe to Heworth Green. The majority of this link (the northern section – P2N) is effectively provided by the access road currently being constructed by Persimmon Homes to its ‘The Forum’ residential development off Heworth Green, which is nearing completion. The remaining 90m (approximately) southern section of the Link Road (P2S), which will run from the southern end of P2N through to a new traffic signal controlled junction with Layerthorpe, passes through land which is currently owned by a private developer and has Outline Planning Permission for residential development, subject to the signing of an Agreement (construction of this section of the link is one of the conditions attached to the permission). As yet this agreement has not been signed, and it is not clear at the present time if and when a decision to grant permission (and hence the period within which the development will need to be realised) will be made. Negotiations are ongoing between the developer and Officers to ascertain if, when and how the site is intended to be developed.
7. In order for the council to be in a more informed position for making its decision regarding the revocation of Outline Planning Permission and the condition requiring the construction of Phase 2, Halcrow was appointed, in July 2008, to perform further modelling to refresh the modelling undertaken for the Foss Basin Transport Implications study. The purpose of this refresh was to:
 - Affirm the need for James Street Link Road Phase 2 to realise the full benefits of Phase 1 (already open);
 - Determine the optimum time period for the construction of P2S, expressed as the three following bands, to provide the best financial return for the council:
 - Up to 2011 (i.e. within the period of LTP2)
 - Between 2011 and 2021 (i.e. medium-to-long-term)
 - Post 2021 (i.e. long term, towards the end of the Local Development Framework period)
8. The modelling refresh forms the first stage of a 4-stage study, design and construction programme for the link road as summarised below:
 - **Stage 1:** - A refresh of the modelled network and resultant traffic forecasts previously undertaken;
 - **Stage 2:** - An initial feasibility study to investigate the extent of contamination on, or in the vicinity of, the proposed link and present design options;

- **Stage 3:** - Detailed design of the section of link road and its junction with Layerthorpe, and
- **Stage 4:** - construction

The traffic modelling refresh and its findings (Study Stage 1, Part 1)

9. The 2003 Study concluded that constructing James Street Link Road Phase 1 would relieve some congestion in the peak hours, but maximum relief would be achieved by building Phase 2 as well. On Saturdays Phase 1 with Phase 2 alleviates Melrosegate and Layerthorpe. The first element of the refresh was to review the development assumptions and modelling methodology of the 2003 Study, and perform further modelling if this was found to be out of date.
10. The refresh used the latest version of the Council's SATURN model (2004), which, when projecting forward to 2011, 2021 and beyond 2021, incorporated higher levels of development demand than the 2003 modelling as new development opportunities have come forward in York since the 2003 study was undertaken.

2011

11. For 2011, the modelling showed that 'without Phase 2' the five following junctions would approach or exceed their theoretical operating capacity:
 - The Lord Mayor's Walk/ Monk Gate junction on the Inner Ring Road (IRR);
 - The Layerthorpe/ Foss Island Road junction on the IRR;
 - The Mill Lane/ Heworth Green junction on Heworth Green;
 - The Layerthorpe/ Proposed James St Link Road junction, and
 - The Mill Lane/ Hawthorne Grove junction on Layerthorpe.
12. For the 'With Phase 2' in 2011 scenario, the IRR junctions improve slightly, but a more significant reduction of flow on the IRR between Layerthorpe and Monkgate is forecast. All the other junctions operate in a stable manner within their capacity.

2021

13. For 2021, the modelling showed that 'without Phase 2' in addition to the five following junctions listed in paragraph 14, the Lord Mayor's Walk/ Monkgate junction on the IRR would approach or exceed theoretical operating capacity.
14. If Phase 2 was implemented by 2021, the Layerthorpe/ Foss Island Road junction and the Layerthorpe/ Proposed James St Link Road junction on the IRR would operate in a stable manner within capacity. The remaining junctions would, generally, experience some relief, particularly Mill Lane/Hawthorne Grove which would otherwise be operating above its theoretical capacity.

Influences on the timescale for constructing the short remaining southern section of Phase2 (Study Stage 1, Part 2)

15. The developer of the site is required, under an Agreement associated with the Planning Permission granted for its development, to construct the final section of Phase 2 (P2S) which is due to run through the site. However, the developer has not yet signed this Agreement and pursuant to this, consultation with the site developer's agent (see Annex B), carried out as part of the traffic modelling refresh revealed that the developer's intentions for the site are uncertain at the present time. Furthermore, if the Agreement is not signed, the Council may seek to revoke the Planning Permission granted, thereby negating any developer contribution to the construction of P2S.
16. If the council decides to revoke the Planning Permission in view of the Agreement not being signed by the Developer, the option to fund directly the construction of the link road itself might be pursued, if it can be shown to be sufficiently beneficial.
17. The modelling refresh forecast that constructing Phase 2 would provide saturation relief to some junctions and reduce traffic flows on some links. The financial benefit arising from this congestion relief on the network has been calculated at £620,000.00 at the end of its first year of operation. The estimated cost for constructing P2S, based on Halcrow's experience of construction projects for similar roads on similarly contaminated sites is £290,000.00 (excluding land purchase/compensation costs, Part 1 compensation claims and service diversions). This gives a benefit of £2.14 for every £1.00 spent.

Conclusions

18. Completion of Phase 2 would reduce total travel time and distance on York's road network, and increase average journey speeds. The magnitude of these network effects are forecast to be similar in 2011 and 2021. Furthermore Phase 2 would incorporate new facilities for pedestrians and cyclists, and reduce journey length and time for these users. Foss Bank, to the west of Phase 2, is not an attractive route for cyclists, so Phase 2 would enhance journey ambience for these users. Phase 2 would also encourage improvements in bus services by providing a through route, facilitating greater flexibility in the routes provided and improved penetration of services into areas of new development.
19. The apparent high benefit : cost ratio arising from network delay savings versus construction costs of P2S would indicate that the earliest possible completion of Phase 2 would provide the optimum financial benefit to the Council. This, however, assumes a construction cost estimate based on a consultant's experience of constructing similar highways over contaminated sites and the actual extent of contamination/remedial measures may result in a higher cost than the estimate.

20. The following options are, available to the council:

- Option 1 - Pursue the developer's signing of the Agreement requiring him to construct the remaining southern section of Phase 2 (P2S). Under this option, the Council is expected to make a contribution from the Local Transport Plan allocation for enhancing the minor access road, that would have otherwise been constructed, to the desired standard for the link road.

If the developer decides not to proceed with the development (and the Council revokes the Planning Permission) then proceed with Option 2.

- Option 2 - When the outcome of negotiations with the developer is known a further report on the financial implications is submitted to EMAP for a decision to progress the commissioning of the remaining stages of the design programme so that P2S can be considered for inclusion in the 2009/10 capital programme.

Corporate Priorities

21. Completion of Phase 2 would appear to contribute to the following Corporate Priorities:

- Reduce the environmental impact of council activities and encourage, empower and promote others to do the same. *There is considerable scope for reducing vehicle congestion delay on the overall network and thereby reducing the associated adverse affects, such as air pollution.*
- Increase the use of public and other environmentally friendly modes of transport. *There is considerable scope for encouraging a more walking, cycling and use of buses at Phase 2 will include new cycle routes (forming a strategic link in the city's cycle network) and provide the opportunity for new bus routes to be introduced.*
- Improve the economic prosperity of the people of York with a focus on minimising income differentials. *The construction of Phase 2 will contribute to the opportunities for regenerating the Foss Islands area of the city..*
- Improve the health and lifestyles of the people who live in York, in particular among groups whose levels of health are the poorest. *There is considerable scope for encouraging a more walking, cycling and use of buses at Phase 2 will include new cycle routes and provide the opportunity for new bus routes to be introduced.*

22. Local Transport Plan 2006-2011 (LTP2): The scheme would contribute to several of the aims of the recently submitted LTP2, namely:

- To tackle congestion
- To improve economic performance in a sustainable manner;
- To reduce the levels of actual and perceived safety problems;

- To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
- To improve the health of those who live or work in, or visit, York, and
- To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources.

Implications

23. This report has the following implications:

- **Financial** - There are no financial implications for the council at this stage. Once the outcome of ongoing negotiations with the developer of the site through which the last section Phase 2 is due to run are known and the feasibility study described in paragraph 26 has reported the financial implications will be more certain.
- **Human Resources (HR)** – There are no HR implications for the council.
- **Equalities** - The potential improvements to the service on the York-Harrogate-Leeds line would enable people to reach job opportunities within York and the wider Leeds City Region that would have otherwise been unreachable due to lack of available and affordable transport.
- **Legal** – *Comments awaited on implications for securing the developer's signature on the Section 106 Agreement or land purchase / revocation of Planning Permission, if the developer decides not to develop the site.*
- **Crime and Disorder** – There are no legal implications at present.
- **Information Technology (IT)** – there are no IT implications at present.
- **Property** – The land purchase and revocation of Planning Permission may have significant financial and legal implications. Once the outcome of ongoing negotiations with the developer of the site, through which the last section Phase 2 is due to run, are known these implications will be more certain.
- **Sustainability** – The facilities within this scheme to encourage greater use of more sustainable forms of travel are welcomed. More detailed environmental impact analyses will need to be undertaken as part of the detailed design.
- **Other** – No comments.

Risk Management

24. In compliance with the Council's Risk Management Strategy the main risk that has been identified in this report could lead to the inability to meet the council's objectives (Strategic).

25. Measured in terms of impact and likelihood, the risk score for the recommendation is less than 16 and thus 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.

Recommendations

26. That the Advisory Panel advise the Executive Members to:
- i. Note this report (including, Annexes)
 - ii. Await the outcome of negotiations with the developer and when they are known, a further report on the financial and legal implications is submitted to a future EMAP for a decision to be considered on:
 - Pursuing the developer's signing of the Agreement requiring him to construct the remaining southern section of Phase 2 (P2S)
 - Authorising the commissioning of the remaining stages of the design programme to enable P2S to be considered for inclusion in the 2009/10 capital programme.

Reason: The modelling undertaken for the short remaining southern section of James Street Link Road shows that it would enhance the performance of Phase 1 and relieve congestion on several roads in the Foss Basin area of the city now and in the future. The initial financial assessment showed that this should be constructed as soon as possible to generate the most benefit. The Council also needs to be clear of the position and that of the developer regarding the development of the site off Layerthorpe through which the Link Road is to run, in order for it to reach a decision as to whether the developer or the council should fund the construction of the final section of the link road and when it should be constructed.

Contact Details

Author:

Ian Stokes
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City Strategy
Tel No. 01904 551429

Chief Officer Responsible for the report:

Damon Copperthwaite
Assistant Director of City Strategy

Report Approved

Date 03/10/08

Specialist Implications Officer(s)

Patrick Looker

Finance Manager, Resource & Business Management, City Strategy

Jonathan Carr

Head Of Development Control, Planning & Sustainable Development

Neil Hindhaugh

Head of Property Services, Property Services, Resources

Jacqueline Warren (John Urwin on Jacqueline Warren's behalf)

Planning & Sustainability Development, Sustainability Officer, City Strategy

Evie Chandler

Equalities Officer, Deputy Chief Executives, Chief Executives

Quentin Baker

Head of Civic, Democratic & Legal Services, Civic, Democratic & Legal Services,

Chief Executives

Wards Affected:

All

Heworth

For further information please contact the author of the report

Background Papers

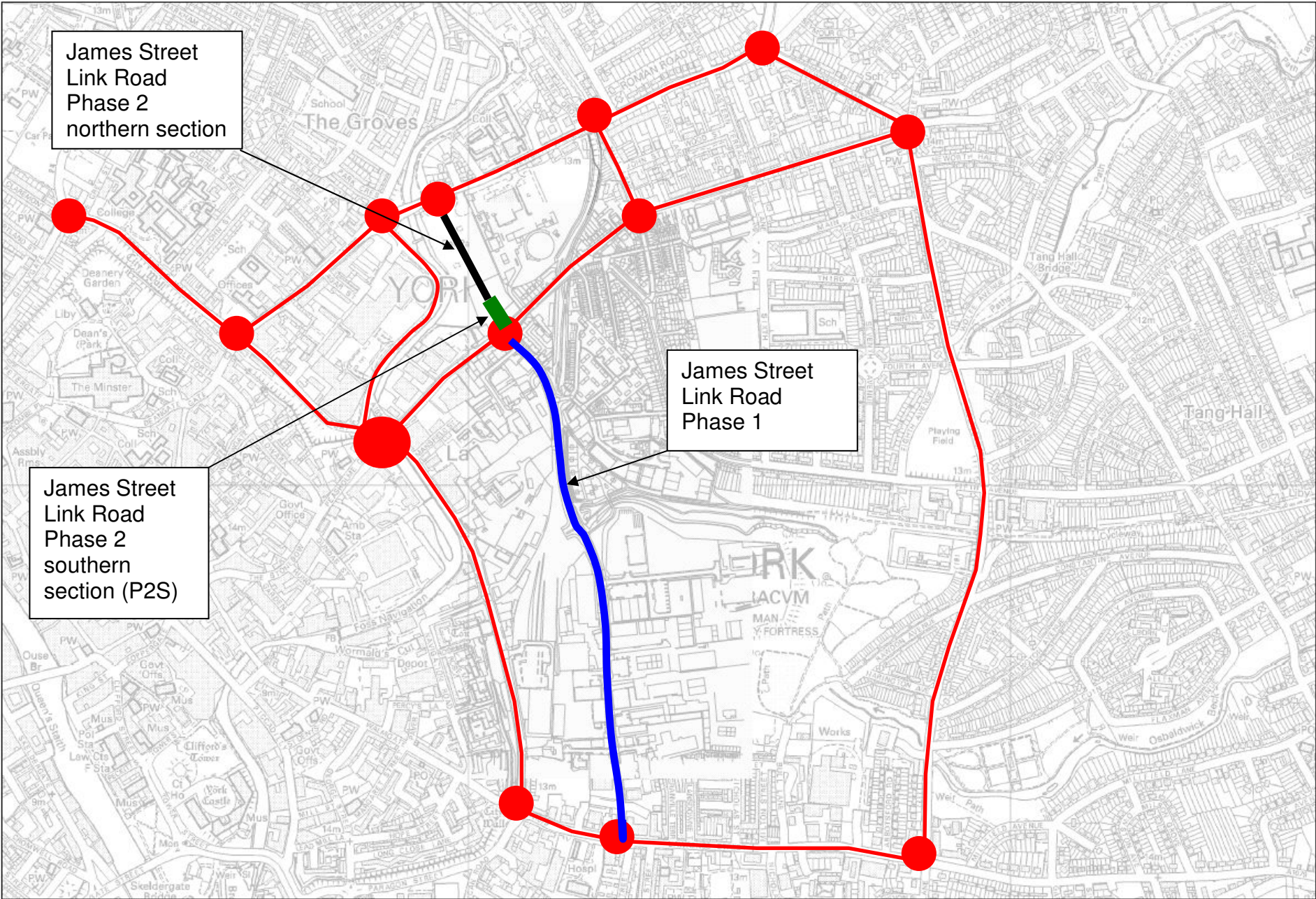
'Foss Basin Transport Implications, Final Report, 2003 *Jacobs*

'James Street Link Road Phase 2 Stage 1 Report - Traffic Forecast Refresh, September 2008' - *Halcrow Group Limited*

Annexes

Annex A - Location Plan

Annex B – Details of consultation with the site developer's agent



James Street Link Road Phase 2 northern section

James Street Link Road Phase 1

James Street Link Road Phase 2 southern section (P2S)

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Chartered Town Planning Consultants

Mark Powell
Associate (Transport Planning)
Arndale House
Halcrow Group Ltd
Otley Road
Leeds
LS6 2UL

Halcrow		LEEDS
Scan	Received 11 AUG 2008	Circ.
Yes		M.P
No		
Response		
Yes		
No		
File Ref: 1376		

Your ref: 04/01745/FUL
Our ref: ylt808a.trans.dj
Date: 8 August 2008
Email: d.johnson@oneill-associates.co.uk

Dear Mark

REDEVELOPMENT OF LAND AT LAYERTHORPE, YORK

Thank you for your letter of 5 August 2008 regarding the above. I should advise you it is not definite that our client, Tiger Developments, will proceed with residential development on the site due to the current economic climate. Other development options are currently being looked at and it is hoped that progress will be made in the coming months.

One issue that may be looked at as part of these investigations is the potential to realign the relief road along the eastern boundary of the site, to produce a more useable development site; ie. rather than one split into two by the relief road. This would create a staggered junction on Layerthorpe. I cannot provide a programme for the development of the site at this stage but we have a meeting arranged with the Director of City Strategy on 19 August 2008 to discuss development options and we are hopeful that this will give some real impetus to moving the project forward.

Yours sincerely

David Johnson

Copy John Nesbitt, Tiger Developments
Simon Fox, Tiger Developments
Simon Pollitt, Tiger Developments

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Meeting of Executive Members for City Strategy and Advisory Panel

20 October 2008

Report of the Director of City Strategy

Petition from Residents Requesting the Provision of Formal Cycle Facilities on Crichton Avenue

Summary

1. This report informs the Advisory Panel of the receipt of a petition from residents requesting that formal cycling facilities be provided on Crichton Avenue and the actions which are currently underway to investigate the provision of such facilities.

Background

2. Officers were contacted by one of the Clifton Area Police Community Support Officers a while ago to inform them that a petition was being put together requesting formal cycle facilities be provided on Crichton Avenue. They were also informed that the aim was to present the complete petition to Full Council on the 25th September. The eight page petition was subsequently submitted to the aforementioned meeting by Cllr. Helen Douglas on behalf of the local residents and comprised 162 signatures.
3. The wording of the petition is as follows; "We the undersigned, require the City of York Council to provide a shared cycle/footpath on the highway at Crichton Avenue from Burtonstone Lane, on both sides of the carriageway, to the junction of Crichton Avenue and Wiggington (sic) Road." A copy of the front sheet is provided as Annex 1.
4. Crichton Avenue is currently used by many cyclists as it is located close to two of York's largest employment sites, York Hospital and Nestle. It is the only road crossing of the York to Scarborough railway line between Bootham and the Wigginton Road Level Crossing and thus carries large quantities of traffic especially in the peak hours. Cyclists' biggest complaint about the road relates to its width and the fact that cyclists get squeezed by traffic as they cross over the bridge. Many cyclists currently cycle on the footway over the bridge which in turn intimidates pedestrians.
5. Due to the numerous requests for the provision of formal cycling facilities received by the council over the past few years a feasibility study was commissioned in 2005. The study was undertaken by Halcrow Group Limited and their findings were reported in early 2006. That report identified a number of issues that were difficult to overcome such as how to re-introduce cyclists back onto the carriageway at the Burton Stone Lane junction, whether the Burton Stone Lane / Crichton Avenue junction should be signalised and how an

off-road section from Burton Stone Lane to Kingsway North would cross all the existing driveways and side roads.

6. Following that report a further review has been commissioned this year to identify solutions to the issues and this work is currently ongoing. It is expected that the outcome of this study will be reported to EMAP in Spring 2009. The section of route covered by the study and that requested by the petitioners are shown on the plan in Annex 2.
7. As part of the recent "Cycling City" bid an orbital cycle route concept was developed which would enable cyclists to travel along either traffic-free or lightly trafficked routes to transverse the city without necessarily having to go anywhere near the more heavily-trafficked city centre. This orbital route would use existing infrastructure where available but would also necessitate the infilling of gaps at various points along its length. One such gap is the length of Crichton Avenue which would link any provision on Kingsway North with Sustrans' Foss Islands Path. As the orbital route forms a key part of the Cycling City project this proposal will be given a higher priority than it might have been given previously.

Corporate Priorities

8. The scheme, if successful, would contribute to the following Corporate Priorities:

Increase the use of public and other environmentally friendly modes of transport.

The scheme would make accessibility by cycle easier and safer, and may encourage more residents to drive to York Hospital and Nestle.

Improve the economic prosperity of the people of York with a focus on minimising income differentials

Cycling is one of the cheapest forms of personal travel and switching to this mode from either private car or bus could potentially save the resident money.

Improve the health and lifestyles of the people who live in York, in particular among groups whose levels of health are the poorest.

The scheme will encourage more cycling and walking which will have a knock-on effect for health.

9. Local Transport Plan (LTP) : The scheme would contribute to several of the aims of the recently submitted LTP, namely:

- To reduce the need to travel, especially by car, and encourage essential journeys to be undertaken by more sustainable modes;
- To reduce levels of traffic congestion;
- To reduce the levels of actual and perceived safety problems;
- To enhance opportunities for all community members, including disadvantaged groups, to play an active part in society;
- To improve the health of those who live or work in, or visit, York;
- To reduce the impact of traffic and travel on the environment, including air quality, noise and the use of non-renewable resources;

- To provide a transport system that is affordable and achievable in practical terms, and offers value for money.

Risk Management

10. In compliance with the Council's Risk Management Strategy the main risk which has been identified in this report could lead to the inability to meet business objectives (Strategic).
11. Measured in terms of impact and likelihood, the risk score for the recommendation is less than 16 and thus 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.

Recommendations

12. That the Advisory Panel advise the Executive Member to:
 - 1) Note the content of this information report.

Reason: To inform members of the work currently underway in relation to the petition.
 - 2) Request officers to respond to the residents responsible for putting the petition together.

Reason: To inform them of the ongoing work.

Contact Details

Report Author:
Andy Vose
Transport Planner
Transport Planning Unit
Tel No. 551608

Chief Officer Responsible for the report:
Damon Copperthwaite
Assistant Director (City Development & Transport)
City Strategy

Report Approved

Date 3/10/2008

Wards Affected: Clifton

All

For further information please contact the author of the report

Background Papers:

None

Annexes

Annex 1 : Front page of the petition

Annex 2 : Plan showing the location of route being investigated

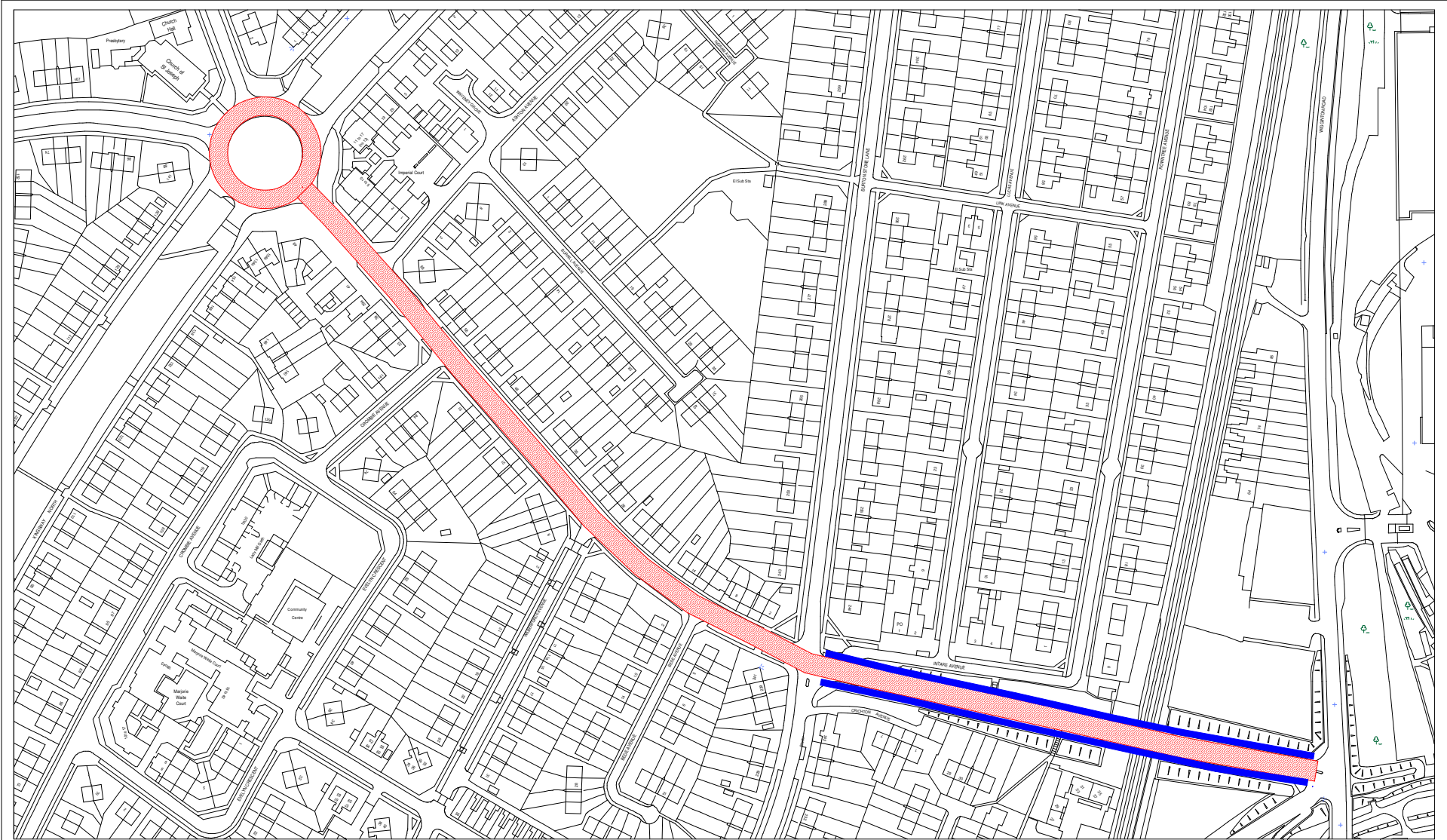
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CRICHTON AVENUE CYCLE TRACK PETITION

We, the undersigned, require the City of York Council to provide a shared cycle/footpath on the highway at Crichton Avenue from Burtonstone Lane, on both sides of the carriageway, to the junction of Crichton Avenue and Wiggington Road.

SIGNATURE	NAME	ADDRESS
	E GLODHILL	30 FINEY ICE YORK YO30 7AP
	GIMSKILL	18 ST PHILLIPS GROVE
	M. Scrafe	136 Kingsway north
	T. DEACON	101 SPALDING AVE.
	K. Scrafe	10 STERNE AVE
	MAJON	33 LILBOURNE DRIVE
	A TAYLOR	94 WOODS AVE
	I TUSSON	20 SAVILLE GROVE.
	TOP	17 LODGEMILL GARTH
	S. WARRINER	33 LUCAS AVE
	BUTLER-BROWN	44 B.S.L. YOCKE..
	ES WALKER	53 CROMER ST.
	P. FORD	34 Evelyn Crescent
	N SOUTHERN	4 BURTON AVE
	M. COOPER	108 WIGGINS AVE
	B. J. BROOK	10, TENNYSON AVENUE
	E SIBTHOPE	8 BOOTHAM CRE. YO3 7AH
	WABETTRIDGE	18 GABRIELLE St YO30 5W.
	S FINNEY	60 Rowntree Ave
	B DEIGHTON	39. FOTHERGILL HOUSES
	V. G. GANTHAM	21 KINGSWAY NORTH
	J. M. G. GANTHAM	18 TENNYSON AVE
	J. M. G. GANTHAM	CARR. 766 WORTH
	Elaine Willis	4. H. CT. YORK.

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-  SECTION OF ROUTE REQUESTED IN PETITION
-  ROUTE TO BE COVERED BY THE STUDY



Annex 2 : Crichton Avenue Cycle Route Study

SCALE: 1:2500 DRAWN BY: AV

DATE 12/8/2008

Originating Group: Organisation

Drawing No. CRICHTON.ECW



Produced from the 1993 Ordnance Survey 1:2500 mapping with the permission of the Controller of Her Majesty's Stationery Office
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Meeting of Executive Members for City Strategy and Advisory Panel

20 October 2008

Report of the Director of City Strategy

WATER END – PROPOSED IMPROVEMENTS FOR CYCLISTS

Summary

1. This report advises Members about the results of consultation on proposals to introduce cycle facilities on Water End from the Clifton Green traffic signals to the junction with Salisbury Road. Members are asked to consider the contents of the report and approve the recommended option for implementation.

Background

2. Encouraging more people to cycle has been a long-standing priority for the Council, and this work has recently been given a huge boost by our successful bid to become a 'Cycling City'.
3. As part of our action plan to address existing gaps in connections and routes, we are seeking to create an 'orbital cycle route' to help people to get around the city. This will be located in-between the inner and outer ring roads, and should provide safer and more convenient cycling links to many employment sites, schools, leisure facilities, healthcare and retail sites.
4. The proposed cycle improvements for Water End would form an important part of this orbital route, and would immediately link up with existing cycle facilities west of the Salisbury Road junction with other cycle routes starting in the Clifton area. This would improve cycle connections for many people covering a wide area. The proposed route would also connect with the existing on-road cycle lanes along Clifton Road and Bootham.
5. There are a limited number of river crossings in the city, especially north of the city centre. Providing improved cycle facilities over Clifton Bridge along Water End has huge potential to encourage more people to cycle. For example, it not only forms a very important route for commuter journeys, but also for people travelling to and from school and for accessing leisure facilities. The route also forms a link between the major retail areas of Acomb and Clifton Moor.
6. At present, this section of Water End is not very attractive for cyclists to use. The main problem is the relatively narrow carriageway width (7.3m) which cyclists have to share with heavy traffic flows. The route is usually congested at peak periods, and often has fast moving traffic during the off-peak periods. As a result, many cyclists currently choose to ride on the footways, which causes

some conflict with pedestrians. This is particularly apparent when crossing Clifton Bridge, where the lighting columns at the back of the kerb line effectively create a narrow footway space, bounded by the bridge parapets. Another problem is the lack of any facilities to help people to cross Water End to access the riverside cycle/pedestrian route which passes under Clifton Bridge. Given the traffic conditions referred to above, this can be a difficult crossing movement to make whether on foot or on a bicycle. In addition, cyclists often have difficulty in riding past the queue of vehicles approaching the Clifton Green traffic signals, particularly at the 'pinch point' adjacent to property number 17 Clifton Green, and regularly resort to riding along the narrow footway to bypass vehicles in order to reach the stop line. The proposals have been developed to address these problems.

Proposals

7. As mentioned earlier, the existing carriageway is only 7.3m wide, which is not wide enough to accommodate on-road cycle lanes in both directions. The recommended minimum width of cycle lanes is 1.5m wide, and for roads carrying HGV and bus traffic we would ideally look to provide traffic lanes of around 3.0m for each direction of travel. When combined, these give a required road width of 9.0m. Widening the carriageway by such an amount would not be feasible due to the huge expense involved, and technical difficulties linked to the adjacent embankments and restricted width of Clifton Bridge. However, providing a 1.5m cycle lane on one side of the carriageway is considered a practical solution, and therefore options for routing cyclists off-road on the opposite side were explored. Following further feasibility work, Officers concluded that the best arrangement would be for westbound cyclists to be on-road, with off-road provision in the eastbound direction. The proposals are shown in **Annex A**, and a description of the main elements of the proposals are explained in more detail below:
8. For eastbound cyclists, the proposals take advantage of the section on the northern footway (between Salisbury Road and the Youth Hostel) where pedestrian movements are very light. Here a conversion of the footway for use just by cyclists is proposed.
9. At the Salisbury Road junction, it is proposed to introduce a new Pelican crossing into the signal phasing across Water End, primarily to enable anyone who might be affected by the proposed conversion of footway to cycle track in order to cross and then proceed along the other side of Water End. This will also provide a new facility for those wishing to access the RSPCA and Yorkshire Water offices, as well as the riverside, where many local people walk their dogs.
10. As part of the bridge refurbishment works, the lighting columns over the bridge, which are currently situated in the footways close to the carriageway, are to be relocated behind the parapets. This will ensure that the full width of both paths will be available for use by cyclists on the northern side, and pedestrians on the southern side.

11. The converted footway will extend over Clifton Bridge to a proposed Toucan crossing adjacent to the Youth Hostel. The proposed Toucan crossing is intended to provide easier and safer access to and from the existing riverside cycle/pedestrian route which passes under Clifton Bridge. The footway leading from the Toucan crossing to the Youth Hostel entrance will be widened to accommodate cyclists and pedestrians in a shared use area.
12. From the eastern side of the Youth Hostel Entrance to Clifton Green a new cycle track is proposed. This will mainly be situated along the edge of the verge adjacent to the carriageway, but the alignment will deviate slightly around the existing Pelican crossing and the bus stop to reduce potential conflict with pedestrians.
13. Cyclists currently face particular difficulties at Clifton Green due to a pinch point in the road width near house No.17 and queuing traffic at the traffic signals. Usually, the traffic queuing in the dedicated left turn lane on the approach to the Clifton Green signals position themselves tight against the nearside kerb, thereby preventing cyclists from passing on the nearside. As a result, some resort to riding along the existing footway to get to the junction. Therefore, as the cycle track approaches Clifton Green, the proposals include an extension to the kerb line, so that cyclists can safely negotiate the 'pinch point' at the corner (adjacent to property number 17). From that point, a ramped section would allow cyclists to rejoin the carriageway into a cycle lane leading to the advanced stop box at the traffic signals. This proposal will require the current two-lane approach for traffic to be reduced to a single lane (the designated left turn lane would be removed).
14. The proposed on-road cycle lane (1.5m wide) for cyclists travelling in a westerly direction commences just before the junction with the Clifton Green slip-road. Unfortunately, because of the 'pinch point' near No. 17 on Water End, there is insufficient carriageway space to start the cycle lane any earlier than this.
15. The westerly on-road cycle lane will extend all the way from Clifton Green to the Salisbury Road junction. The carriageway will be marked with a 1.5m cycle lane plus a 2.8m traffic lane running alongside it for westbound movements, with a 3.0m lane for traffic movements in the opposite direction (cyclists will be off-road on that side).
16. At the Salisbury Road traffic signals, there are proposals to provide an off-road cycle track to give access to a proposed new Toucan crossing over the Salisbury Road junction mouth, which would replace the existing staggered Pelican crossing. This new crossing will link the proposed route with the existing off-road cycle track leading to Boroughbridge Road in a single stage crossing. For cyclists wanting to stay on-road, a cycle lane between the two traffic lanes is incorporated, leading to an advanced stop box.

Consultation Feedback

17. A consultation letter, together with the plan shown in **Annex A**, was distributed to local residents, businesses, and other interested parties (e.g. the emergency services and road user groups). In addition, an article was released to the York

Press in order to make the general public aware of the proposed scheme. A summary of the feedback received is outlined below.

Residents / Businesses

18. To date, 16 replies have been received. Many of the responses express general support for the proposals, with some reservations regarding particular elements. **Annex B** provides a detailed summary of the points raised along with Officer comments. However, one main issue has emerged, and this is discussed below:
19. Many respondents are concerned that the proposal to remove the existing dedicated left turn lane for traffic at the Clifton Green signals will worsen traffic congestion on Water End, which can already be very bad at certain times of day. Some suggest that the cycle lane could end at, or before, the pinch point near No. 17, and the two-lane approach could then be retained for traffic.

Officer response

In 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. 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. The main aim of the Council in becoming a Cycling City is to increase the number of people cycling in the city.

Emergency Services

20. The Police have expressed concern about the single lane approach to the Clifton Green traffic signals, and consider that the proposed Toucan crossing adjacent to the Youth Hostel is not required.
21. The Fire & Rescue Service wrote to confirm that they have no objections to the proposals. At the time of writing the report, no response has been received from the Ambulance Service.

Road User Groups

22. Sustrans responded by saying that they strongly support these proposals, and ask whether pedestrians walking along Water End on the north side towards Clifton will be advised to cross to the south side at Salisbury Road, or do we envisage signing the existing footway as shared use across the bridge?

Officer response

Officers propose that pedestrians will be asked to cross the road. To that end, a pedestrian sign will be mounted on adjacent guardrail. In addition, Officers do not intend to designate the existing footway as shared use across the bridge.

23. The York Cycle Campaign responded by saying that they are generally in support of the scheme overall, but raise a small number of points:
- York Cycle Campaign is generally not in favour of shared pedestrian/cycle facilities alongside roads, regarding them as a last resort, and less preferable compared to on-road cycle lanes;
 - Although large stretches of the proposed off-road path on the northern side of Water End are marked as 'cycle track' and not as 'shared use', it is inevitable that it will be used by pedestrians: there appears to be no room left for a separate footway and it would be unreasonable to expect a pedestrian to cross and re-cross Water End simply to avoid the cycle track. However it is accepted that in this case, the proposed off-road facility is likely to be the only feasible option but, as pedestrians will use it, the detailed design should fulfill Cycling England's guidelines for shared-use paths, not exclusive cycle paths;
 - Confirmation is sought that the cycle track width will be to Cycling England's design standards;
 - The proposals should include a means of joining the cycle track when making a right turn from Salisbury Road.

Officer response

The inclusion of some shared pedestrian/cycle facilities within the scheme was, in effect, a last resort given the limited space available. However, the Council often promotes the use of off-road sections, especially where this may help children to cycle associated with Safer Routes to School schemes, but also for the less experienced or less confident cyclists who would prefer to be separated from the traffic on busy roads. Officers can confirm that the widths satisfy Cycling England's requirements (we are currently liaising with one of Cycling England's consultants on an advisory basis), and that the proposals do include a means of joining the cycle track when making the right turn from Salisbury Road.

Member Views

Ward Members

24. Councillors Douglas, King, Scott, Alexander, Bowgett and Crisp were asked for their comments on the proposals. Only Councillor Douglas responded, and indicated her support for the proposals. Should we receive any further

comments following submission of this report, they will be reported as an update at the meeting.

Other Members

25. Councillor Gillies and Potter were also made aware of the proposals and asked for their comments. At the time of writing this report, Cllr Gillies has yet to respond. Cllr Potter has responded by indicating her support for the proposals.

Options on the Way Forward

26. There appears to be a general support for the proposals in principle, with some comments registered on one main contentious element. Therefore, Officers have formulated the following options for Members to consider:

Option One – implement the proposals (shown in **Annex A**);

Option Two – make any changes to the proposals that Members consider necessary;

Option Three – no cycle improvement measures to be implemented.

Analysis of Options

27. Clearly, Option Three would do nothing to promote cycling, and crucially, this option would not fulfil the Council's obligations in relation to being a Cycling City. This option would also fail to deliver on at least two of the seven aims outlined for spending Cycling England's funding, namely to increase total cycling activity (more people cycling more often), and to address the gaps in connections and cycle routes.
28. Officers consider that the proposals represented in Option One appear to be the best in terms of advancing the aims of the Council as a Cycling City, tailored to suit the individual requirements for cycling measures along Water End. The only major area of concern highlighted by the consultation process is the proposal to introduce a single lane approach for traffic to the Clifton Green signals. Should this be the favoured option, traffic modelling shows that initially, traffic congestion will increase on Water End. However, the traffic model also predicts that this will ease over time as drivers make alternative choices over their route choice and mode of travel. Officers consider that this element of the overall scheme is very important to make cycling along Water End more attractive, which is essential if the aim of encouraging a modal shift from car to bicycle is to be achieved. Therefore, Officers do not consider that any amendments to the scheme (Option Two) can be recommended.

Corporate Priorities

29. Option One appears to be the only option that will deliver uninterrupted cycling facilities along Water End. These proposals would help meet the Council's Corporate Priorities for improving the health and lifestyles of York's residents. In particular, it should also encourage local people to walk and cycle.

Implications

Financial/Programme

30. It is expected that the proposals could be delivered within the budget of £300,000 that was originally allocated within the 08/09 Capital Programme.

Human Resources (HR)

31. There are no human resources implications.

Equalities

32. There are no equalities implications.

Legal

33. There are no legal implications.

Crime and Disorder

34. There are no crime and disorder implications.

Information Technology (IT)

35. There are no information technology implications.

Property

36. There are no property implications.

Risk Management

Risk Category	Impact	Likelihood	Score
Physical	Low	Possible	5
Financial	Low	Unlikely	6
Organisation/Reputation	Medium	Highly Probable	15

37. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are the potential damage to the Council's image and reputation linked to road traffic congestion at the Clifton Green traffic signals. This is because the proposals may be unpopular with many people, particularly motorists (Governance). There is, of course, the risk of incurring higher than expected construction costs (Financial). Measured in terms of impact and likelihood, the risk scores have all been assessed at less 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.

Recommendations

38. That the Advisory Panel advise the Executive Member to approve Option One, to implement the proposals (shown in **Annex A**).

Reason: Officers consider that these proposals will provide significant improvements for cyclists on Water End, and contribute to the aims of the Council as a Cycling City.

Contact Details:

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Chief Officer Responsible for the report

Damon Copperthwaite
Assistant Director of City Strategy

Report Approved



Date 3/10/2008

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Holgate and Clifton Wards

All

For further information please contact the author of the report

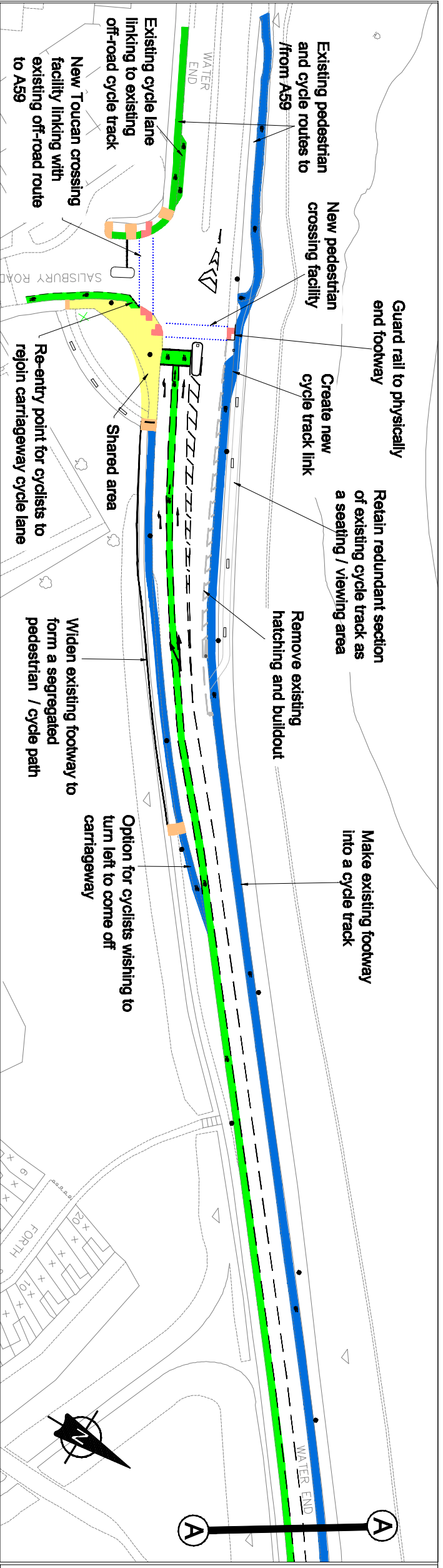
Background Papers:

“Proposed 2008/09 City Strategy Capital Programme” – report to the Meeting of Executive Members for City Strategy and Advisory Panel on 17 March 2008

“York Cycling City” – report to the Meeting of Executive Members for City Strategy and Advisory Panel on 8 September 2008

Annexes:

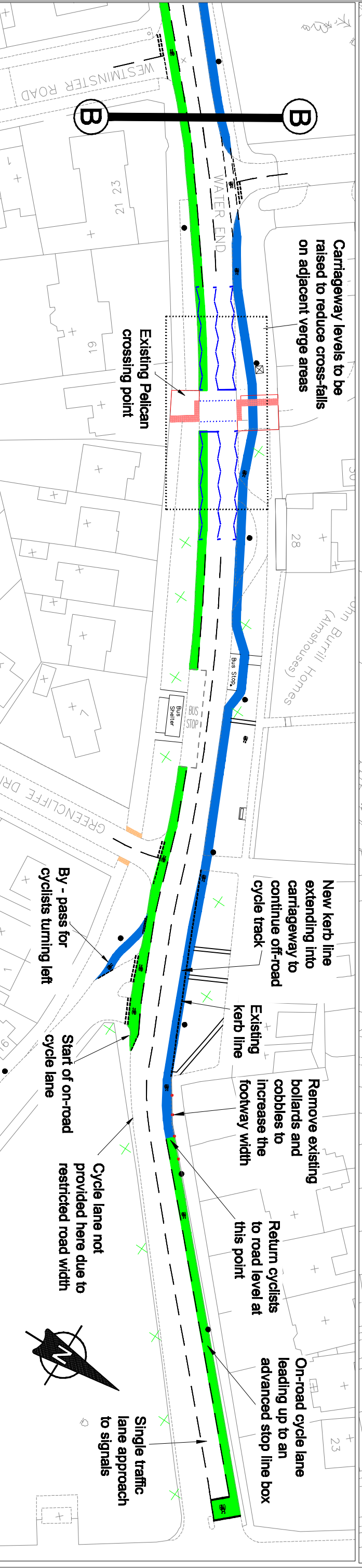
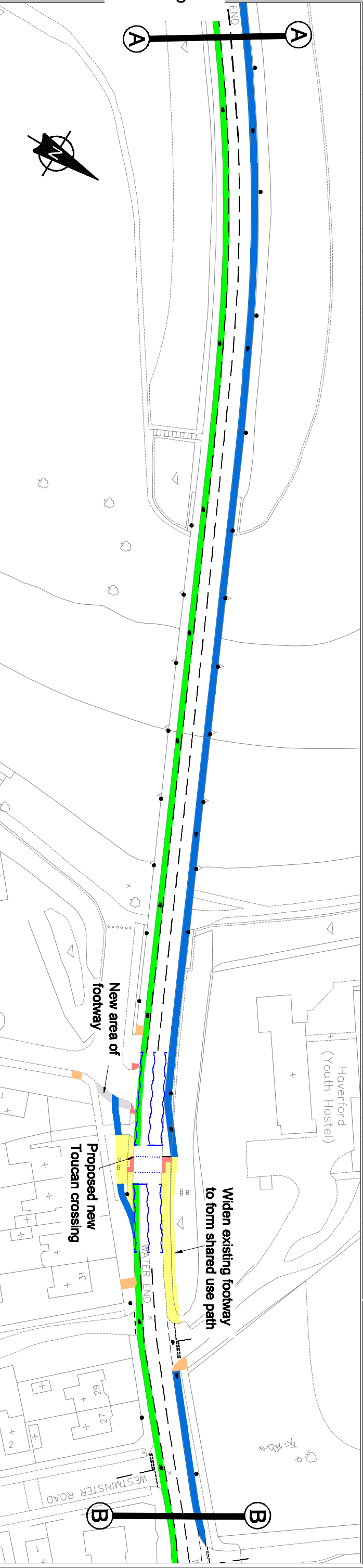
Annex A – Cycle Route Proposals
Annex B – Comments in Response to Consultation



Key

- Off - road cycle track
- On - road cycle lane
- Shared use path
- Tactile paving at crossing points
- Tactile paving to define shared use areas
- Street Lighting
- Cast Iron Bollards

Note - areas of cycle track / lane crossing junction mouths to be coloured green to highlight the presence of cyclists to motorists



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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 Greycliffe 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 Greycliffe 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.

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