York Local Cycling and Walking Infrastructure Plan

Scoping report

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1 Executive summary

This scoping report sets out a series of high-level analyses to inform the development of a full Local Cycling and Walking Infrastructure Plan (LCWIP) for York. Analyses are based on national and York-specific data to establish levels of cycling and walking in York. These have been assessed in terms of trends in participation, patterns of commuting, and estimated future use of the highway and cycling network in York if the city were to "Go Dutch". "Go Dutch" estimates are taken from the propensity to cycle (PCT) model. Pedal cycle count data from the Department for Transport (DfT) and City of York Council's (CYC) automatic counters have been used to sense-check PCT estimates. By evaluating CYC and neighbouring authorities' local plans, planned large residential developments have been mapped to identify areas where flows may increase in excess of those modelled. Road traffic collision data have been mapped to identify clusters of incidents. Finally, proposals to extend the current cycle network in York are evaluated in light of the analyses made in this report. With safe, high quality infrastructure in place, many short journeys currently made by car have the potential to be converted to cycling and walking. As the country emerges from the Covid-19 lockdown, facilitating these potential conversions is more important than ever.

An LCWIP has an important role to play in supporting CYC's efforts to tackle the challenges of Climate Change, air pollution and the growing public health crisis of physical inactivity, by highlighting a range of transport options that will encourage greater levels of walking and cycling and create healthier, happier places for people living, working and visiting the city.

Importantly, an LCWIP will:

— Set out the evidence of how an increase in cycling and walking can be achieved in the City

— Lay out a comprehensive cycle network and target expenditure for best value

— Identify a list of infrastructure improvements for both walking and cycling based on best practice

— Summarise the evidence for supportive measures, such as Low Traffic Neighbourhoods

— Provide cost estimates for these schemes that can be used in future bids and in planning decisions (for example, Tranche 2 of the DfT Emergency Active Travel Fund will rely heavily on LCWIP plans for funding allocation)

CYC has a significant opportunity to increase cycling and walking levels in York. However, the LCWIP is not merely an exercise in modal shift. By embedding the LCWIP in wider policy and strategy, provision for cycling and walking has the potential to catalyse lasting improvements for York as a place. Completion of a full LCWIP will result in evidenced policies and objectives to achieve this, underpinned by infrastructure and supporting measures. Nine possible objectives are offered here for consideration during the LCWIP process:

— Objective 1: Minimise differences in the likelihood of York residents to use active travel for utility and leisure journeys.

— Objective 2: Reverse the decline in cycling levels in York, and plan for **xxx** percentage of York journeys to work to be by cycle by **xxx** (target to be discussed and agreed).

— Objective 3: Promote and facilitate multi-modal trips, particularly for cross-boundary commuter and leisure travellers.

— Objective 4: Prioritise cycling and walking routes that are most likely to lead to the conversion of short car commutes into active travel modes.

— Objective 5: Where major cycling and walking destinations coincide, minimise potential for conflict between user groups.

— Objective 6: Prioritise installation or improvements to cycling and walking infrastructure in areas of known safety risk, following best practice design guidance.

— Objective 7: Prioritise cycle routes that serve outlying settlements with latent potential for cycling to the city centre, even if current levels of cycling in these corridors are low.

— Objective 8: Create conditions that facilitate an increase of cycling and walking within local residential neighbourhoods and around community hubs.

— Objective 9: Require all new developments to be designed to provide streets for people, with local facilities and access to the wider active transport network within safe, accessible and enjoyable reach by cycling and walking.

These suggested objectives are intended to help determine the level of ambition of the full LCWIP. To achieve these objectives (or similar) in full, the LCWIP should look to encompass primary, secondary and tertiary networks in its final proposals.

The suggested objectives were developed in response to the analyses presented in this report. Key findings were:

— Although high compared to other UK towns and cities, levels of cycling and walking in York have declined since 2015. Whilst York adults remain more active than adults in England, over 70% never cycle, and over 50% walk fewer than three times per week. York children are slightly less active than English children overall.

— Nearly two-thirds (58%) of commuting journeys within York are by motor vehicle. Commuting by bike (16%) and on foot (25%) is higher than the national average, but there is nevertheless a huge opportunity to reduce the reliance on motor vehicles for commuting in the city.

— Over 80% of inbound and outbound commutes are by motor vehicle. Existing park and ride sites on the city outskirts provide an opportunity to promote “park and pedal” as an alternative to driving into the city centre.

— The majority of high-flow walking commutes are on the western side of the city. However, the highest flows are between the City Centre and: Heworth South and the Groves[1], Fulford Road and Clementhorpe, Clifton North, and Holgate East. If radial journeys are ignored, high-flow OD lines are concentrated between Middle-layer Super Output Areas (MSOAs) to the south of the city.

— High-flow cycling commutes are also predominantly radial, but distributed more evenly around the city. The highest flows are to the north and west, between the City Centre and: Heworth North, Clifton Without, Holgate West, and Acomb. Non-radial flows are concentrated in two clusters: to the north of the city in and around Clifton, Heworth and Huntington; and to the south of the city in and around Fulford and Heslington. Actual cycle counts show that cycling volumes are highest on routes nearest the city centre.

— Short driving commutes are predominantly on the west of the city. Many of the shortest high driving flows (between MSOA centroids less than a mile apart) coincide with high walking or cycling flows. Excluding these overlapping flows reveals two clusters of driving commutes; between the southwest of the city and the centre, and flows between the north and northwest of the city.

— Reliable data on school journey flows are not available. The majority of school journeys across York are active, but nearly all schools (in particular primary schools) have a significant minority of motor vehicle journeys. Primary and secondary schools with larger catchments (either through geography or as a result of faith status) tend to have higher numbers of motor vehicle journeys.

— Many key leisure trip generators and large employment centres are co-located within the A1237/A64 ring road. Virtually all destinations within the ring road are within three miles of York station. Additionally, many of the major historical attractions in York are within a mile of York station. There is therefore, significant opportunity to improve cycling and walking for tourism and leisure in addition to commuting.

— Accident clusters were identified in several locations across the city. Ouse Bridge is a cluster location for cyclist and pedestrian casualties. Clusters of accidents resulting in serious injuries to cyclists were identified around York station, at the Huntington Road-A1036 junction and on Heworth Road.

— Under the PCT “Go Dutch” scenario, levels of cycling will increase but the flow distribution around the city network will be largely similar. Exceptions to this are in the north and south east of the city, where flows are modelled to increase. A number of gaps in the current and proposed cycle network are evident, between modelled areas of high flows or in regions where there are currently high numbers of short driving commutes.

Finally, the Covid-19 pandemic has brought the importance of active travel for health into sharp focus. Provision of alternative mobility for public transport users, limiting increased car use, and ensuring the availability of safe neighbourhoods are all recognised as key elements of a post-Covid transport

[1] To give geographical context, MSOAs are described using names assigned in the House of Commons Library of MSOA Names.

system. In section 5 future data and analyses required for the full LCWIP are addressed. Short term opportunities as a direct result of the Covid-19 pandemic are presented in sections 5.3.1 and 5.3.2.

2 Introduction

2.1 Purpose and layout of scoping document

In 2017, the Government published a Cycling and Walking Investment Strategy, focused on making "cycling and walking the natural choices for shorter journeys, or as part of a longer journey"[2]. Within the strategy, local authorities are encouraged to pursue a strategic approach to investment for cycling and walking, with the aim of normalising active travel as a transport mode. Using a structured framework, Local Cycling and Walking Infrastructure Plans (LCWIPs) enable local authorities to identify and prioritise local needs for cycling and walking infrastructure, and provide a basis for strategic investment in the cycling and walking network.

Government guidance for the development of an LCWIP[3] divides the process into six distinct phases, shown in Figure 1. The York LCWIP Scoping Report contributes to Stage 1 and 2, and presents a baseline analysis of cycling and walking in York, using currently available data. The document provides a rationale for a proposed geographical extent of the future LCWIP that encompasses the whole region. It suggests key data sources and analyses that will be required to complete the full LCWIP. It is envisaged that this document will sit alongside policy and governance analyses undertaken by CYC officers to inform a brief for the development of a CYC LCWIP.

The document is structured as follows:

— Section 2.2 brings attention to the need to evaluate policy and strategy priorities; it is anticipated that this will be completed by CYC officers (to follow in final draft).

— Section 3 contains the bulk of the analysis, focusing on current levels and distributions of cycling and walking and commuter journeys in York. It demonstrates that while York already exhibits high levels of adult active travel when viewed in the national context, there are opportunities to increase cycling and walking in the city. Key flows for different modes of travel are identified, highlighting areas that show potential for meaningful modal shift.

— Section 4 examines how future cycling and walking activity may be distributed around the city, were it to "Go Dutch". Existing proposals for cycle network expansion in York are evaluated in light of the modelled flows.

— Section 5, makes recommendations for future information gathering and suggests the next steps to be taken in the LCWIP process.

— Section 6 offers possible objectives for the LCWIP.

[2] DfT, Cycling and Walking Investment Strategy, p1.
[3] DfT, LCWIPs: Technical Guidance for Local Authorities

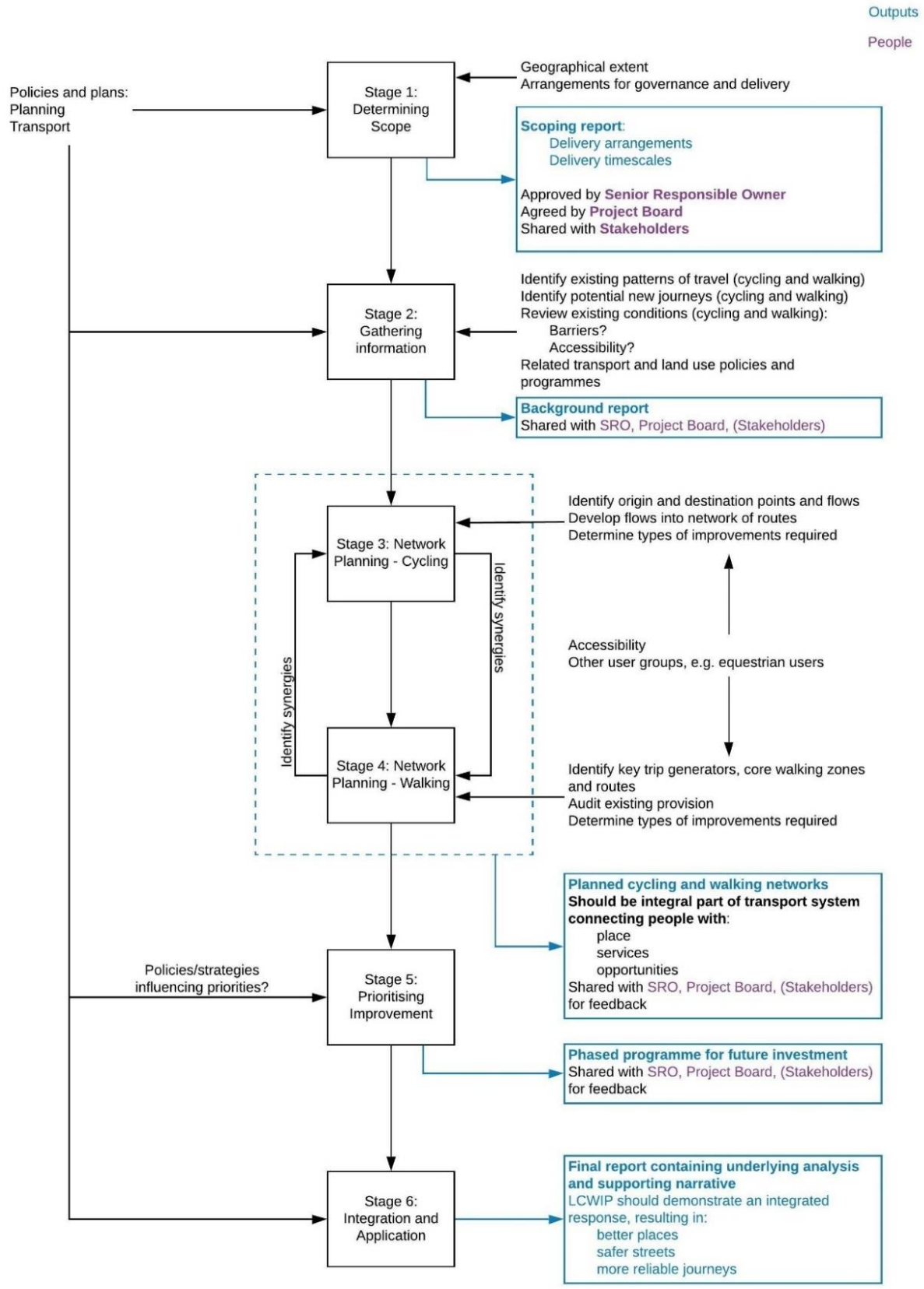

Figure 1: LCWIP process outline showing inputs, outputs and stakeholder involvement at each stage

2.2 Brief policy context

How the LCWIP fits in with other York policies – *to be completed by CYC officers as discussed at outset.*

3 Cycling and walking activity in York

York has traditionally been known to be one of the “cycling” cities in the UK. With a well-developed network of cycle paths, footpaths and bridleways, coupled with an historic centre that already prioritises pedestrians over private vehicles and cyclists, York is a positive environment for walking and cycling. Beyond its boundaries, York is connected by the National Cycling Network to the south, east and west. Routes 65 and 66 cross in the centre of the city; route 65 links York with Linton on Ouse and Easingwold in the north west, and Selby in the south, while route 66 connects York to Tadcaster in the south east, and Pocklington in the east. Coupled with a good starting level of cycling infrastructure, York benefits from a topography that is suited to cycling. Across York, average gradients do not exceed 3%. Additionally, the compact nature of the city and its residential catchment offers excellent potential to convert local car journeys to active modes. There is therefore, a good basis on which to build a comprehensive walking and cycling network in York.

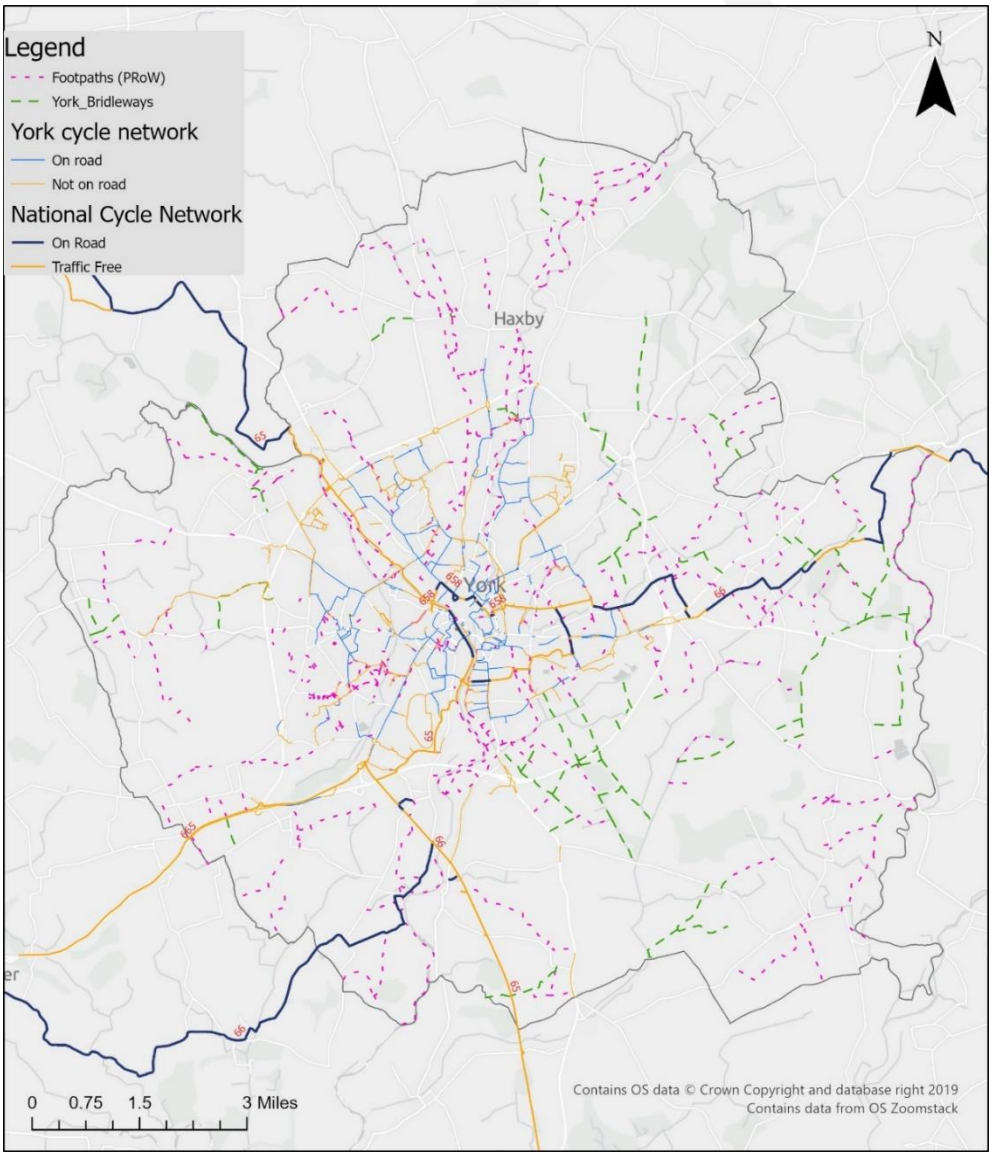

Figure 2: Active travel network provision in York

However, the head-start that York enjoys compared with much of the country does not mean that there is no room for improvement. Despite being a cycling city with higher levels of walking and cycling than much of the country, over 70% of York residents do not cycle (Figure 3). However, as cities across the UK develop high quality cycling and walking infrastructure as a result of their own LCWIPs, York has the opportunity to draw on recent experience to update and expand its current cycle network. Across the UK, it has been demonstrated that high quality infrastructure is necessary to increase cycling levels.

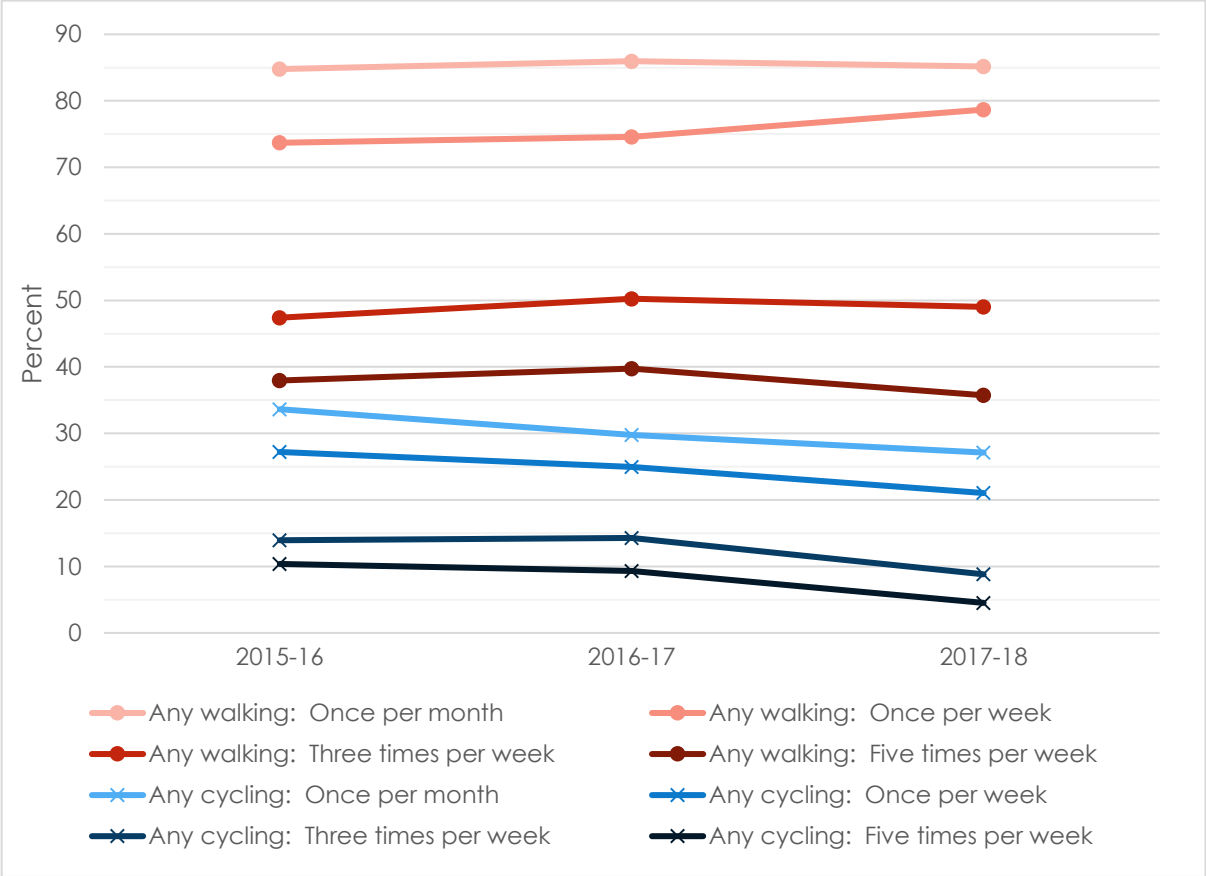

Figure 3: Changes in York adults' cycling and walking participation 2015-2018; DfT Tables CW0302, CW0303, December 2019

Similarly, despite already having a large cycling and walking network, much of the city's radial road network experiences heavy traffic at morning and evening rush hour, along with the north–western section of the A1237, and inner ring road. This suggests that there are plenty of opportunities to reduce vehicular travel, and increase active travel in York. Furthermore, Figure 4 highlights that for roads nearer the central area of York, traffic congestion does not ease significantly during the day, with central roads remaining congested between the peak rush hours. There is therefore a need to mitigate non-commuting vehicle journeys in the city, in addition to focusing on provision for the main commuter corridors.

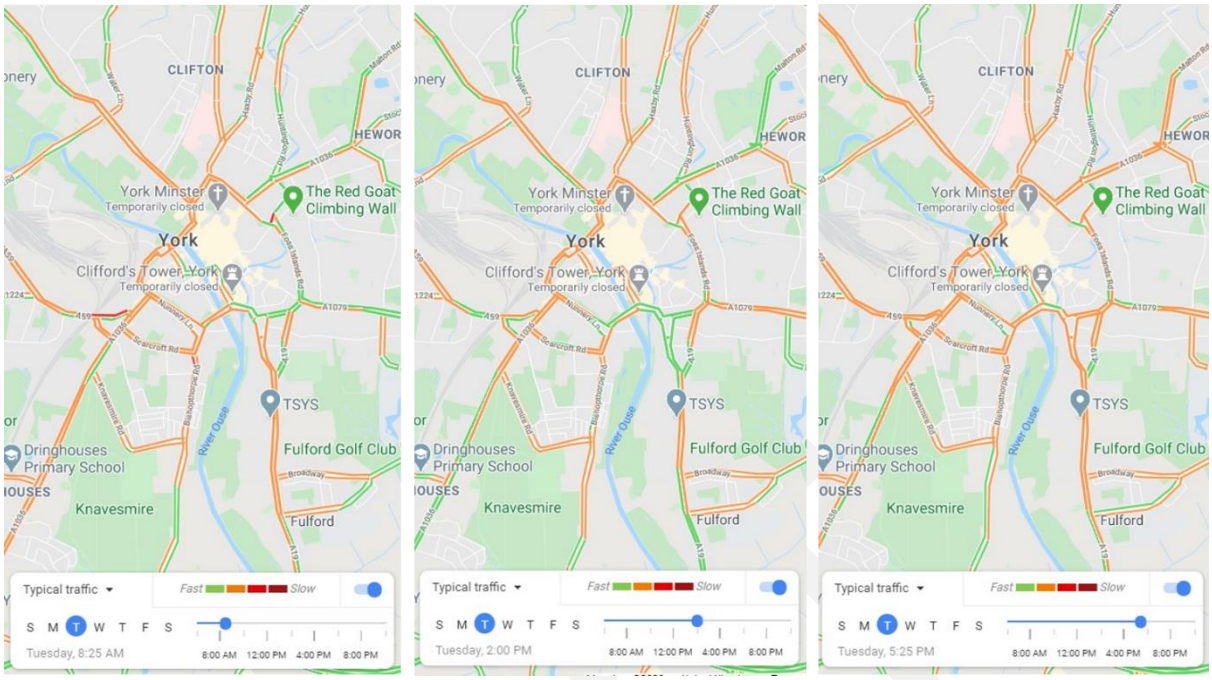

Figure 4: York traffic conditions on a typical Tuesday at 8:25 am (left), 2:00 pm (centre), and 5:30 pm (right).

The York authority area can be considered as three concentric regions: the historic centre within the city walls and inner ring road, the urban development within the A1237/A64 outer ring road, and the rural outskirts to the boundary. This report will show that much of the current cycling and walking activity in York is concentrated within the A1237/A64 outer ring road. However, to the north in particular, villages are located within cycling distance of the city for many. The draft Local Plan also includes a number of residential allocations in the area beyond the A1237/A64. Furthermore, as e-bikes increase in popularity, they allow potential cyclists to overcome barriers presented by excessive distance and gradient. With a lack of gradient across York, e-bikes are a viable means to bring the outlying settlements within reasonable cycling distance of the centre. It is suggested therefore that the full LCWIP is developed to serve York to its authority boundary.

3.1 Existing levels of cycling and walking activity in York

To propose targets for increasing cycling and walking levels, an understanding of the baseline situation is necessary. This section sets out a summary of levels of activity in York, starting with an assessment of activity levels as a whole, before considering how that activity is taking place. Active Lives Survey (ALS) data are used to provide a summary of overall activity levels in York, and how these compare with the national situation. ALS data are collected for both adults and children, with results published bi-annually and annually respectively. Adult survey data are collected from a minimum of 500 randomly selected households in in each local authority region. Children and Young People (CYP) survey data are collected via randomly selected schools.

The most recent ALS results show that York adults are more active than the population of England in general, with over 80% percent classed as active or fairly active in the 2018-19 Survey (Figure 5). In contrast, the most recent survey of children and young people shows that York schoolchildren appear to be marginally less active than the wider population (Figure 6).

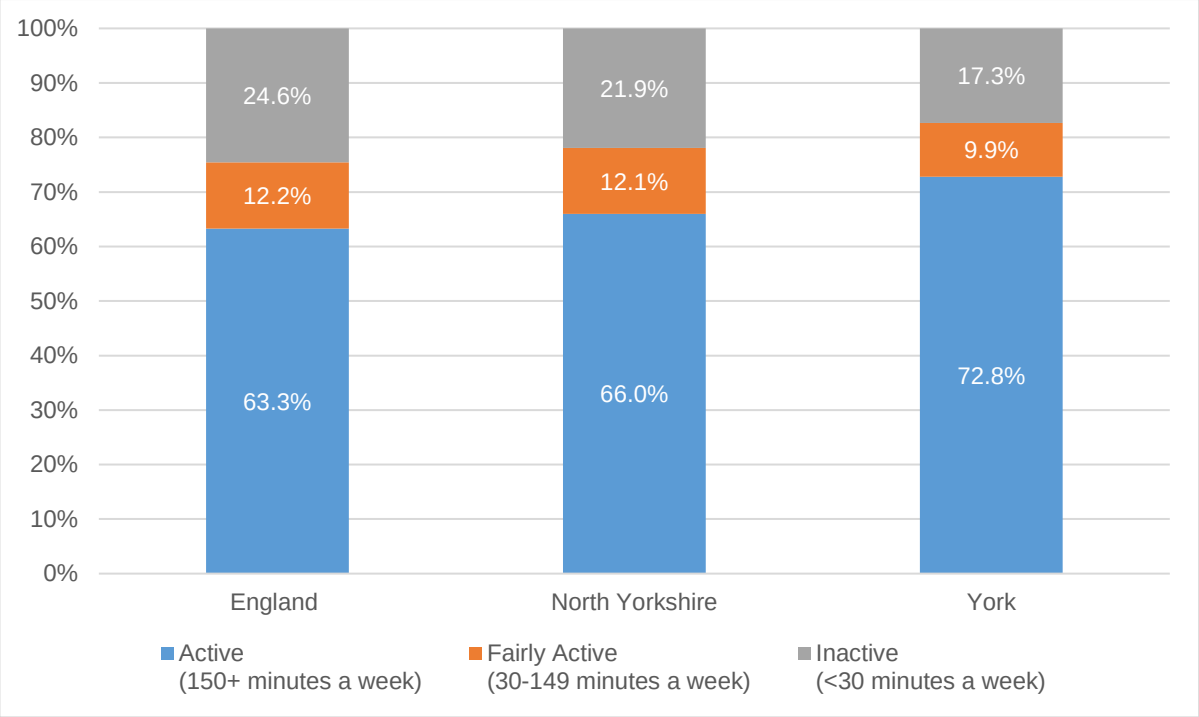

Figure 5: 2018-19 activity levels for adults aged 16+; Active Lives Survey Table 3, April 2020

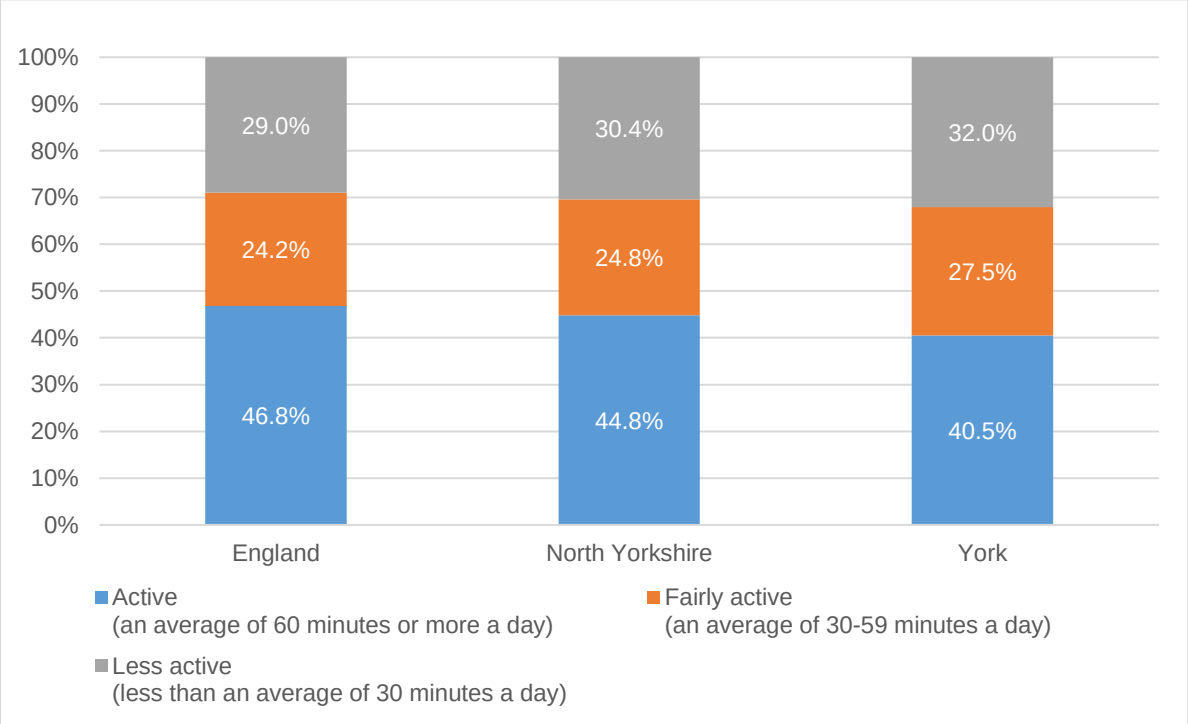

Figure 6: 2018-19 activity levels for school children Year 1 to Year 11; ALS (CYP) Table 1c, December 2019

The CYP data provide further information about the types of activities being undertaken by children in England. Figure 7 shows that approximately 50% of children surveyed stated that they had taken part in walking or active travel activities 'in the last week' in the 2018-19 school year. The CYP survey is administered via schools, so it can be considered likely that many of the active travel activities reported are journeys to school. The percentages for children stating they had taken part in cycling

and scooting activity are lower but an increase in participation levels is evident between the 2017-18 and 2018-19 surveys in all modes shown.

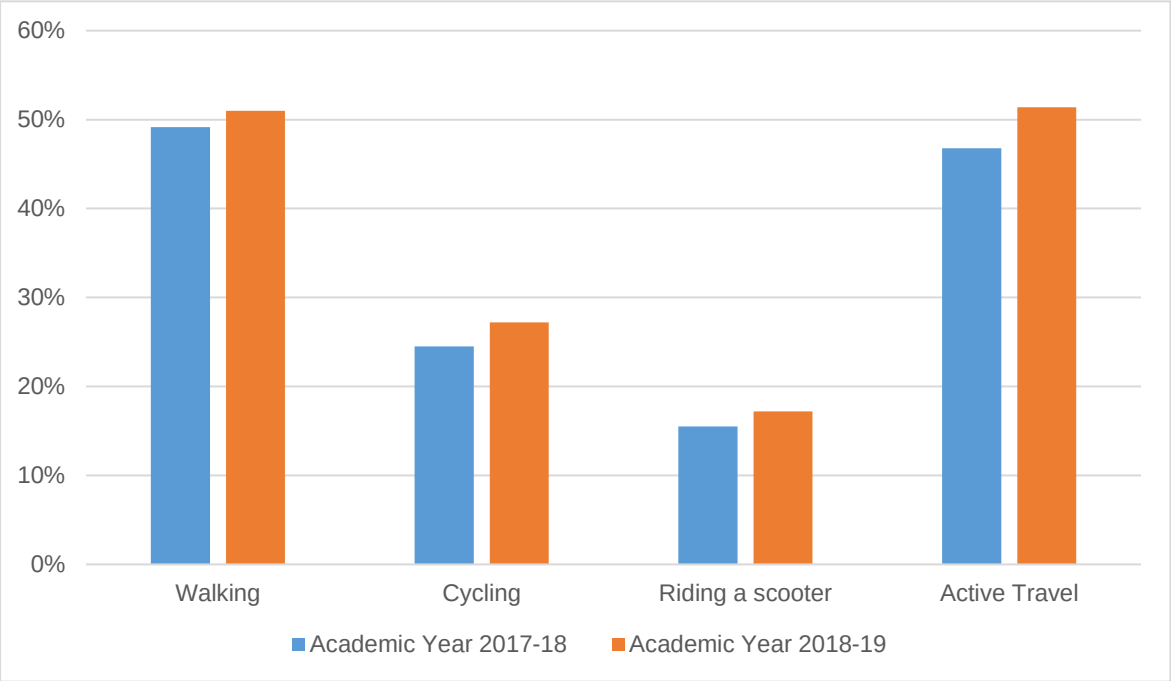

Figure 7: Percentage of Year 1 – 11 pupils in England taking part in walking, cycling, scooting and active travel 'in the last week'; ALS (CYP) Table 7, December

ALS data provide a useful overview of activity levels in York compared to England and the North Yorkshire region, and a snapshot of the levels of cycling, walking and active travel in England. However, in order to best understand how to support cycling and walking in York through the development of the LCWIP, further local data are needed to assess the local breakdown of cycling and walking activity.

Figure 3 demonstrates that recent trends in the percentage of York adults walking for any purpose fewer than five times a week are gradually increasing. Conversely, there have been clear declines in the percentage of adults cycling at all frequencies. It is not possible to determine the cause of the cycling decline shown in Figure 3. However, when frequencies of leisure or 'utility' (cycling for travel) cycling are considered in isolation (Table 1) it is evident that in most cases, utility cycling is declining substantially more than cycling for leisure.

Comparison with other authorities shows that nationally, York ranks highly for levels of monthly and weekly cycling, but it is increasingly outranked when comparisons are made for frequencies of three times a week and five times a week. Of the 53 authorities that currently have a higher proportion of adults than York cycling five times a week, only 8 had higher levels in 2015-16. Additionally, most of these 53 authorities have stable or increasing levels of cycling at all frequencies, in contrast to York's overall declining trends. **Development of the LCWIP is therefore a critical step in halting the decline of cycling in York.**

Table 1: Percentage of York adults cycling, by survey year, frequency and purpose

Survey Year	Percentage[1]							
	Cycling for leisure[2]				Cycling for travel			
	Once per month	Once per week	Three times per week	Five times per week	Once per month	Once per week	Three times per week	Five times per week
2015-16	19.4	11.1	1.7	0.9	24.7	19.0	11.7	8.9
2016-17	18.5	10.8	3.6	1.7	24.0	20.0	10.5	6.8
2017-18	16.7	7.7	1.6	0.4	18.3	15.5	8.1	4.0
Change: 2015-2018	-2.7	-3.4	-0.1	-0.5	-6.4	-3.5	-3.6	-4.9

[1]Percentages for each frequency will not sum to the 'all purposes' totals in Figure 3, as some people will take part in both types of cycling and may do so at different frequencies.
[2]"Leisure" refers to walking or cycling for the purpose of health, recreation, training or competition, not to get from place to place.
Source: DfT Walking and Cycling statistics Table CW0302.

Focusing on the most recent (2017-18) survey data shows that when considering cycling for any purpose, over 70% of York residents remain non-cyclists, in contrast to just 15% that never walk. However, for those that do cycle and walk, calculating percentage participation according to frequency and purpose allows useful comparisons between the modes to be made. The following assumptions and calculations have been made when calculating percentage participation:

— Mid-year population data for adults aged 16+ are taken from the later year in a survey set (e.g. 2018 population data for the 2017-18 survey) to align as closely as possible with a Nov to Nov survey period.

— Participation numbers at each frequency are calculated by multiplying percentage participation by the mid-year population, and subtracting the number of people participating at the next highest frequency level from the result. This is to allow for the fact that lower frequency percentages include those who also participate at a higher frequency (e.g. the percentage of those that cycle three times a week will also include those that cycle five time a week).

The charts in Figure 8 a-d show that for both cycling and walking, participation frequencies are more evenly distributed for travel than for leisure. Nevertheless, over 50% of people participating in either activity for either purpose are doing so less than three times a week. For leisure activities, this rises to 70%. Arguably, leisure walking and cycling rates may be expected to be lower than utility rates. However, utility journeys have a number of catalysts (e.g. trips to and from places of education and work) that occur over the full course of a week for many people. **Consequently, there is opportunity to increase both the proportion of people participating in cycling and walking in York, and the frequency with which current activity takes place, particularly for utility purposes**.

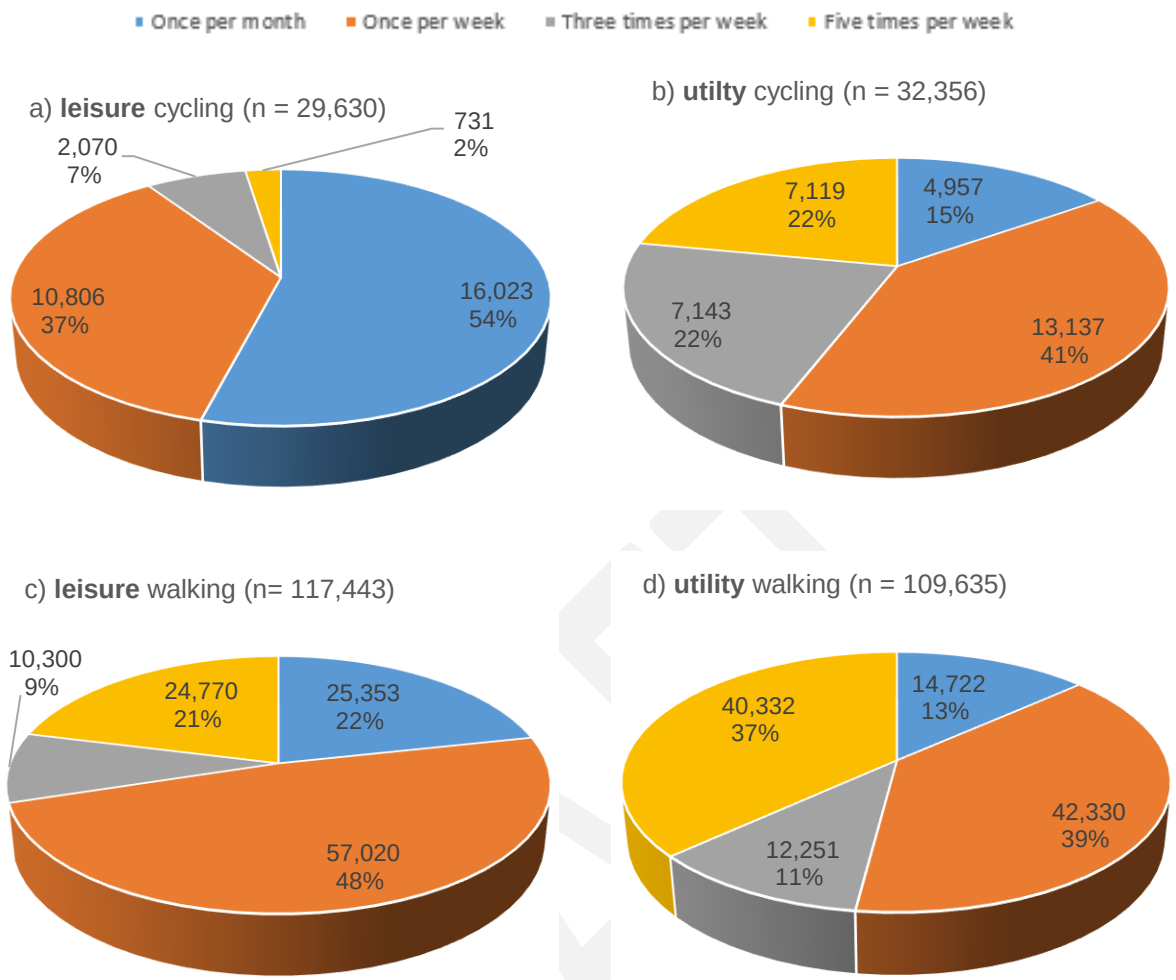

Figure 8: Distribution of leisure and travel cycling and walking participation by frequency 2017-18; a) leisure cycling, b) utility (travel) cycling, c) leisure walking, d) utility walking. "Leisure" refers to walking or cycling for the purpose of health, recreation, training or competition, not to get from place to place. DfT Cycling and Walking Statistics, ONS mid-year population estimates

Converting the percentage share of walkers and cyclists into estimates of trip numbers for each frequency and purpose is problematic. The data do not show how many leisure walkers and cyclists are also cycling and walking for travel and vice-versa, nor are we able to determine how many actual journeys are undertaken by someone that cycles “at least five times per week” for example. **A survey of York’s cyclists and walkers may provide better data for trip estimates, and could therefore be considered as part of the data-gathering process for the full LCWIP. The full LCWIP should also establish a methodology to estimate trip numbers reliably.**

However, UK census data provides a record of work place-residential origin-destinations, which allows us to make an assessment of the most frequent origin-destination pairs for different modes of transport. However, using PCT modelling alongside cycle count data from CYC, it is possible to estimate and map the most heavily used areas of the city cycle network.

3.2 How people travel in and around York

Travel between locations is a key aspect of daily life, whether that travel be for work, school, leisure, or as an activity in its own right. Various surveys exist to assess the travel habits of UK citizens. Many focus on travel to work and school, but the National Travel Survey (NTS) provides insight into English citizens' modal choices over a wide range of trip purposes. Data are aggregated and reported at a national level as shown in Table 2, which summarises the key data from 2018.

Table 2 shows that commuting made up 15% of all trips made in England in 2018, with the majority of these journeys made by car/van. Car/van travel is also the predominant choice for shopping and leisure trips. Walking accounts for the next largest proportion of trips in each of these categories. Travel to educational establishments is relatively evenly divided between car/van and walking modes, and the only category in which there is any degree of parity between the number of trips by car/van and any other mode of travel.

Table 2: English trips by mode and purpose, 2018 (NTS)

Purpose	Walk[1]	Bicycle	Car / van driver	Car / van passenger	Other local bus	Surface rail	All modes[3]
Commuting	2%	0.6%	7.9%	1.2%	0.6%	1.1%	15%
Business	0%	0.0%	2.1%	0.2%	0.0%	0.2%	3%
Education / escort education	5%	0.2%	2.8%	3.0%	0.7%	0.2%	13%
Shopping	5%	0.1%	8.5%	3.6%	0.8%	0.1%	19%
Other escort	1%	0.0%	5.0%	2.6%	0.1%	0.0%	9%
Personal business	2%	0.1%	4.0%	2.2%	0.3%	0.1%	9%
Leisure[2]	4%	0.6%	9.8%	8.3%	0.7%	0.6%	26%
Other including just walk	6%	0.0%	0.0%	0.0%	0.0%	0.0%	6%
All purposes	27%	1.7%	40%	21%	3.3%	2.2%	

[1]Walk includes all travel on foot and non-motorised wheelchairs. Children escorted by a walking adult are listed as walking.
[2]Leisure includes visiting friends, entertainment, holidays, sports and day trips.
[3]Modes with totals <1% and London-centric modes are not shown. Therefore, all modes % ≠ sum of modes shown.
Source: National Travel Survey Table 0409

What is also evident in Table 2 is that while cycling and train travel form a very small proportion of the overall trip share, each are predominantly used for commuting and leisure journeys. Bus travel by contrast is more distributed by purpose, with commuting, travel for education, shopping and leisure having approximately equal proportions of trips. Overall, while commuting trips form 15% of all trips taken, shopping (19%) and leisure (26%) each have a greater share of overall trips. Therefore, converting short leisure and shopping journeys to active modes has the potential to remove a greater number of vehicle journeys from York's roads than a focus solely on commuting. Fortunately, in York, several of the large employment clusters in the city are co-located with large leisure trip generators

(e.g. Monks Cross, Vangarde Shopping Park, and Clifton Retail Park and Business centres). Improving the cycle and walking network between key employment clusters and the wider region may also prove beneficial for increasing leisure trips. Alongside this, ensuring that safe, quiet streets are available within local neighbourhoods will encourage residents to make local journeys by bike or on foot. However, national census data focus largely on travel to work and school. These data are now considered.

3.2.1 Regional travel to work by mode

Census data, collected every ten years, provide a comprehensive assessment of national and local travel patterns alongside numerous other demographic statistics. Census data from 2011 show that despite higher cycling levels than the national average, the majority of people living or working in York travel to their place of work by motor vehicle (Figure 9).

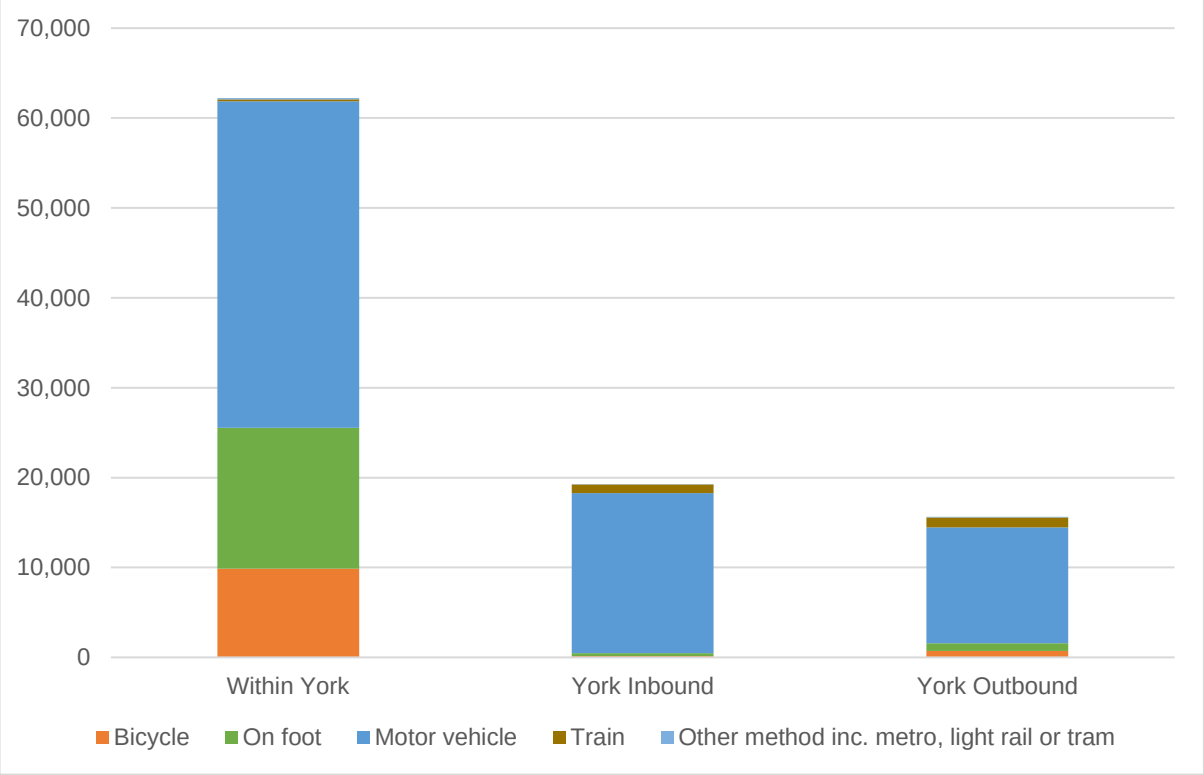

Figure 9: Methods of travel to work within York, and to and from East Riding, Hambleton, Harrogate, Leeds, Ryedale and Selby (Census data 2011, WU03UK)

Considering first individuals that work in York, 76% reside in the region and inbound commuters make up the remaining 24%. Of these inbound commuters, over half are resident in East Riding (28%) or Selby (26%). When considering travel to work out of the region, York residents primarily travel to work in Leeds (32%) or Hambleton (19%). What is clear from Figure 9 is that the motor vehicle is the predominant choice of transport for commuters in all three flow directions. However, within York, while motor vehicles remain the primary choice for travel to work (58%), journeys by bicycle (16%) or on foot (25%) account for a significantly larger proportion of journeys than the inbound or outbound flows. York residents are also more likely to commute beyond the regional boundary by bike or on foot. Additionally, Census data show that 62% of people commuting in York travel 10km or less to do so. Over 50% travel 5km or less on their journey to work. These figures demonstrate that while there is a

strong base level of active commuting in the city, there is huge potential to build on this further, by converting short journeys to active travel.

3.2.2 York residents' travel to work by mode

By matching commuting data to MSOAs, the following figures and tables show that the distribution of travel choices by York residents is unequal. Despite dating from 2011, it is considered that census data are appropriate for providing information of broad travel trends in the city, particularly when considering cycling and walking. Proportionally, numbers of cycling and walking commuters in any one MSOA are small, and therefore changes in population since 2011 result in small changes to the overall numbers of cycling and walking commuters. Greater changes to cycling and walking levels are likely to result from strategic plans to support these modes than from population change alone.

Considering residents' commuting overall, Figure 10 shows that there is significant variance both in the distribution of numbers of commuters across the region and the means by which they commute.

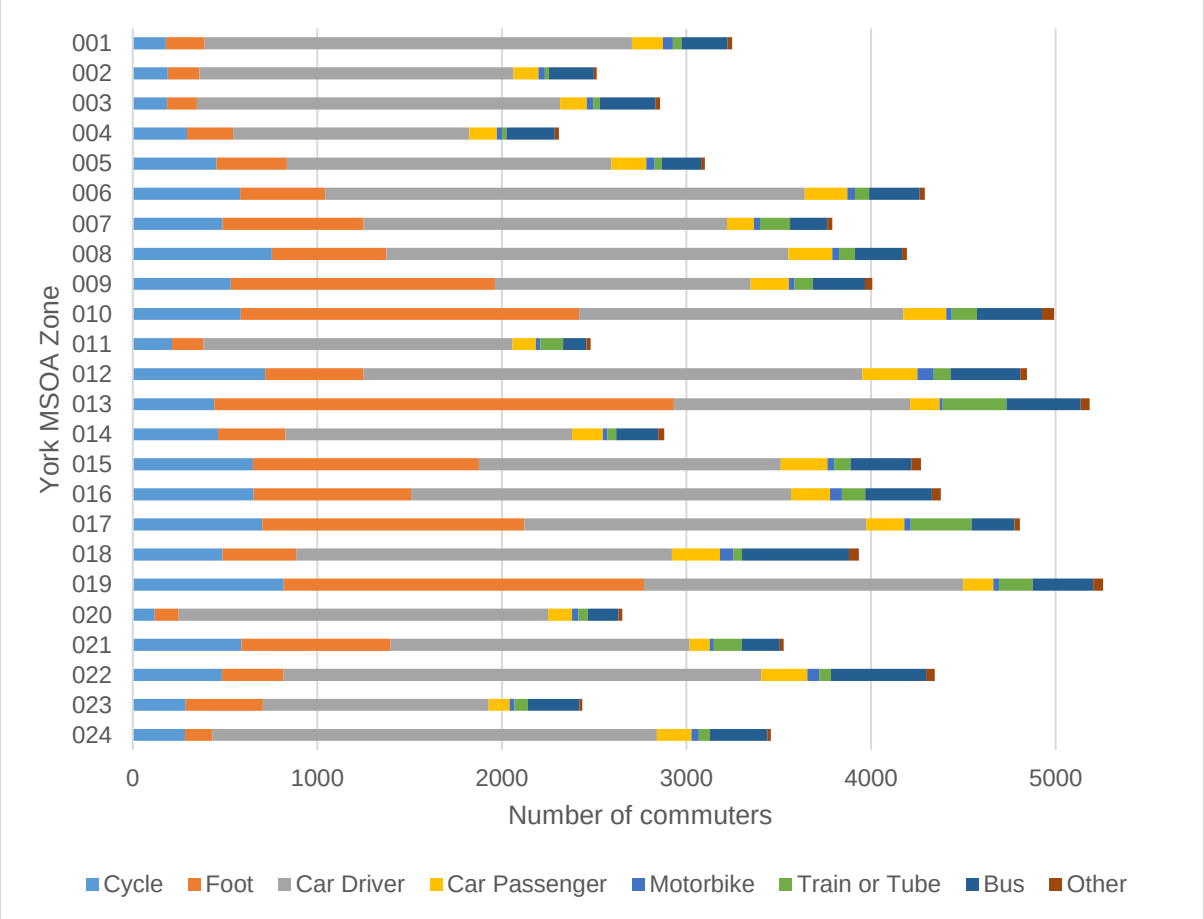

Figure 10: York residents' commuting by MSOA and mode (PCT Region Data, Zones: MSOA)

Each of top three MSOAs for walking, cycling, driving and bus commuters are listed below, ranked by number of commuters travelling by the specified mode. Numbers of commuters and associated percentages are shown. In some cases, an MSOA may rank out of the top 3 by numbers of commuters, but have a similar percentage of commuters travelling by a particular mode. Where this is the case, they are noted after the list.

Walking commutes:

- York 013 – City Centre: 2409, 48%
- York 019 – Fulford Road and Clementhorpe: 1952, 37%
- York 010 – Heworth South and the Groves: 1883, 37%

The three MSOAs are co-located, with 010 and 019 bounding 013 to the east. The high numbers of walking commutes in these zones mean that they also top the rankings for active commutes as a whole (walking and cycling).

— Cycling commutes:

- York 019 – Fulford Road and Clementhorpe: 818, 16%
- York 008 – Heworth North: 754, 18%
- York 012 – Acomb: 717, 15%

Commuters that cycle make up 15% or more of the total in 6 additional MSOAs: York 021 – South Bank and Dringhouses (589, 17%); York 014 – Osbaldwick (462, 16%); York 015 – Tang Hall (651, 15%); York 016 – Holgate West (654, 15%); York 005 – Huntington (454, 15%); and York 017 – Holgate East (701, 15%).

— Car commutes (Driver or passenger):

- York 012 – Acomb: 3000, 38%
- York 022 – Woodthorpe: 2838, 40%
- York 006 – Clifton Without: 2829, 40%

The three MSOAs with highest numbers of driving commutes are all located on the west of the region. Six further MSOAs exceed 40% for car commuters: York 020 – Dunnington, Elvington and Wheldrake (2132, 45%); York 001 – Strensall (2484, 43%); York 024 – Bishopthorpe and Copmanthorpe (2597, 43%); York 003 – Wigginton (2112, 42%); York 002 – Haxby (1836, 42%); and York 011 – Poppleton, Rufforth and Askham (1802, 42%). Unsurprisingly, these six regions with the highest percentage of car commuters are all boundary MSOAs.

— Bus commutes:

- York 018 – Westfield: 579, 9%
- York 022 – Woodthorpe: 516, 7%
- York 013 – City Centre: 402, 6%

Two of the MSOAs with the highest number of bus commuters are located in the west of York. Cycle network provision in these MSOAs is relatively sparse compared to others within the ring road, particularly in Westfield, and three “well-used” high-frequency routes (1, 4, and 5/5A) bus routes cover areas not on the network (Figure 11). Two further MSOAs have bus commuters in excess of 6%: York 023 – Fulford, Heslington and the University (280, 7%); and York 004 – New Earswick (261, 7%).

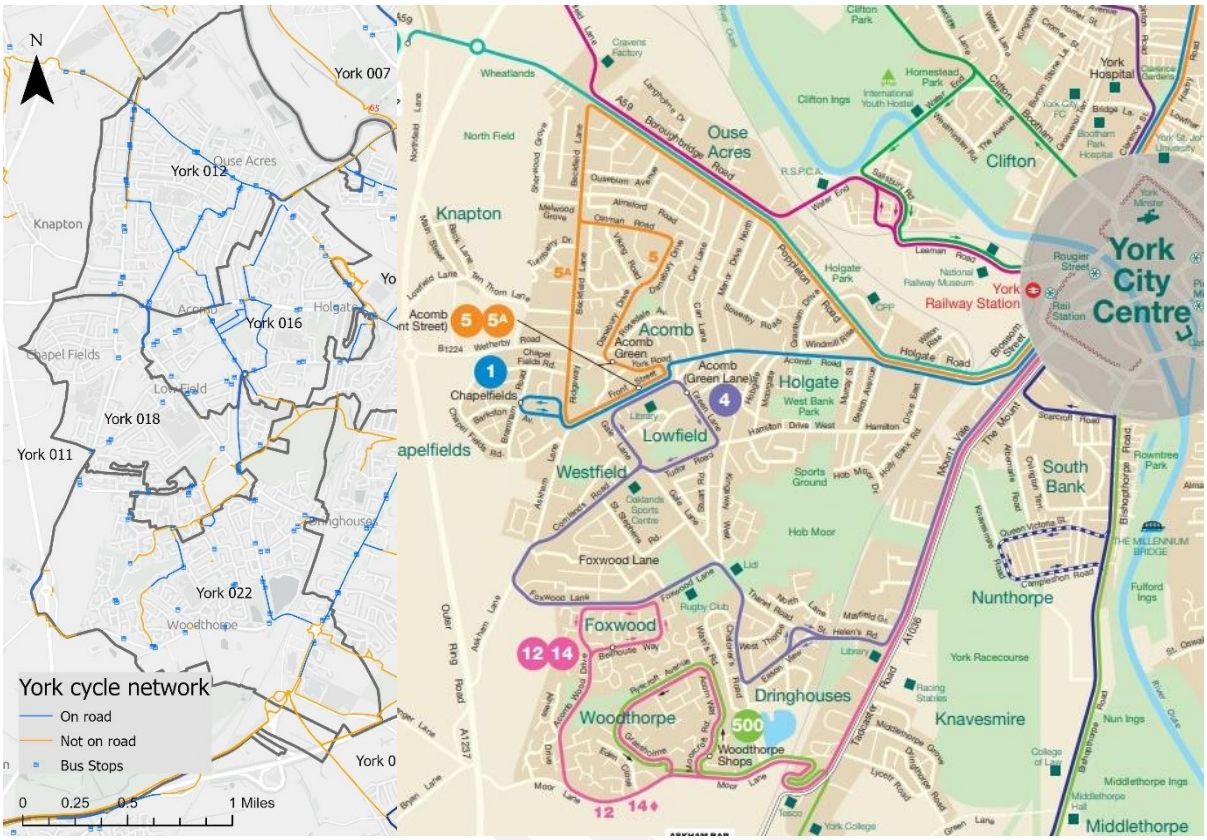

Figure 11: Cycle network and bus stops in south-western area of the city region, with corresponding high frequency bus-routes (First Bus)

The mode-based statistics provided here give a broad picture of travel to work in York, and highlight a poor share of active travel for inbound and outbound journeys. However, it is important to note two key limitations to census data. Firstly, some inbound or outbound journeys may not represent travel within the York region itself. The census records the method of travel for the largest portion of the journey *by distance*. An inbound commuter that travelled the greatest distance of their commute by car but parked at one of the city's six park and ride sites and continued by active means into the city would be categorised as travelling by motor vehicle. Similarly, an outbound train passenger to Leeds who travelled through York to the Station by taxi would be categorised as travelling by train. As such, active mode and park and ride use in York is almost certainly understated in the data.

Secondly, it should also be noted that census data exclude travel by students to places of higher education. York has two Universities in the city: York St John University in the centre, and the University of York to the south east of the city. Students from the universities will largely be resident in the region, and it can therefore be assumed that levels of cycling and walking within the MSOAs to the centre and south-west of the city in particular are higher than shown.

This section has shown that commuter travel choices vary significantly across York. Prioritising infrastructure provision in different areas of the city addresses different issues: in the southwest MSAOs, improved infrastructure has the potential to remove bus and car commutes from the city. In MSOAs where cycle commuting levels are already high, additional infrastructure could prevent a decline in cycle commuting. Finally, this section suggests that walking infrastructure should be

focused on the inner MSOAs, where distances between residential areas and the city centre are shortest.

3.2.3 Travel to work in York by origin-destination

Section 3.2.2 shows that levels of cycling and walking in York are unequally distributed across the region. Comparing MSOAs by commuter type reveals that unsurprisingly, MSOAs further from the centre of the city have lower numbers of active commuters. This could be as a result of a lack of options to commute to the centre of the city, but could equally represent a choice of an individual to live in the rural outskirts and commute into a neighbouring region. Using the free to access online Propensity to Cycle Tool (PCT), information about origin-destination pairs can be explored in more detail.

PCT data is focused on travel to school and work, based on census data from 2011. As with MSOA data, despite being based on the 2011 census, it is considered that the PCT data are appropriate for providing information of broad trends in the city. Later, data from the PCT tool are used to show potential changes in walking and cycling the York. Comparing changes in cycling and walking levels for population change and the scenario estimates shows that scenario effects create greater estimated differences in possible levels of cycling and walking than are prompted by population growth. However, the PCT tool also faces limitation in that developments since 2011 are not included in the data, nor are proposed developments. Therefore, the origin-destination and scenarios presented in this section are analysed at MSOA level, to provide broad estimates of the main movement corridors in the region. Consideration of future development is then considered briefly. **Further consideration of the effects of new developments, particularly with regard to proposed completion timescales, is warranted in the full LCWIP**.

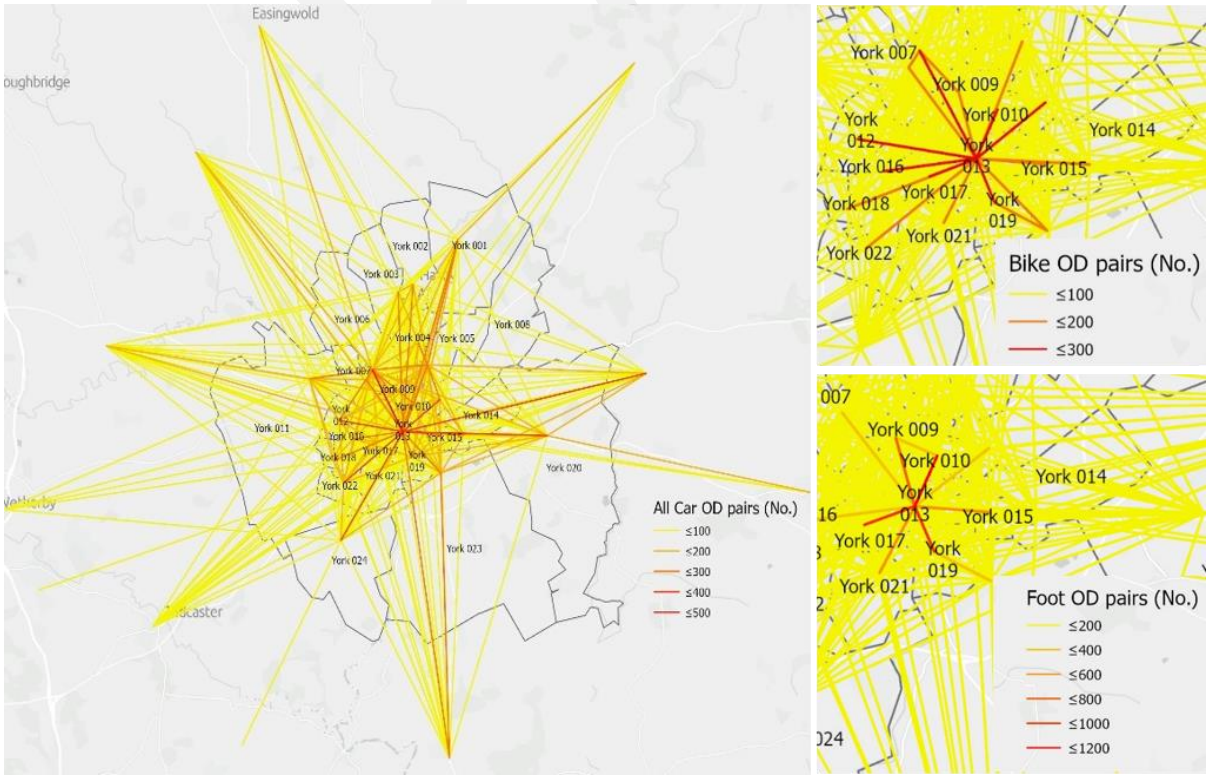

Figure 12: Origin destination pairs by mode and number of commuters (PCT Data, MSOA Flows)

Figure 12 shows the overall distribution of origin-destination (OD) lines for all commuting journeys that start or finish in a York MSOA with a fastest route distance less than 30km, by number of commuters and type. It is important to note that the lines shown represent links between MSOA centroids, and not actual origins and destinations. Darker lines represent a higher number of commuters using the mode represented between MSOAs.

For all three modes considered, origin and destination pairs are spread across the region. However, the numbers of commuters that travel between each OD pair are markedly different depending on the mode being considered. For car journeys, high numbers are spread across orbital and radial routes within and beyond the inner city region. In contrast, despite demonstrating that cycling and walking journeys occur across the region, the highest numbers of cycling and walking commutes are tightly concentrated towards the centre of the city. For foot commuters, numbers along the most common OD lines are two or three times higher than the most common cycling and driving lines.

The prevalence of driving routes in the central area of the region suggests that there are a substantial proportion of short driving journeys that could be replaced by cycling and walking trips. Figure 13 shows all OD lines where there are over 150 driving commuters, but the distance between MSOA centroids is 3.5 miles or less. Many of the lines shown link central and western/north-western areas of the city. Northern orbital lines are also represented; this is in line with known issues concerning traffic volumes around the north-western quadrant of the A1237. Improving provision in these area warrants further consideration on the basis of potential conversion rate. Also of interest are those pairs where OD lines are shortest (shown in purple in Figure 13). These routes represent a reasonable walking distance of 1 mile between MSAO centroids.

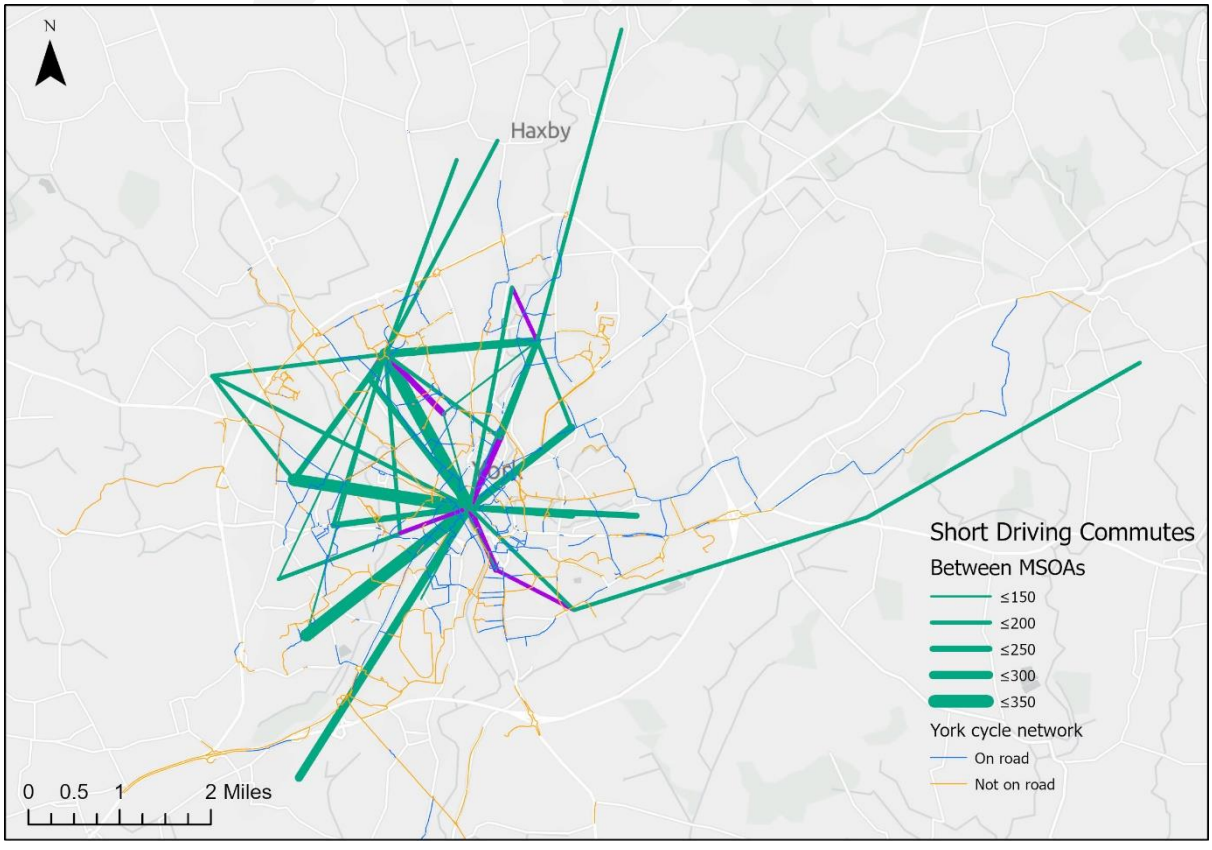

Figure 13: Short driving commutes. Purple lines show OD lines < 1 mile in length (PCT Data)

Examining cycling and walking lines more closely shows that while the highest frequency OD lines are largely radial (as shown in Figure 12) certain orbital and cross-city lines are also well used. Figure 14 shows all OD lines where cycling represents over 20% of total commutes, with a minimum of 50 cycle commuters between the indicated OD pair. Several of the popular cycling lines to the west and north-west align with the driving lines shown in Figure 13. Also of interest in Figure 14 is the fact that (remembering that flows are shown between MSOA centroids) five of the radial flows can be approximately aligned with the major roads into the city centre, along which park and ride bus services are routed. Therefore, provision of safe cycling infrastructure along these routes not only has the potential to serve local residents, but could also encourage greater use of “park and cycle” for inbound commuters. Additionally, OD lines between the city centre and York 008 and York 006 plot approximate routes to major leisure attractors in the city, presenting opportunities to reduce vehicle flows beyond the rush hour.

Clusters of OD lines around points away from the city centre also evident in Figure 14. Major employers can be identified in close proximity to these clusters: the University of York to the southeast of the city, and Nestlé and York Hospital to the north.

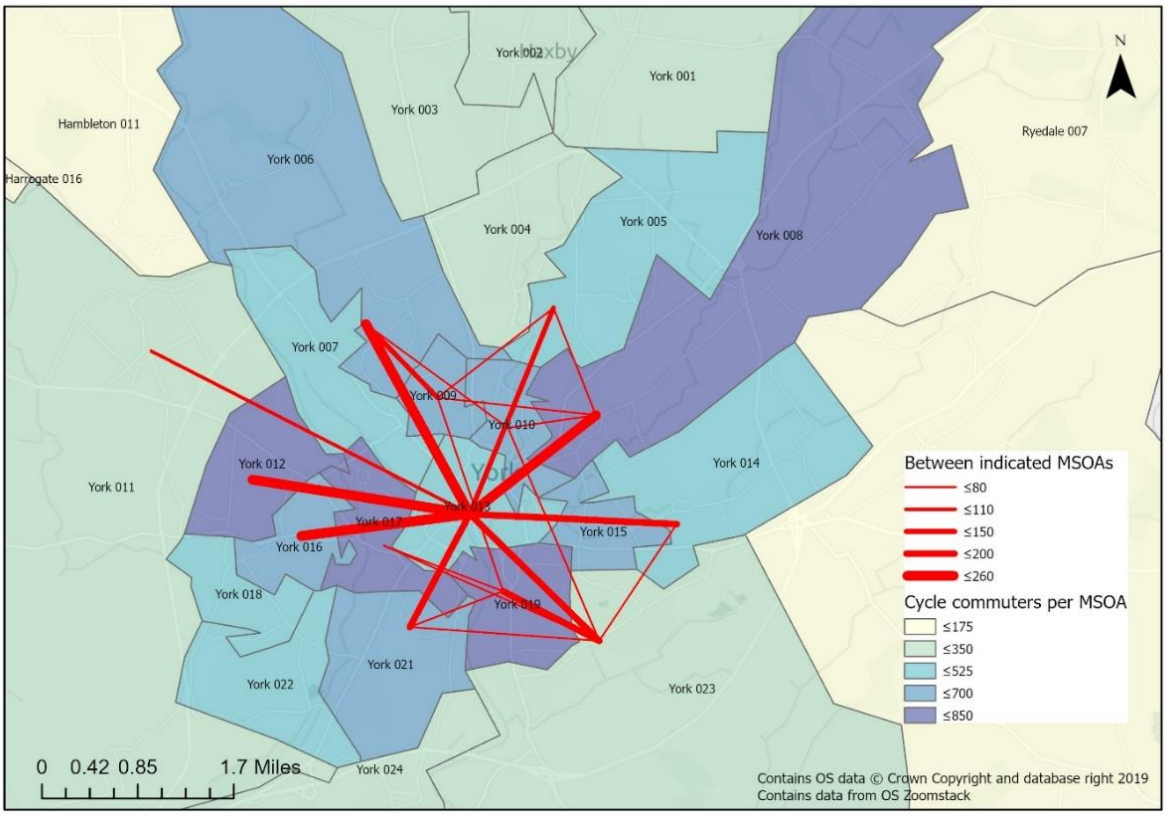

Figure 14: High-use cycling commutes (PCT data)

Figure 15 shows all OD lines where walking represents over 30% of total commutes, with a minimum of 50 commuters between the indicated OD pairs. The highest walking flows between OD pairs are significantly higher than either driving or cycling lines. As in Figure 14, the highest flows are radial, but walking OD lines are shorter, for the most part linking adjoining MSOAs.

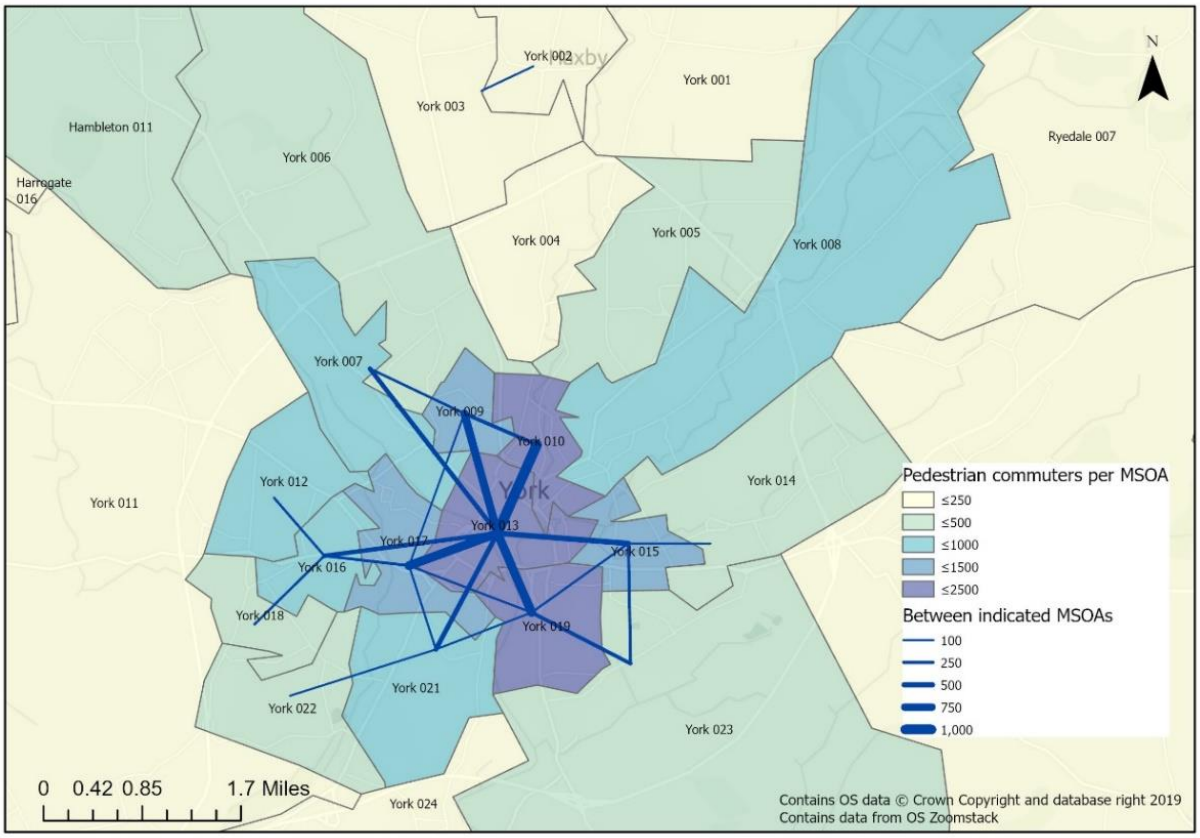

Figure 15: High-use walking commutes (PCT data)

With the exception of the most northern line, the walking lines represented on Figure 15 each overlap with short driving flows. The co-incidence of modes along these lines underlines the potential for mode shift in these areas of York through improvement of the existing network provision. For contrast, Figure 16 shows those OD driving lines that are present in Figure 13, but not overlapped by cycling and walking lines shown in Figure 14 or Figure 15. That is, they have high numbers of commuters travelling a short distance but few cycling and walking commuters travelling between the same origins and destinations.

Figure 16 reinforces the conclusions of the previous section, that provision of cycling and walking infrastructure to the southwest of York has the potential to convert a high number of short driving commutes to other means. Similarly, the presence of OD lines to the north and northwest of the city in Figure 16 is aligned with the broad absence of any cycling and walking OD lines beyond the ring road in Figure 14 and Figure 15. In these areas to the north and beyond the A1237/A64 ring road, OS lines showing high number of car commutes and no cycling and walking coincide with a lack of existing infrastructure. Encouragingly, a Strensall – Haxby – City Centre corridor has already been identified as a key strategic corridor for cycling in York in the Local Plan. **The PCT data presented here would support this, and would further suggest that priority consideration is given to the Wetherby Road/Acomb Road corridor also identified in the Local Plan. Furthermore, Figure 16 suggests that the full LCWIP examine the potential of providing safe cycling and walking infrastructure to support orbital journeys around the northwest of the city.**

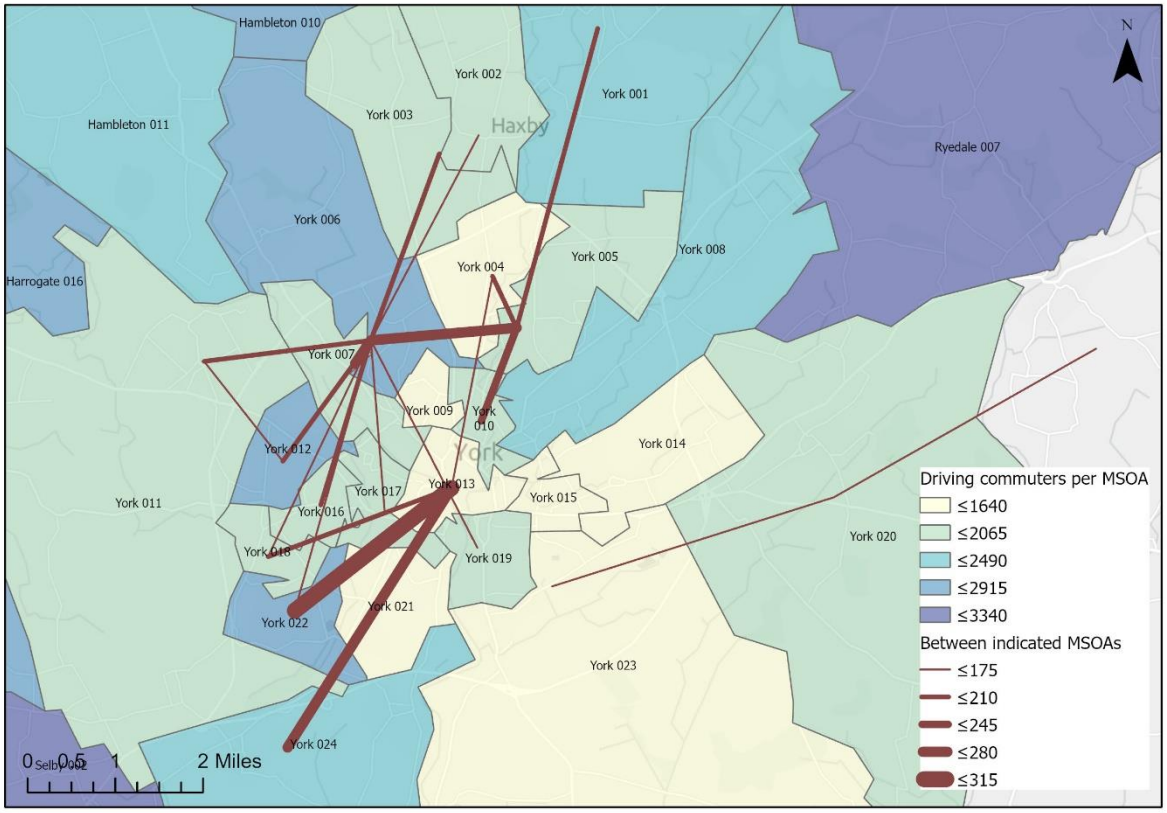

Figure 16: Short driving commutes with little corresponding cycling and walking activity between the OD pairs (PCT data)

Despite clear areas of potential focus emerging from this analysis, it must be remembered that on average, commuting trips represent just 15% of journeys made by individuals in England. Gathering data regarding non-commuting journeys in the city would provide opportunities to understand what drives wider cycling and walking in York, and would additionally enable feedback on the quality of the existing network to be gathered.

3.2.4 Travel to school in York

In contrast to travel to work, school travel in York is characterised by high proportions of journeys on foot or by bike. Levels of active travel to schools are supported by the ongoing Travel2School project, delivered by Sustrans on behalf of the City of York iTravel team. Travel to school is assessed here through a combination of census data and Sustrans Hands-Up Surveys (HUS). In Travel2School schools, results from the annual HUS show that levels of cycling and walking to schools remain broadly in line with the levels shown in the 2011 census data. Figure 17 shows the proportion of active and non-active journeys to schools represented by the Travel2School primary schools in and around central York.

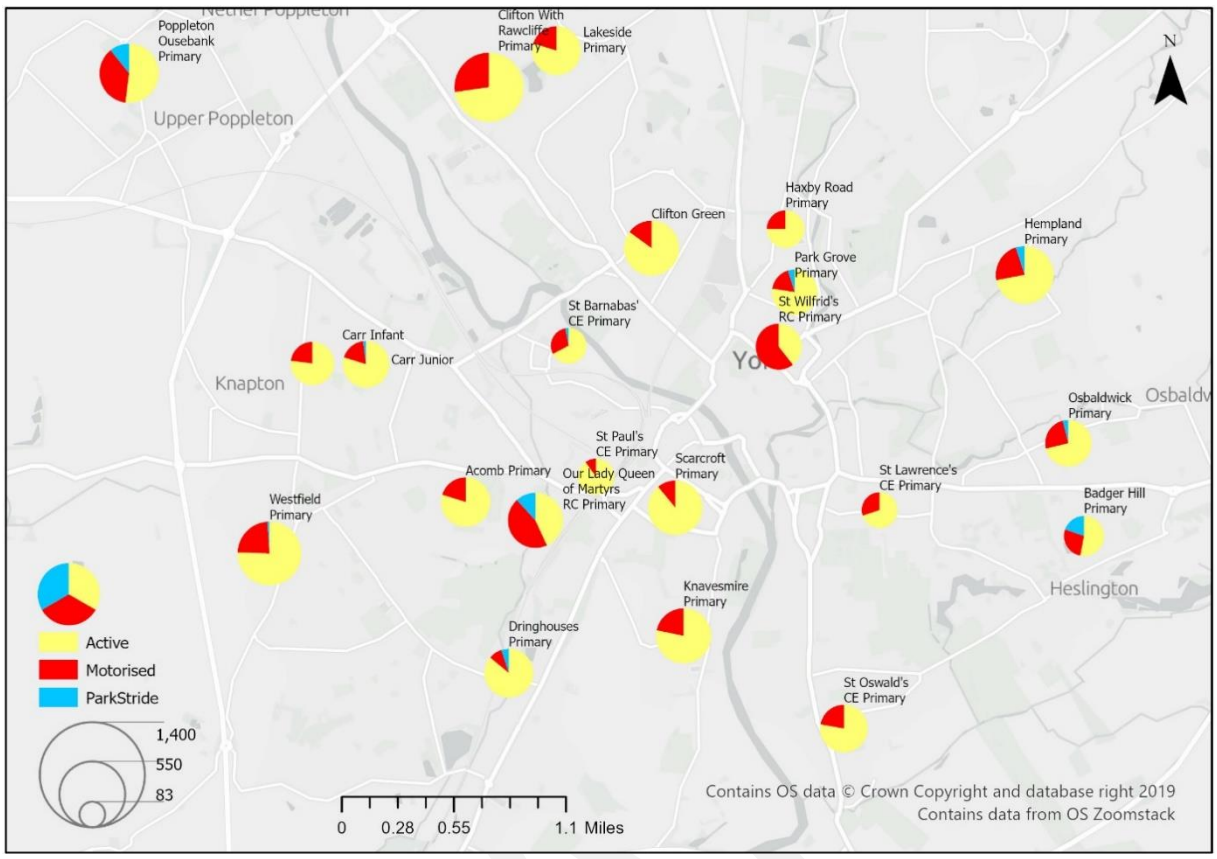

Figure 17: Levels of active travel to primary schools in York, based on most recent Sustrans Hands Up survey results for each school featured.

Census data show that for over two-thirds of York primary schools, travel to school by motor vehicle was 33% or less. For secondary schools, with the exception of Joseph Rowntree (18%), motor vehicle share fell to 10% or less, reflecting the greater ability of secondary aged children to make their own way to school. Despite a high share of motor vehicles, Joseph Rowntree also recorded the highest share of bike travel (21%). Across both school stages, walking was the predominant active mode. Of the schools where motor vehicle share was higher than 33%, many are either beyond the ring road, in the more rural areas of York, or faith schools with larger catchments. These patterns are mirrored in the more recent HUS data, with similar percentage distributions, and similar characteristics evident in schools with higher vehicular mode share.

While active travel levels to primary school are generally high, it is clear that even in the Travel2School subset, several schools still have a number of journeys that are undertaken using motorised transport. For faith schools the higher numbers of motorised journeys reflect a larger catchment area, but where catchment areas are smaller, the **LCWIP may consider whether increasing the level of locally filtered neighbourhoods and interventions outside the school gates may improve conditions for active journeys to school, and consequently, other local services.**

Secondary mode share, based on the 2011 census data within the PCT tool, is shown in Figure 18. As with primary schools, there are a small number of secondary school that have higher levels of travel to school by car. These are also associated with large catchments arising from relative

population distribution around the school, or because a school is a faith school. A Strensall-Haxby-City Centre cycling corridor is likely to benefit schools to the north of the city with lower levels of active travel. **Therefore the LCWIP should evaluate the benefit in providing safe cycling infrastructure to the north of the city, from both a commuting and school-travel perspective.**

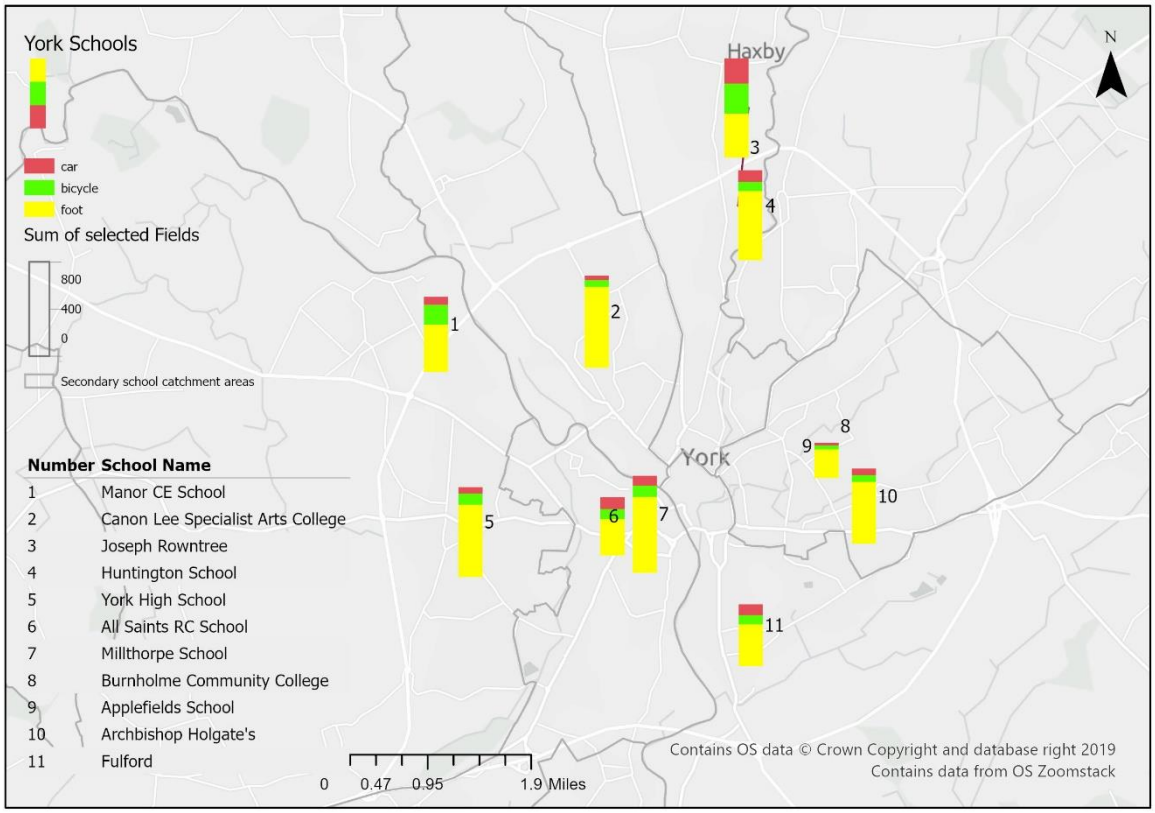

Figure 18: Travel to York secondary schools by foot, car or cycle. (PCT Data, Schools)

3.2.5 Counted journeys in York

The previous sections consider travel to work and school in York by mode, focusing on private transport and active travel. However, on average journeys to work or for education[4] comprise just 28% of all trips taken by an individual. Using count data along routes enables actual levels of use to be compared with commuting estimates, regardless of trip purpose. Across York, regular Department for Transport (DfT) traffic counts capture actual cycling and walking levels annually. Further information is provided by automatic cycle counters (ACC) located at strategic points across the city cycling network.

Figure 19 shows actual cycle counts superimposed on the estimated daily network load based on PCT commuting data from the 2011 Census. PCT and DfT count data are daily flows, whereas ACC data are annual. All three variables are banded at equivalent intervals, with an additional ACC band to show annual counts that exceed the highest daily flows recorded. Absolute comparisons cannot be made between the PCT and count data due to the fact that PCT estimates do not account for non-commuting journeys, but some useful insights are available nevertheless.

[4] NTS education data includes Higher and Further Education, which are excluded from Census data.

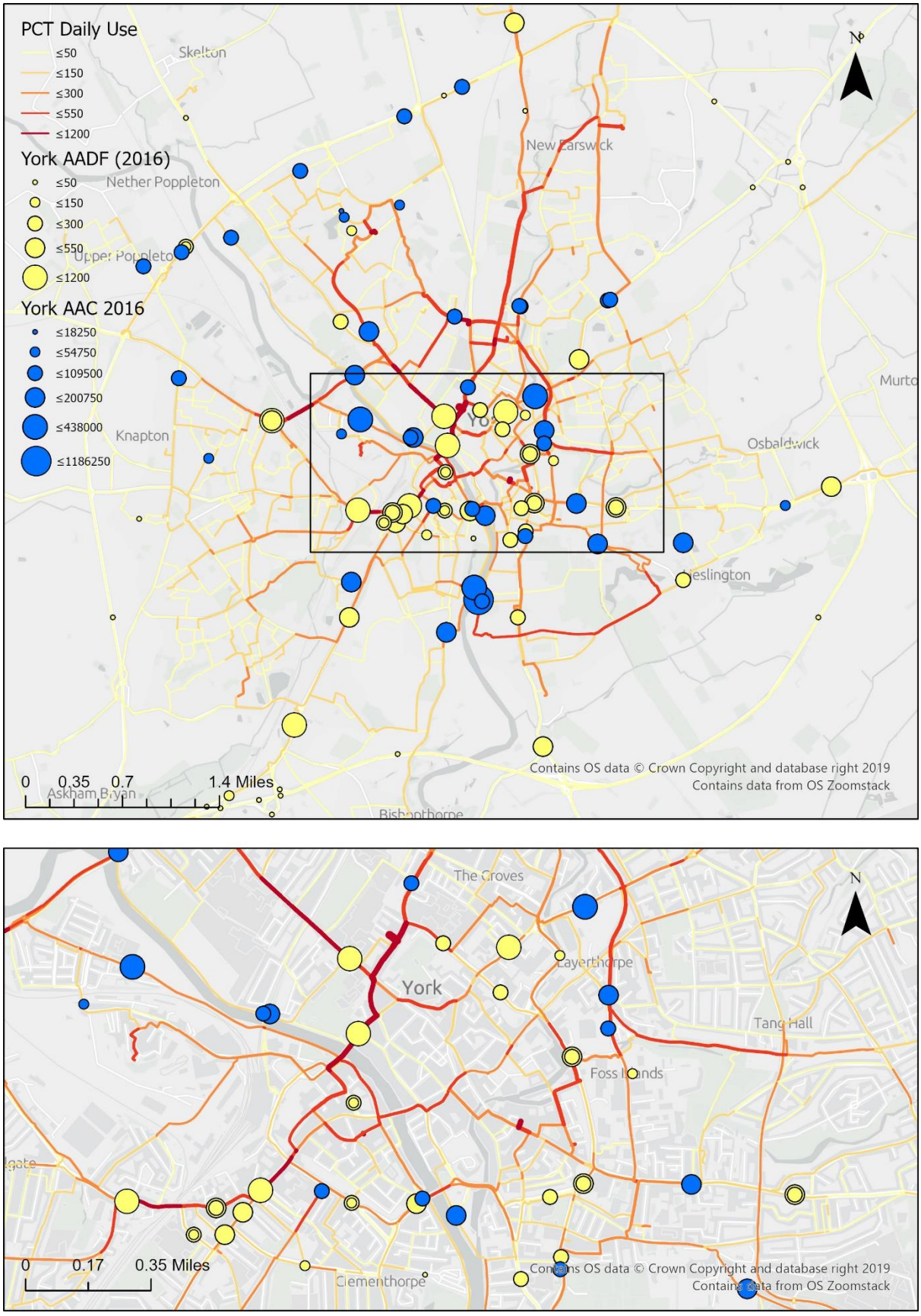

Figure 19: DfT (yellow), York ACC (blue) cycle numbers superimposed on PCT daily commuting network use (shaded).

Examining the counts and network estimates together shows that broadly, the modelled distribution of existing network load is in line with use suggested by cycle counts; paler outer roads correspond to smaller circles, and larger circles are clustered towards the darker central network.

Several areas show disparities in network distribution and actual flows however:

— Counts along Tadcaster Road from the south west indicate higher relative use of this corridor than the network distribution would suggest. This may be attributable in part to the location of York College at the southern end of Tadcaster Road, as further and higher education establishments are excluded from census data. Similarly, onward cycle journeys from the park and ride site into the centre of the city are excluded from the PCT calculations.

— Similarly, counts to the south east of the city, in and around the University of York road network are higher than the relative network distribution estimates. As with Tadcaster Road flows, these could be attributed to student travel not captured by census data. In this region, the east-west corridor along Broadway is highlighted by the PCT as a high-use route. An absence of count data along this corridor make it difficult to establish the extent to which this is used as a route to/from the university.

— Flows along Hull Road are also in excess of estimated network use, possibly reflecting travel to and from the park and ride and York Sports Centre in this location, and the village of Dunnington beyond.

— In the central area of the network, counts on the A1036 and Monkgate are relatively higher than network estimates. Heworth South was previously identified as an area with high numbers of cycle commuters in York; this disparity between network and actual numbers suggests that route choice in this area differs from the expected routes identified by cyclestreet.net used by the PCT.

— To the west, count data suggest that the Jubilee Terrace – Wellington Row link is of greater strategic importance than suggested by the PCT network estimates.

Finally, in addition to the lack on actual count information on Broadway, two other regions lack firm count data. To the west, use of the A59, B1224, Hamilton Drive and Hob Moor radial routes are unknown. PCT network estimates on these roads are low, corresponding to the earlier finding that large number of short car commutes occur in this area. Therefore, understanding which roads are preferred by cyclists in this area would help target future interventions. To the north, Haxby Road and New Lane lack actual count data, despite network estimates for these route being relatively high for commuters alone.

The analyses presented in sections 3.2.3 to 3.2.5 provide a first insight into the main areas of cycling activity in the city, and shows potential areas of initial focus for short-term interventions. However, a full analysis would benefit from further information regarding multi-modal travel and student travel activity. **The LCWIP could therefore use stakeholder consultation to understand in greater detail local and multi-modal travelling patterns within the York region, to inform the benefits of improving infrastructure around transport hubs such as the park and rides and York and**

Poppleton stations, the proposed station at Haxby, and to and from higher educational establishments.

3.2.6 Public transport use

Data from the Office of Rail and Road indicate that there were nearly 10 million entries and exits at York Station in 2018-19. Year on year data shows a steady sustained increase in entries and exits at the station, suggesting that passenger numbers will continue to increase over the long term, particularly as the rail network is developed through HS2 and Northern Powerhouse Rail. Based on Table 2, approximately half of these entries and exits may be assumed to be commuters, with the remainder largely comprised of leisure trips. However, as a key tourist destination, it is highly likely that train travel to York for leisure is higher than the national average. The two demographics have different onward journey needs; commuters are likely to have a specific onward destination, while tourists are more likely to spend time in the city centre or at events like York Races.

In contrast York's only other station, Poppleton, had just over 70,000 entries and exits in 2018. Poppleton station serves the village of Poppleton on the west of York and its single rail line provides links to York to the east, and Harrogate and Leeds to the west. Due to the length of the journey to Leeds on the westbound line, passengers from Poppleton wishing to travel to Leeds or more widely, are likely to travel first to York, then further afield. The LCWIP **may wish to investigate the onward mode of travel of passengers exiting York's stations, and whether provision of intermodal facilities at the stations are suited to the discrete needs of commuters and leisure passengers.**

Proposals for a new railway station at Haxby, on the York to Scarborough line have been publicised. Figure 20 shows the three station locations with a 3 mile radius zone around each, commonly accepted as a manageable cycling distance. It is clear than much of central York is within cycling distance from York station, with good reach to the west from Poppleton, and the north from the proposed Haxby station. For both Poppleton and Haxby stations however, the ring road presents a major feature to cross to continue cycling into the city. **The LCWIP should review provision of passage across the ring road to verify that safe cycling and walking routes are available. This needs to be considered as part of the current project to dual the A19 Shipton Road to Hopgrove section of the A1237.**

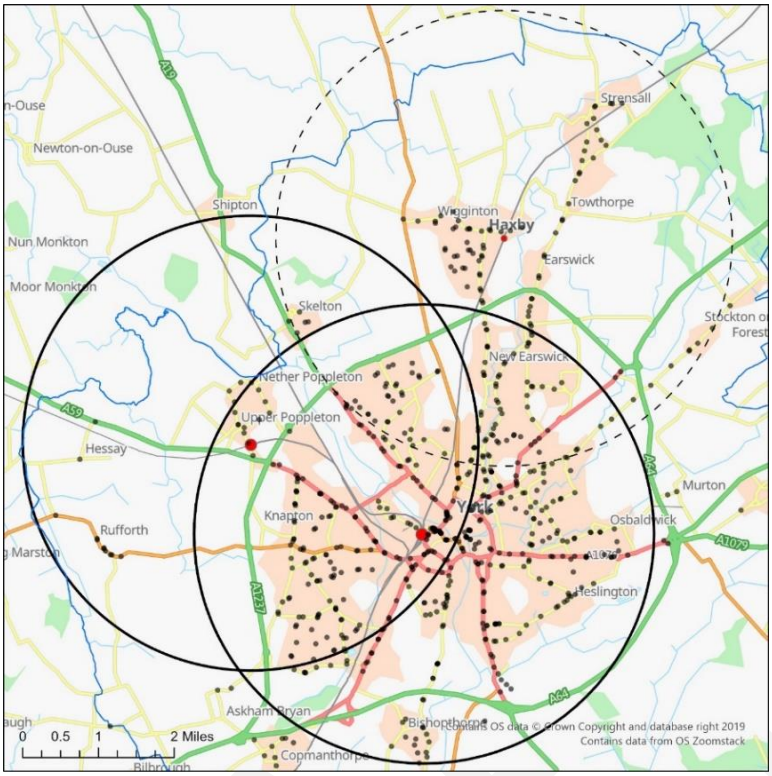

Figure 20: Zones of three mile radius around existing (solid) and proposed (dashed) stations in York.

Figure 20 also shows the existing network of bus stops across the city. Limited quantitative data exist regarding levels of bus use. However, well-used routes are known to be between the 6 park and ride sites and city centre (along red roads in Figure 20), and high-frequency routes running between the western area of York and the city centre (as shown in Figure 11) and Haxby/Strensall. Additionally, buses between the centre and the University of York are well used. Further subsidised services extend across the city and outskirts.

The presence of a station at Haxby would increase transport options for residents to the north of the city. For this and all other regions, improved cycling and walking provision may result in lower patronage of local bus services. However, the **LCWIP could consider how cycling and walking infrastructure and bus, particularly park and ride services might be further integrated.**

3.2.7 Road safety in York

Active travel relies on people feeling safe while they are making their journeys. Safety concerns, whether real or perceived are often cited as barriers to cycling and walking. Across the country, reductions in traffic due to the recent lockdown response to Covid-19 were accompanied by significant increases in people cycling and walking. This rapid increase in people returning to or trying cycling for the first time underlines the latent potential for journeys by bike when users feel that conditions are safe.

National statistics show pedestrians and cyclists made up 23% and 14% of all casualties killed or seriously injured (KSI) in England in 2018. In comparison, York pedestrians comprised 18% of KSI casualties in York, slightly lower than the national average. However York cyclists made up 27% of York KSI casualties, likely reflecting the high percentage share of cyclists on York's roads compared

to the national average rather than particularly unsafe conditions for cyclists in York. For both pedestrians and cyclists the number of casualties has gradually declined in the last five years, with no fatal casualties in 2018.

Figure 21 shows that in 2018, pedestrian casualties were spread across the city, with the exception of a group of incidents clustered around Ouse Bridge. In Figure 22 (overleaf) it can be seen that the Ouse Bridge area was also the site of a casualty cluster for cyclists in 2018, albeit that injuries in these incidents were slight. Incidents resulting in slight injury to cyclists were also clustered along Gillygate. Clusters of serious injuries to cyclists exist around York station, at the Huntingdon Road-A1036 junction and on Heworth Road.

While these data can show overall levels of injury and locations where injuries occur, it is important to recognise that areas with low incident levels are not necessarily safer. Figure 19 suggests that high numbers of cyclists travel along the A1036, Gillygate, and in the vicinity of York station. In the same way that higher frequencies of incidents in these areas may reflect higher numbers of cyclists rather than elevated danger, areas with low or no incidents may indicate areas that are actively avoided by pedestrians and cyclists. Furthermore, the data only capture reported incidents and does not capture "near misses", which may signal the potential for an incident later. As with route choice and journey purpose, **engaging with York's cyclists and walkers is likely to highlight areas of particular concern.**

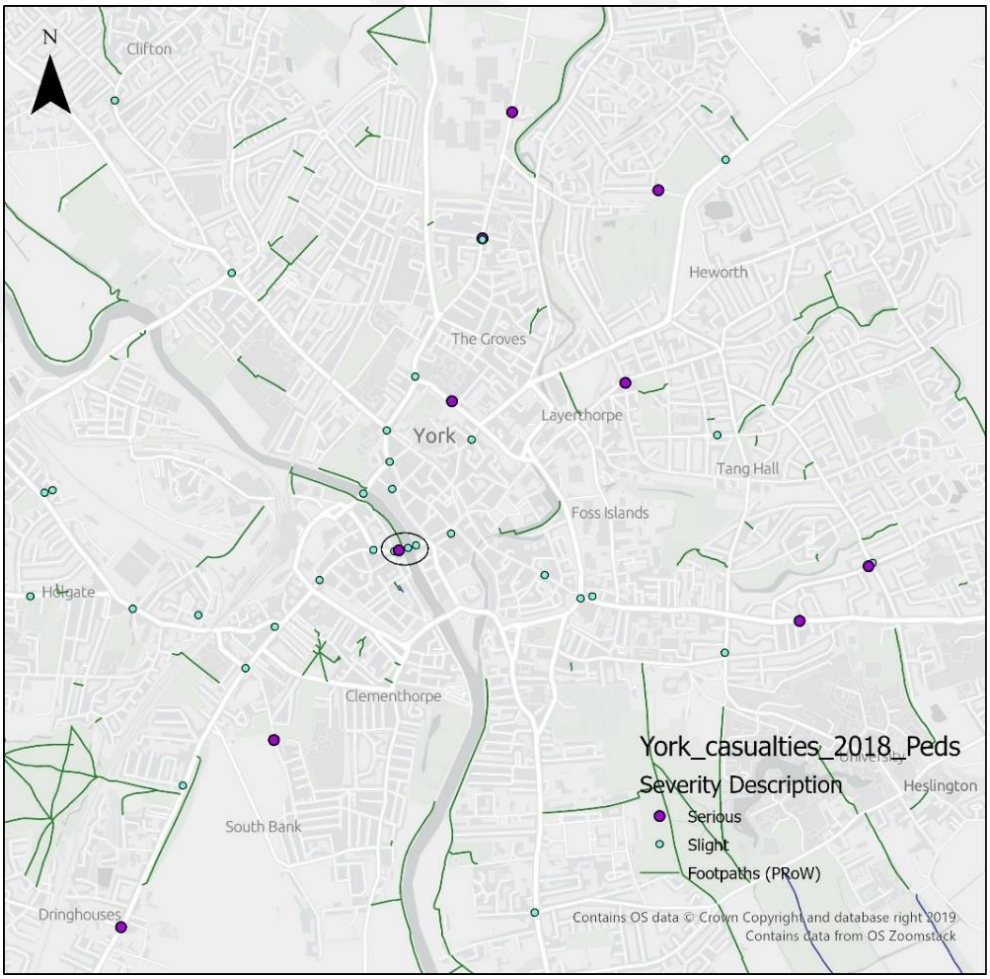

Figure 21: Site of pedestrian casualties in York with clusters circled, 2018 (DfT Road Safety Data)

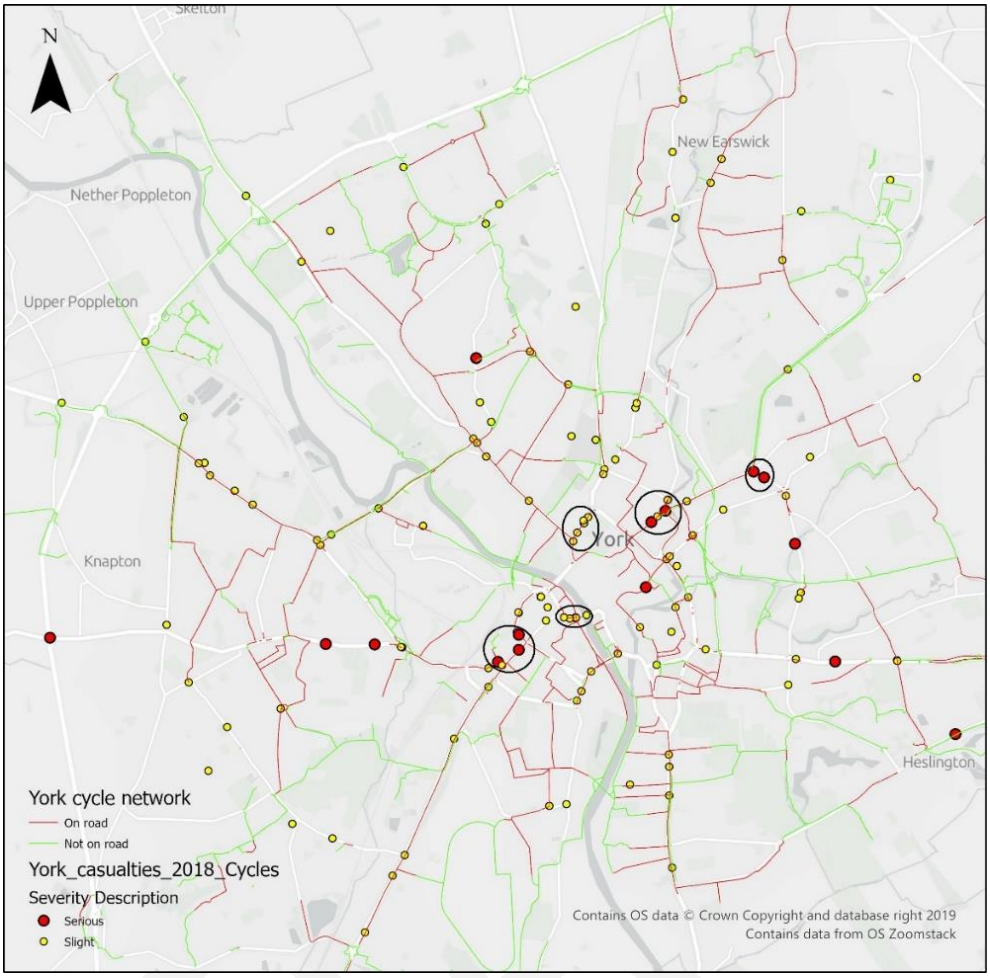

Figure 22: Sites of cycling casualties in York with clusters circled, 2018 (DfT Road Safety Data)

The analyses in this section highlight a number of pertinent issues for York, and highlight the importance of completing a full LCWIP. If York is to maintain its status and culture as a cycling city, it is vital that the LCWIP seeks to reverse the decline in cycling evident in the city. This will also enable York to meet the target set out by Government in the 2017 Cycling and Walking Strategy, for increases in cycling and walking activity. This section has shown that there is huge potential to convert short driving trips into cycling and walking activity in the city. York station and the city's park and ride sites are located such that the entire area within the A1237/A64 ring road is within cycling distance of an inter-modal hub. Coupled with the existing positive cycle culture in York and its benign topography, the provision of safe and accessible infrastructure has real potential to increase levels of cycling and walking both for commuting and wider purposes.

4 Future cycling and walking in York

Section 3 has outlined the current status of cycling and walking in York, based on available data. In this section, the effect of possible changes to cycling and walking levels are presented, based on the premise of an ambition by CYC to achieve "Dutch" levels of cycling in the city. Future developments are also briefly considered.

Based on the current distribution of commuting OD pairs, and taking into account factors such as the hilliness of a region and the fastest route distance between origins and destinations, the PCT tool enables estimates of future cycling levels for school and work travel to be made for different scenarios. York is fortunate to be a largely flat, compact city, meaning that a high number of commutes in the city are cyclable. Using the "Go Dutch[5]" scenario, the following figures show how cycle commutes might be distributed around the York road network and existing cycle network in the future. Future residential and major development sites are included in the figures, as these sites would increase the density of origins and/or destinations in these locations.

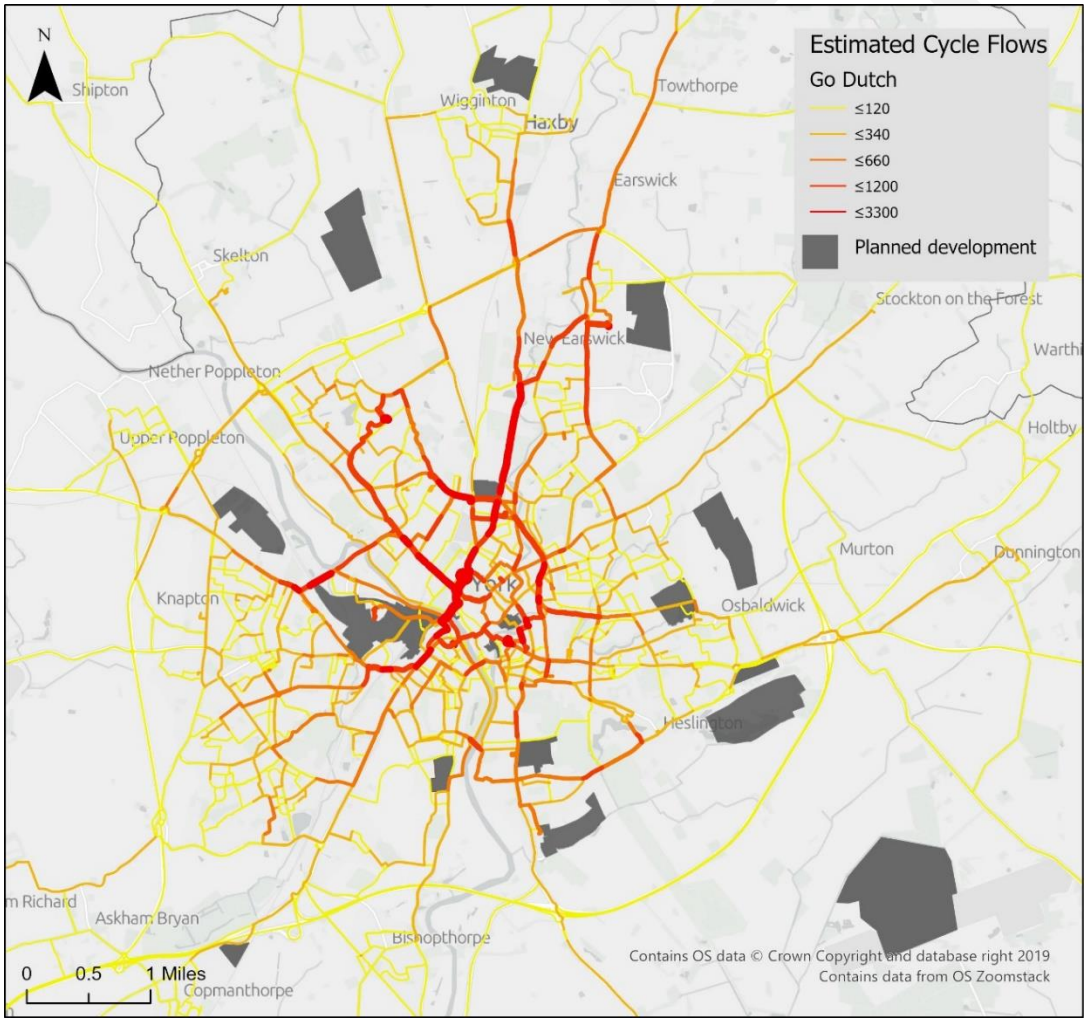

Figure 23: Estimated flows along York's road and cycle network in PCT "Go Dutch" scenario

[5] The "Go Dutch" scenario represents what would happen if English people were as likely as Dutch people to cycle, assuming equivalent levels of cycling infrastructure and culture. (Lovelace et al., 2017, p 513)

The flows show the estimated daily use **for commuting** on any part of the network, based on origin destination pairs, and likely route choice as suggested by cyclestreets.net. In reality if cycling levels grew to be equivalent to the Netherlands, flows would be far higher as commuting accounts for just 15% of all journeys made.

Figure 23 shows that in the "Go Dutch" scenario, the distribution of cycle commuters across York's road and cycle network is broadly similar to the distribution shown in *Figure 19*. That is, busy routes now are expected to be busy, and busier, routes in the future. Exceptions to this are in the region to the south east of the city where higher flow levels are spread across a greater number of roads, and in the north which shows a more even distribution of flows along the radial routes. For comparison, Figure 24 presents the same "Go Dutch" scenario but only shows flows along York's existing cycle ways.

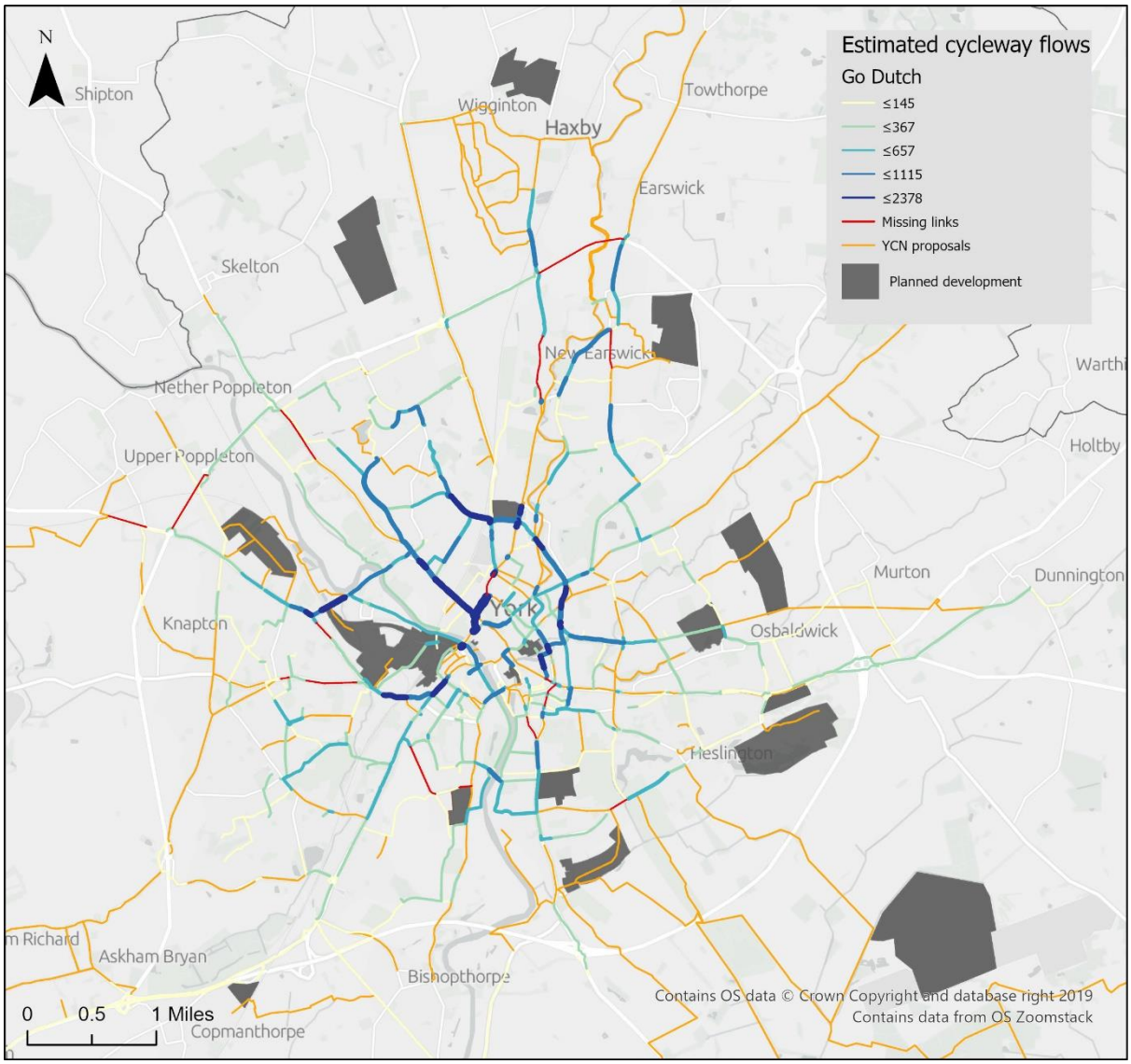

Figure 24: Estimated flows along York's existing cycle network in PCT "Go Dutch" scenario

Taking into account the locations of future developments, it would be expected that all but the outer south west quadrant of the city would see higher flow numbers than predicted by the PCT model. Figure 24 highlights several missing links in the existing network, when potential flows are considered.

Some of these links are already included in future proposals for the network. Of particular note in Figure 24 is the gap in existing provision between areas of high flow to the north of the city. The strategic importance of facilitating active travel from the rural northern outskirts is one that CYC already recognise in the Local Plan, with links from Strensall to the A1237 (ring road) and the A1237 along the Haxby Road/Huntington Road corridor identified as strategic short-term cycling and pedestrian network improvements. A further northern link between Wigginton and the A1237 is listed as a medium-term strategic improvement.

Condition audits could prioritise parts of the existing network where flows are modelled to be high. Figure 24 also identifies possible gaps in future network provision (in red). The sections shown either link areas of network modelled to have high future flows, or link sections of proposed future network in areas currently shown to have high numbers of short car commutes. **(Re)-evaluation of the possibility of network provision in these regions may be necessary.**

Development beyond the authority boundary also has the potential to impact on levels of cycling and walking, or vehicle traffic, in York. Therefore, Figure 25 shows key development sites in neighbouring authorities.

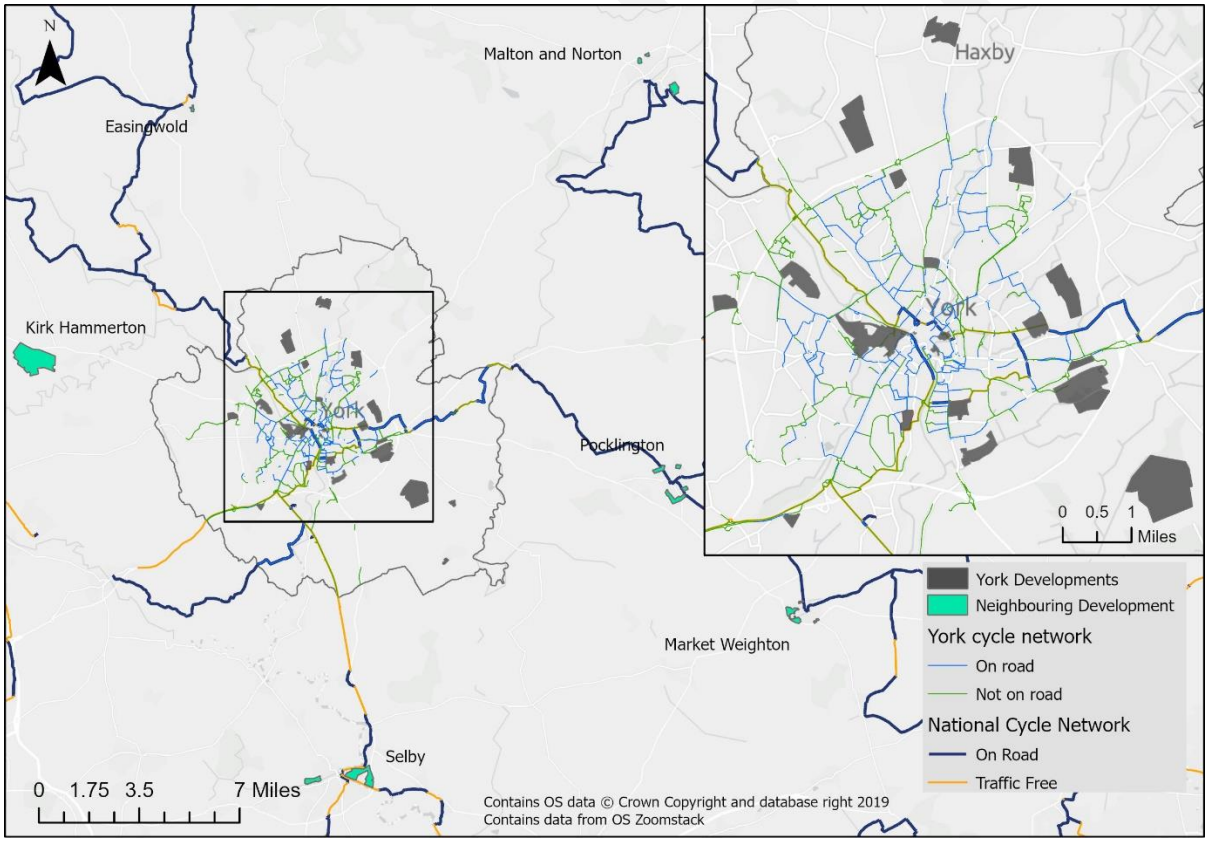

Figure 25: Proposed development in neighbouring authority regions

The distances between York and these neighbouring developments are likely to be greater than many would cycle regularly. However, Figure 25 shows that planned developments in Selby, Market Weighton and Pocklington, and Easingwold are connected to York via Sustrans NCN routes. Between Selby and York the NCN is direct and largely off-road, arguably increasing the likelihood of cycle

travel between the two. Table 3 shows the eventual planned number of residential dwellings in each of the six locations shown.

Table 3: Major residential developments in neighbouring boroughs, located approximately as shown in Figure 25

Location	**Eventual planned dwellings[1]**	**Delivery date[1]**
Kirk Hammerton	3000	1000 by 2034[2]
Easingwold	900	2026
Malton and Norton	1500	2027
Pocklington	1250	2029
Market Weighton	900	2029
Selby	3500	2027

[1]Planned dwellings and delivery dates do not take into account the number of dwellings already completed

[2]No detail is given as to the completion dates of the remaining 2000 dwellings in the Harrogate Local Plan

For the majority of trips between these locations and York, it is likely that people would choose to drive or take the train or bus where available. The **LCWIP should consider how support for multi-modal trips could increase the potential for increased vehicle trips from the locations shown to be converted to public transport or park and ride trips instead.**

5 Moving towards a full LCWIP

As stated at the beginning of this report, York already enjoys a relatively well-developed cycling and walking network, and CYC are already actively engaged in reviewing and improving the network. In this section, the proposed prioritisation of improvements is compared with the information on current and future cycling and walking activity and development proposals presented in sections 3 and 4. Figure 26 shows the existing network and the proposed improvements, coloured to show the current level of prioritisation of activity.

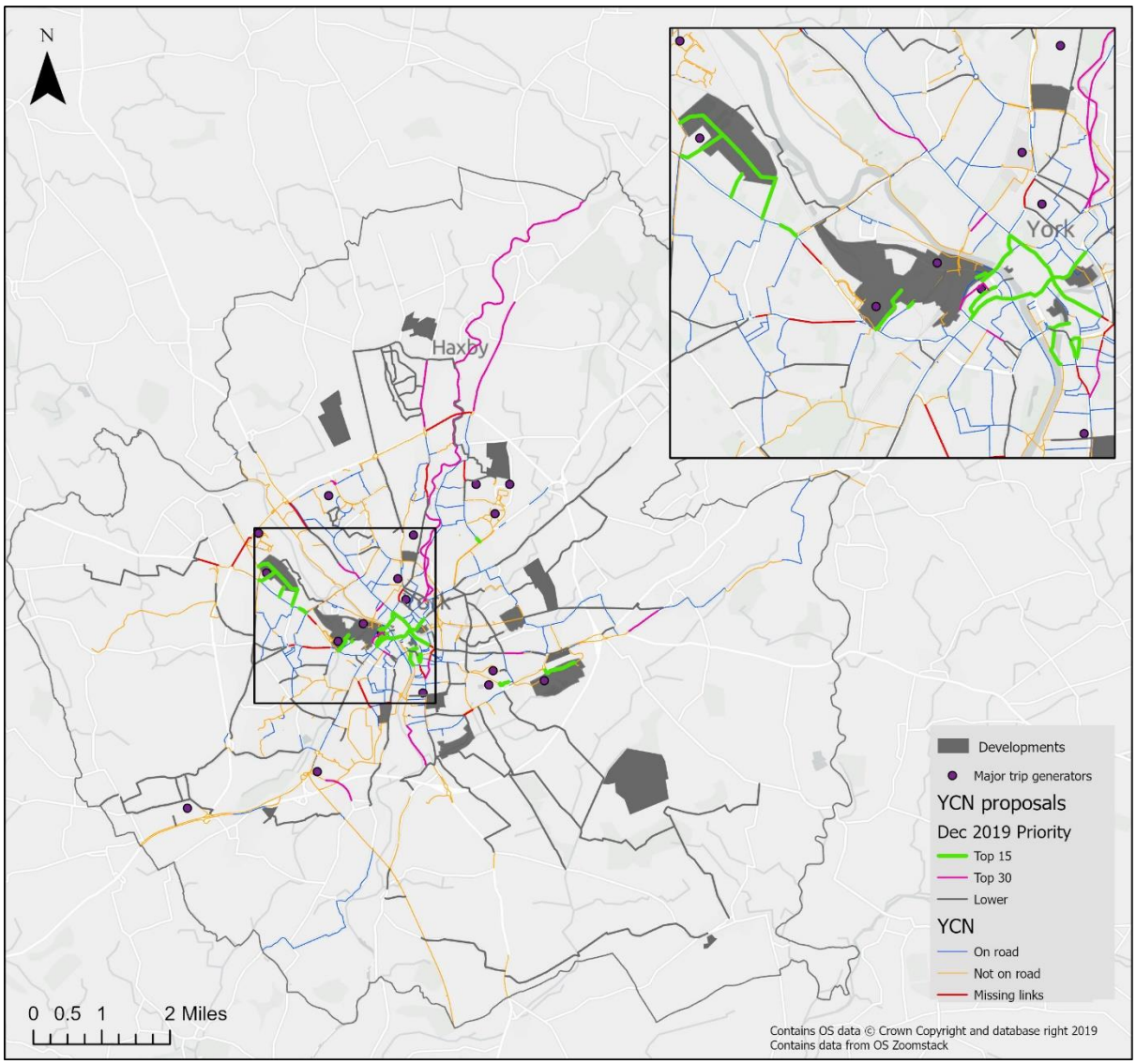

Figure 26: Proposed improvements to York Cycle Network (YCN), December 2019

The priority ranking of proposed improvements is set out in CYC's Strategic Cycle Scheme Prioritisation (December 2019, Annex A). As can be seen in Figure 26 many of the highest priority works are clustered on areas of the network nearer the city centre, with the exception of new routes around the British Sugar/Manor School development site and near the University of York. With the notable exception of the Foss river route, the second tranche of proposals are generally short links

that improve or connect existing areas of the network to each other, or to residential areas (e.g. Bishopthorpe link into Sim Balk Lane). The lower priority proposals are largely focused on the extension of the network to the A1237/A64 ring road and beyond, into the rural outskirts of York.

The strategic cycle scheme prioritisation presents a highly detailed technical assessment of the limitations of the existing cycling network. Prioritisation of works has taken into account their contribution to wider council priorities, links to strategic routes, destinations, added value (co-beneficial outcomes), potential usage, cost and buildability. Missing links and areas of known high use score highly, especially where they are also able to demonstrate added value, or serve a number of strategic destinations. Comparing the ranking of routes to the make-up of their overall score suggests network factors, particularly whether or not a route is considered a 'missing link', have a significant effect on ranking. A coherent, connected network is of vital importance if it is to be well used, and Figure 26 highlights areas where arguably there remain missing links. However, scoring based on the potential for new routes to connect into the existing network risks disadvantaging the ranking of routes in areas where the existing network is sparse. Additionally, proposals within the city centre, where radial strategic routes converge, are likely to score highly for their strategic potential within the wider network.

Despite the potential limitations in ranking proposals highlighted above, the strategic review nevertheless provides an excellent starting point for the full LCWIP process. Complementing the review, this report has identified a number of potential "missing links" and has demonstrated areas in which there is the greatest potential to catalyse mode shift for commuter journeys. PCT modelling results in Section 3 and 4 have shown that while much of the current cycling and walking activity is concentrated towards the centre of York, there is potential for significant increase in cycle activity on radial routes to the northwest, north and southeast of the city in particular. Taking these findings into account alongside the strategic review would enable an assessment of whether the predominantly network focused analysis is aligned with where there is the most potential for changing journeys, and where use is predicted to increase. Alongside consideration of corridors, there is also the question of a neighbourhood focus, to support local access and access to the wider York cycle network.

5.1 Corridors and neighbourhoods

As shown in Figure 14 and Figure 15, currently, most of the well-used active commuting corridors in York are radial, connecting city centre locations with origins/destinations within the A1237/A64 ring road. For cycling, a number of orbital links are also present, clustered to the north and southeast of the city. Undoubtedly, increasing the number of commuting journeys that can be made actively presents a major opportunity to increase the number of journeys in York made by bike and foot, as a result of increased numbers of people making commuting journeys, and increasing the frequency of active commutes. However, focusing on corridors alone does not necessarily support residents to choose active travel for purposes other than commuting. Government guidance, in particular the recent guidance for local authorities on reallocating road space in response to Covid-19[6], acknowledges the importance of providing safe, pleasant conditions in residential neighbourhoods to encourage cycling and walking for a range of dispersed trip patterns.

[6] Traffic Management Act 2004: network management in response to COVID-19

Figure 27 shows that services such as doctor's surgeries, libraries, schools and other community venues are often located off the main York cycle network. Extension of the network to access each of these destinations individually is likely to be unnecessary, as suitable conditions for active travel in neighbourhoods can be achieved through other means.

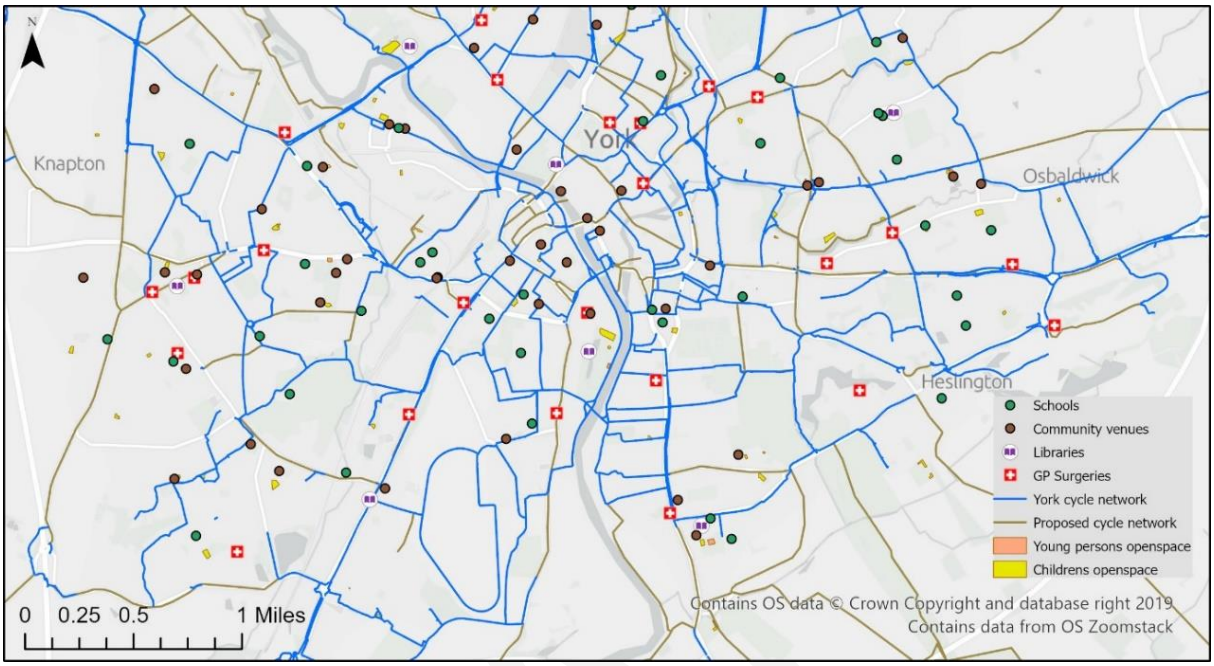

Figure 27: Locations of selected community destinations in south York in relation to the existing and proposed cycle network

Integrating low traffic neighbourhoods with a high standard network that is in turn supported by a wider suite of interventions is more likely to achieve daily cycling and walking than focusing on one aspect of infrastructure alone. However, as demonstrated by flagship neighbourhood projects in the UK (e.g. Levenshulme and Waltham Forest) detailed stakeholder consultation is required to understand how people use and would like to use their local neighbourhoods. This would form part of Phases 2 and 3 of the full LCWIP process. However, recent funding announcements by government to support cycling and walking as Covid-19 restrictions across the country are eased present a well-timed opportunity to implement trial low-traffic neighbourhoods in the short term. Where schemes have already been planned, there is an opportunity to implement them immediately. Further low-traffic neighbourhoods, particularly in areas where the wider York Cycle Network is sparse and car and bus use is high, have the potential to provide conditions that would enable residents to begin their active travel journeys in a safe environment. The MSOAs to the southwest of the city are possible candidates for such short-term temporary interventions, particularly given the high levels of bus commuting identified in this area in section 3.2.2.

5.2 Wider LCWIP considerations

The LCWIP nominally focuses on infrastructure provision to enhance cycling and walking. However, a holistic infrastructure is more extensive than simply a network of routes connecting destinations. Crucially, the "Go Dutch" scenario used by the PCT model to estimate possible levels of cycling in York relies on an assumption that both the infrastructure *and the culture* of cycling would be equivalent. Therefore, a plan that focuses on one without addressing the other is highly unlikely to

realise the estimated potential for cycling in the region. In this section, consideration is given to wider measures that could be incorporated into the LCWIP to support and bolster the effects of changes to the cycling and walking network.

As with infrastructure, York is not starting from scratch in terms of wider support for cycling and walking. The iTravelYork program has worked since 2012 to support York residents to make sustainable travel choices when moving around their city. iTravelYork provides many services known to increase cycling and walking rates, including extensive information for trip planning, one to one support for new and returning cyclists, in-school Bikeability training, and public awareness and behaviour change engagement activities focused on businesses, York's colleges and universities, and schools. These are all examples of initiatives that are used to effectively support and promote cycling in more mature cycling nations[7]. Alongside these, extensive cycle parking facilities across the city, 20mph speed limits outside all primary schools, and filtered streets already contribute to creating a cycling culture in York that is ahead of much of the UK.

There are a great deal of additional non-route-focused measures that could be implemented by CYC, some of which are summarised in Table 4. The list is not exhaustive, and inclusion is not an assumption of suitability for York, rather the list is intended to encourage thinking as to the wider measures that could be included in the development of the final LCWIP.

Table 4: Examples of non-route-based interventions that can support cycling & walking alongside route provision

Measures	**Examples (see Pucher & Buehler for original lists)**
Traffic signal modification	Advanced green lights for cyclists, signals synchronised to cycling speed
Bike parking	Security measures, priority parking for certain groups, bike hangars
Coordination with public transport	Bike rentals, high quality bike parking at major train stations, park and ride and bus interchanges
Access to free bikes	City bike scheme, free bikes available for company employees travelling between sites
Trip planning	Bike maps, pedestrian maps, cycling and walking public information boards by time taken, clear comprehensive route signage
Public awareness campaigns	Tied in with health campaigns, cycling ambassador programme, annual festivals for cycling and walking, guided biking and walking tours
Public participation in planning	Regular surveys of cyclists and walkers, council platforms for opinion exchange within and between professional and citizen stakeholder groups
Motor vehicle limitations	Blanket speed restrictions in neighbourhoods, car free zones, turn restrictions for cars but not cyclists and walkers, frequent random enforcement
Road and parking capacity limitations	Limited car parking in the city centre, replacing car parking with cycling and walking facilities, narrowed roads to limit vehicle speeds, parking management through permit or time restrictions
Costs to vehicle traffic	High short-term parking costs in cities
Land use and planning policies	Limits to out-of-town development, mixed-use zones to reduce necessary trip distances, cycling and walking built into new development requirements

[7] Pucher & Buehler (2008). Making Cycling Irresistible: Lessons from The Netherlands, Denmark and Germany.

5.3 Next steps

The preceding sections of this report introduce the current state of cycling and walking in York, and provide some initial analysis and questions to guide the development of full LCWIP. As shown in Figure 1, preparation of the LCWIP will require further data gathering and stakeholder engagement to develop a fuller picture of the strengths, weaknesses and improvements required to build on existing cycling and walking provision in York. Table 5 (overleaf) summarises the data used for analyses in this report, and the anticipated data requirements for a full LCWIP. However, there exists a unique opportunity to implement measures in the short-term, as the country emerges from the measures put in place to limit the spread of Covid-19.

5.3.1 Existing and short-term opportunities

Since this report was begun, the UK government has produced guidance for the provision of emergency cycling and walking provision to enable people to move around safely while observing Covid-19 social distancing requirements. CYC were awarded £193,287 from Tranche 1 of the Emergency Active Travel Fund (based on the bid shown in Annex B) to rapidly implement temporary emergency measures to encourage cycling and walking as a replacement to public transport.[8] Alongside the specific areas outlined in the Tranche 1 bid, three general areas of possible focus are evident from this report:

— Provision for safe cycling and walking in the southwest of the city, an area with high levels of bus commuting

— Provision of safe travel corridors between the 6 park and ride sites and the city centre

— Implementation of low traffic neighbourhoods to prevent rat-running as traffic levels increase

Arguably, the commencement of the LCWIP process at this time is highly beneficial, as the political will to support cycling and walking is both present and urgent. Implementing temporary measures provides an opportunity to evaluate their effects in-situ, providing evidence and building a case for expansion of successful measures. Of particular significance from this report is the co-incidence of high levels of bus commuting in the south west of the region, an area where the existing cycle network is sparse. Given the need to provide temporary measures that can compensate for the anticipated medium term reduction in bus patronage, this area warrants particular attention in the short term. This is especially important as the southwest of the city is also has some of the highest numbers of short-driving commutes that are not overlapped by cycling and walking commutes between the identified OD pairs.

Alongside alternative provision for bus users, a focus on those that would usually travel to the city by train is important. Where individuals have access to a private motor vehicle, they are likely to choose to use it to replace longer commuting journeys. Provision of safe cycling routes from the city's 6 park and ride sites into the centre is likely to offer the best opportunity to avert increases in car journeys to the city centre. This would additionally benefit residents along these corridors, by providing safe routes for their own travel, and reducing the potential for residential streets beyond the immediate city centre being used as commuter parking areas.

[8] A further application for Tranche 2 funding is in progress at the time of writing and will be included in Annex B at a later date.

Table 5: Anticipated data requirements for LCWIP. Italicised sources used to inform analyses in this report

	Informing which stage?					
	Stage 1	**Stage 2**	**Stage 3**	**Stage 4**	**Stage 5**	**Stage 6**
Data sources	**Scope**	**Data**	**Cycling Plan**	**Walking Plan**	**Prioritising**	**Integration**
National						
Active People Survey (Active Lives?)	x	x				
Collision data for cyclists and pedestrians	x	x				
Data from the ONS - journey to work by LSOA		x				
Data from the ONS - Travel to work areas		x				
National Highways and Transport Network public satisfaction survey		x				
National Travel Survey	x	x				
Office of National Statistics Workplace Zones		x				
Propensity to Cycle tool	x	x	x			
Traffic counts and survey data	x	x				
Local						
2011 census origin destination data (in PCT)	x	x	x	x		
Annual traffic counters	x	x				
Bus/train journeys - origins and destinations	x	x	x	x		
Car Ownership	x	x				
Data on road traffic collisions involving cyclists and pedestrians	x	x	x	x		
Existing cycle routes	x	x	x			
Existing cycling and walking proposals	x	x	x	x		
Growth areas	x	x				
Hands up surveys for school data	x	x	x	x		
Key destinations	x	x	x	x		
Neighbouring authority significant development	x	x				x
Network rail plans, such as new stations, station improvements or changes to bridges	x	x				
Planned and existing educational hubs	x	x	x	x		
Planned and existing employment hubs	x	x	x	x		

	Informing which stage?					
	Stage 1	**Stage 2**	**Stage 3**	**Stage 4**	**Stage 5**	**Stage 6**
Data sources	**Scope**	**Data**	**Cycling Plan**	**Walking Plan**	**Prioritising**	**Integration**
Planned cycling and walking investment	x	x	x	x	x	x
Population density	x	x				
Rights of way improvement plans	x	x	x	x	x	
Rights of Way information	x	x				
Significant new developments which may include infrastructure provision either provided for or affecting cycling and walking	x	x			x	x
Stakeholder engagement		x	x	x	x	
Traffic, cycle and pedestrian flow data	x	x	x	x		
Air Quality data		x			x	
App-based data for existing cycle trips (e.g. Strava, map my ride)		x	x			
Asset management plans		x			x	x
Attitudinal/satisfaction surveys		x	x	x	x	
Current non-route cycling infrastructure - Sheffield stands etc.		x	x			
Cycle skills network audits		x	x			
Employment density		x				x
Flood risk and wildlife data		x			x	
Footway condition survey		x		x		
Highway maintenance plans		x			x	x
Highways England Road schemes		x			x	x
Known accessibility issues		x	x	x		
Land use mapping including green space and parks		x	x	x		
Local Plans, including Supplementary Planning Documents and Area Action Plans		x				x
Local Transport Plans and other strategic transport plans		x			x	x
Locally-planned road schemes		x			x	x
Maintenance plans		x			x	x
Modeshift stars data for schools		x	x	x		
Neighbourhood plans		x				x

Data sources	Informing which stage?					
	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6
	Scope	Data	Cycling Plan	Walking Plan	Prioritising	Integration
Online stakeholder surveys (cycling, walking)		x	x	x	x	
Parish plans		x				x
Pinch points		x	x	x	x	
Plans or proposals for the development of non-vehicular routes, quiet lanes, home zones, traffic calming or rights of way improvement plans		x			x	x
Police records - cycling enforcement: offences, locations		x	x			
Public health and physical activity plans and strategies		x				x
Public realm improvement schemes		x			x	x
Rapid cycleway prioritisation tool		x	x			
Road safety improvement plans		x			x	x
Road safety improvement schemes		x			x	x
Route condition audit		x	x	x		
Strategic bus or light rail plans or schemes		x			x	x
Strategic Economic Plans produced by LEPs		x			x	x
Traffic management plans		x			x	x
Traffic speed data		x	x	x		
Travel plan data from employers, new developments and education establishments		x	x	x		
Travel survey data		x	x	x		
University travel surveys (students are excluded from census data)		x	x	x		
Village Design Statements		x	x	x		

Finally, despite measures to limit a switch to private vehicles there is a high potential for increased levels of short car journeys in the short term. Therefore, it is important that measures to reduce traffic in local neighbourhoods are put in place, to prevent rat-running as a result of increased congestion along the main corridor routes.

5.3.2 Stakeholder engagement opportunities

In addition to short-term infrastructure opportunities, the recent period of political focus has raised awareness of active travel as a concept with the general public. In York, several campaign groups for active travel already engage with CYC proposals on a regular basis. One of the key aspects of a full LCWIP is stakeholder engagement: as has been seen in this report, while the available data are able to highlight patterns of use, they are not able to identify the causes for such patterns. Stakeholder engagement is therefore essential to discover both the underlying context for patterns of cycling and walking observed in York, and the opportunities for short, medium and long term change. Social distancing guidelines are likely to limit in-person consultation, but in place of this is a wealth of new stakeholder information that has been gathered since the end of March 2020.

During the lockdown period, campaigners and York residents have aired views on improvements and barriers to cycling and walking in York. The York Cycle Campaign "Safe Streets for York" commonplace map[9] represents a huge data source captured since April 2020. Annex C summarises additional suggestions/complaints aired during exchanges about general conditions and Covid-19 interventions on social media and campaign blog posts during the lockdown period. In the absence of the possibility of in-person consultation at this stage, the use of online data gathering would form a key aspect of Stage 3 of the LCWIP. The presence of the "Safe Street for York" map offers a de factor stakeholder consultation, from which the key issues experienced by York's residents can be extracted.

Additionally, many more people have been cycling and walking in recent weeks, expanding the number of individuals likely to contribute to the LCWIP consultation process. As traffic levels begin to increase, it is particularly important to capture the views of those individuals that have either taken up, or recently retreated from active travel. Opportunities to provide feedback could be provided at sites of temporary measures, for example through the use of QR codes or similar.

In the longer term, DfT guidance for stakeholder engagement suggest consultation among a wide range of citizen and organisational groups. Stakeholders should be consulted at critical points during the LCWIP development, to understand their priorities, both in terms of the network, and supporting 'softer' measures, such as prioritising removal of barriers and pinch points, reconfiguring dangerous junctions, working out where new secure bike parking is needed, supporting businesses to provide this etc. Many of these issues are also likely to be present in the existing "Safe Street for York" map, some of which can be addressed with temporary measures.

Table 6 summarises some of the key stakeholder groups to be included in the longer-term process, as suggested by DfT guidance. DfT guidance makes it clear that engagement should take a number of forms, in order to reach all interested parties. A variety of stakeholder engagement events and

[9] https://safestreetsyork.commonplace.is/

techniques to gather ideas and concerns from across the region should be employed, when the national situation permits.

Table 6: Suggested stakeholders for engagement in LCWIP process

Public and Interest Groups	Delivery Partners	Other Organisations
DfT Guidance suggestions		
Cycling and walking groups: • York Bike Belles • York Cycle Campaign • 20's Plenty • Breeze • Sustrans volunteers Disabled people's groups Residents groups National Campaign Groups Business Groups Universities: • University of York • York St John	Canal and River Trust Highways England Sustrans Adjoining local authorities Network Rail Rail Operators Bus Operators	Local Members Local MPs Other Authority Departments Local Enterprise Partnerships ROWIP Reference Group Neighbourhood Planning Groups Parishes Non-governmental organisations Police and Emergency Services Business Improvement Districts
Other possible stakeholders		
Schools and colleges Visit York Non-cycling or walking groups Local health providers		

5.3.3 Further analyses

Throughout this report, suggestions have been made for data gathering and further analyses required for the full LCWIP. Table 5 provides a summary of the data sources available. This section draws together a list of suggested future analyses:

— Estimation of cycling and walking trip numbers, and potential increases in the numbers of trips.

— Estimation of future potential driven trips, in response to the current situation, and long-term, and calculation of the effect of implementing CLWIP measures on future modal split.

— Condition audit of existing cycling and walking provision with a focus on junctions and other barriers to accessibility, cross-referencing with estimates of potential future use to identify priority barriers to address.

— Analysis of existing stakeholder feedback contained with the "Safe Streets for York" commonplace map.

— Further analysis of provision for York's walkers – for which data is currently limited.

— Evaluation and feedback from any temporary infrastructure implemented via the DfT emergency active travel fund.

Finally, analyses of the data above should result in the identification of:

— Suggested core walking zones

— Suggested core cycling zones

— Suggested supporting (non-infrastructure) activities

As stated at the outset of this scoping report, it is vital that any infrastructure plans are fully integrated with wider CYC policy and strategy priorities. Before further analysis takes place, it is important that these wider priorities are set out. The final section of this scoping report offers a list of suggested objectives to consider against the wider policies and strategies of CYC.

6 Possible objectives of the York LCWIP

Section 2 has demonstrated a number of region-wide considerations for cycling and walking in York. These are summarised here, along with a number of suggested objectives for the LCWIP. The suggested objectives are designed to prompt discussion, to determine the extent of the ambition of the fully completed LCWIP. It may that a set of possible objectives are used in engagement with stakeholders, to determine not just the priority of specific works and routes, but also the priority of the eventual outcomes the works seek to achieve.

The distribution of cycling and walking across York is uneven. This is true in terms of the frequency with which York residents undertake cycling and walking activities, and the purposes of their cycling and walking journeys, and the geographical distribution of cycling and walking.

— Over 35% of York adults walk five times a week or more for any purpose, compared with less than 5% of York adults who cycle at a similar frequency. Cycling levels are generally declining whereas walking levels are steady or increasing.

— When divided by purpose, a greater number of York adults cycle for utility than leisure. The opposite is true for walking journeys.

— Active commuting percentages for residents of York MSOAs vary from 9% (York 020 - Dunnington, Elvington and Wheldrake) to 57% (York 013 - City Centre).

Providing infrastructure that creates equal opportunities for active travel for all residents can simultaneously improve health, environmental and economic wellbeing across the region.

Objective 1: Minimise differences in the likelihood of York residents to use active travel for utility and leisure journeys.

Table 1 shows that in general, cycling in York for any purpose declined between 2015 and 2018. Utility cycling declined at a greater rate than leisure cycling. Replacing short car journeys with active journeys has the potential to improve air quality, reduce carbon dioxide emissions and address a growing health crisis in the UK. Cycling journeys in particular have the potential to replace car journeys, due to their higher range potential and the ability to carry loads.

Objective 2: Reverse the decline in cycling levels in York, and plan for **xxx** percentage of York journeys to work to be by cycle by **xxx** (target to be discussed and agreed).

Figure 9 shows that commuting across the regional boundary is overwhelmingly undertaken by car. In addition, for inbound commuters a small but significant percentage of journeys are by train. Proposed developments in neighbouring regions have the potential to increase cross-boundary trips by car in particular. York already has a network of well-used park and ride sites around the perimeter of the urban centre. Several of the park and ride sites are either co-located with or close to significant trip

generating destinations, for example Monks Cross and Vangarde, York College, and the Designer Outlet park and ride. Both the park and ride and railway stations provide opportunities for cross-boundary travellers to start or finish their journeys by active means.

Objective 3: Promote and facilitate multi-modal trips, particularly for cross-boundary commuter and leisure travellers.

Figure 13 showed that short driving commutes are clustered to the west of the city. A number of factors could contribute to this observation, including the relative area of MSOAs on the west of the city compared to other parts of the region, the relative concentration of workplace destinations in this area, population density, or availability of infrastructure for active travel.

The western region also features in a number of other analyses, and presents a picture of mixed commuting. Acomb, Clifton Without, and Woodthorpe have the highest number of car commuters in York. Routes between the city centre and Clifton Moor are represented by the short driving commutes, but are also predicted to see high levels of use under the PCT “Go Dutch” model. The Rawcliffe Lane cycle counter recorded approximately 80,000 cycle journeys in each direction in 2016, placing it among the more-well used routes in the city.

Objective 4: Prioritise cycle routes that are most likely to lead to the conversion of short car commutes into active travel modes.

The PCT data exclude student commuters. Despite this, Figure 14 shows that high numbers of cycle commuters are also present in the south east of the city. With over 15,000 students based at the University of York, the potential for cycling and walking journeys in this region is likely to far exceed that shown in Figure 14 and Figure 23. Similarly, in the centre of York the presence of York St John University will increase the number of active journeys estimated by the PCT model. While the city universities are two examples, there are several areas of the city that are likely to generate high numbers of cycling and walking trips. These include York station, the central tourist area and foot streets, York College, bridleways, and other shared corridors.

Objective 5: Where major cycling and walking destinations coincide, minimise potential for conflict between user groups.

While cycling and pedestrian casualties are spread across the city, Figure 21 and Figure 22 highlight several areas where clusters of accidents occur. For cycling, locations of accidents resulting in serious injury appear to occur in clusters or along individual corridors.

Objective 6: Prioritise installation or improvements to cycling and walking infrastructure in areas of known higher safety risk.

Much can be gained from evaluating pre-existing levels of cycling and walking when considering a focus for enhanced provision. However, the analysis in section 3 also highlights some key origin-destination pairs where cycling and walking are largely absent. This is particularly evident when examining the northern corridor between the outlying settlements of Haxby and Strensall and the central urban area of York. It is noticeable that alongside lower commuting levels by cycle in this area, the northernmost secondary school in the city is also characterised by lower levels of active travel. The lack of existing cycle infrastructure to the north of the ring road may be a contributing cause to low levels of active travel in this region.

Objective 7: Prioritise cycle routes that serve outlying settlements with latent potential for cycling to the city centre, even if current levels of cycling in these corridors are low

In a similar vein, the current cycle network provides key connections between regions of York, with a greater concentration of routes towards the city centre. Local residential areas have little formal network provision. While this may not be necessary due to traffic levels on local roads, benign conditions for cycling and walking in residential centres provide key gateways for access to the wider cycling network.

Objective 8: Create conditions that facilitate an increase of cycling and walking within local residential neighbourhoods and around community hubs.

Figure 23 shows proposed development within the York boundary, alongside estimated network use in a “Go Dutch” scenario. The Local Plan states that city centre development should adhere to the principle of designing “streets arounds place and quality, not vehicle movement, creating civilised streets that make the city centre easy, enjoyable and safe to move around” (SS3, Local Plan). The sites shown in Figure 23 are addressed individually within the Local Plan.

Objective 9: Require all new developments to be designed to provide streets for people, with local facilities and access to the wider active transport network within safe, accessible and enjoyable reach by cycling and walking.

Necessarily, it is the completion of the full LCWIP process will lead to the final determination of objectives for the city. These possible objectives are therefore offered as discussion points, to prompt consideration of the scale of ambition that CYC wish to achieve through the process. It is hoped that this report provides some of the evidence required to support these initial discussions.

Annex A: City of York Council Strategic Cycle Scheme Prioritisation, December 2019

						Linking		Strategic Route		Destination Types Served by Route								Added Value							Potential Usage		Cost (to CYC)		Build-ability			
Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Origin(s)	Destination(s)	Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+5)	City Centre (+4)	Maj Centre: Acomb/CM/MX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K +) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score	Overall Score +	Comments
1	University Road / Field Lane	Off-road facility linking the current facilities alongside Field Lane and University Heslington East campus with the facilities on University Road and routes onwards to the city centre.	Missing link on busy route to/from university	SRTS (University of York)	Hull Road	Elvington, Wheldrake, Osbaldwick, Murton, Dunnington, Badger Hill, Heslington East, Tang Hall, Heslington, Fulford	University of York, Schools (Archbishop Holgate's, Badger Hill, Lord Deramores, Fulford, St Oswalds), Science Park, City Centre, Sports Village	6	5	4	3	2	2	1	2	1	7.50	3	2		2	2	2	11.00	High	10	Low	1	Fairly difficult due to conservation area status of area and width constraints	3	35.50	Heslington East Planning Condition?
2	University of York - Heslington East Campus links	Link from Field Lane through the Heslington East campus to the Sport Village and onwards to the Grimston Bar P&R site	Missing radial route links from commuter belt inwards		Hull Road	Dunnington, Stamford Bridge, Grimston Bar	University of York, Science Park, City Centre, Heslington, Fulford	6	5	4	3	2	2	1	2	1	7.50	3		2	2	2	2	11.00	Medium	6	Low	1	Planning condition for heslington East campus	1	33.50	Heslington East Planning Condition?
3	High Petergate, Deangate, Aldwark, Hungate, Navigation Rd, Walmgate (or Low Petergate, Colliergate, Fossgate, Walmgate)	Key north-south link alongside or through the Footstreets area	Enables cross-city movements without having to use sections of the inner ring road	CCMAF scheme	Guildhall	Clifton, Rawcliffe, Hull Road, Tang Hall	City Centre, University of York, York St John University	10	5	4		2	2	1	2		5.50	3		2	2	2		9.00	High	10	Medium / High	4	Difficult due to current status of route as part of the pedestrianised area and the one way streets involved	3	32.50	High Petergate being trialled in the eastern direction as part of Scarborough Bridge complementary works
4	St Leonards Place / Museum Street / Lendal Bridge / Station Road	Improved links to the new Council HQ from the Bootham/Gillygate/Monk Bar direction plus improved access to the station	Improved Inner Ring Road provision and missing link from SE to NE of city		Micklegate / Guildhall	Clifton, Rawcliffe, The Groves, Huntington, Haxby, New Earswick, Holgate, South Bank, Dringhouses, Acomb	City Centre, Acomb, York St John University, York Station, York College, All Saints School, Millthorpe School, new CYC HQ	10	5	4	3	2	2	1	2		7.00	3	2	2				7.00	High	10	Medium / High	4	Difficult due to restricted widths available and status as part of IRR	3	32.00	Was feasibility study ever actually done?
5	Micklegate / Bridge Street / Nessgate / Coppergate / Pavement / Stonebow / Peasholme Green	Key east-west link across city centre proposed as part of the City Centre Movement and Accessibility Framework. Insufficient width to provide on-road facilities therefore traffic restrictions may need to be used.	Missing link to enable cyclists to make cross-city movements without having to use sections of the inner ring road	CCMAF scheme	Micklegate / Guildhall	South Bank, Holgate, Acomb, Dringhouses, Foxwood, Woodthorpe, Heworth, Tang Hall, Hungate	City Centre, Acomb, York College, All Saints School, Millthorpe School, Foss Islands Retail Park, Foss Bank shops, York Station	10	5	4	3		2	1	2		6.00	3	2	2		2		9.00	High	10	High	5	Difficult due to conflicts with other modes along this corridor and restricted widths available	3	32.00	Coppergate being trialled. Stonebow / Peasholme Green being improved as part of Hungate scheme
6	Improvements to Station Road / Station Avenue gyratory	Provision where possible of facilities to aid cyclists using the gyratory - links to Station frontage scheme	Missing links on network	TSAR project?	Micklegate	Clifton, Holgate, Acomb	City Centre, York Station	10	5	4		2	2	1	2		5.50	3	2	2				7.00	High	10	Medium	3	Difficult due to large number of other users on same link and status as part of IRR	3	31.50	Station Frontage to York Central links investigated by Arup
7	Route through former British Sugar site	Link from Millfield Lane / Low Poppleton Lane through to Plantation Drive / Ouseacres delivered by development	Route through development site to link up to routes to Poppleton / York Business Park	SRTS (Manor School)	Acomb / Rural West York	Poppleton, York Business Park, Boroughbridge Road area	Manor School, Clifton Moor, York Business Park, Poppleton Park	6	5	4	3	2	2	1	2		7.00	3			2	2	2	9.00	Medium	6	Low	1	Fairly easy as will be a planning condition of development but timescales are outside CYC control	1	31.00	Being provided by development
8	Castle Gateway Foss Bridge	New shared use bridge to be provided as part of the Castle Gateway project	New link from riverside path through to city centre	Castle Gateway project	Guildhall	Fulford, Fishergate	City centre	6	5	4		2		1		1	4.00	3	2	2	2	2		11.00	High	10	Low	1	Difficult as entirely dependent on development happening	5	30.00	Being provided as part of Castle Gateway project
9	York Central - link from Chancery Rise	Link into York Central site from Holgate Road	Missing link to major development site	York Central	Holgate	Acomb, Holgate, South Bank	York Central, city centre, York Station	10	5	4	3	2	2	1	2	1	7.50	3	2	2	2	2		11.00	Medium / High	8	V High	7	Very difficult but may be a planning condition	5	29.50	Being looked at as part of York Central project but may be replaced by Wilton Rise footbridge improvement
10	Bar Lane / Toft Green / Tanner Row	Improved links to West Offices from the Micklegate and North Street directions	Improved links to/from key trip attractor	CYC HQ Relocation	Micklegate	South Bank, Holgate, Acomb, Dringhouses, Foxwood, Woodthorpe	New CYC HQ, City Centre (N), York College, All Saints School, Millthorpe School, Scarcroft School, Acomb	6	5	4	3	2			2		5.50	3	2		2			7.00	Medium	6	Low	1	Easy	1	27.50	Signing only?
11	Fishergate Gyratory	Improvements for cyclists on all arms of the gyratory including crossing points and potential contra-flow facility along Paragon Street footway	Major barrier to cycle trips and missing link on busy radial route and key junctions of the Inner Ring Road	Link to OCR	Fishergate	Fulford, Heslington, Fishergate, city centre (outbound)	City Centre, York Barbican, schools (St George's, Fishergate), Foss Islands Retail Park, University of York	6	5	4	3		2	1	2	1	6.50	3	2	2	2			9.00	High	10	Medium / High	4	Very difficult due to width constraints, high vehicle numbers and location on IRR	5	27.50	Looked at previously by Graham Kelly
12	Wilton Rise to York Central site - replacement bridge	Replacement to Wilton Rise footbridge with associated approach ramps	Improved route to city centre		Holgate	Acomb, Holgate	City centre, York Station	6	5	4	3	2	2	1	2	1	7.50	3	2	2	2	2		11.00	High	10	V High	7	Very difficult due to bridge spanning live rail line	5	27.50	York Central scheme
13	Blue Bridge to new Castle Gateway bridge	Link between New Walk and Piccadilly via St Georges Field car park a new crossing of Tower Street and route to rear of Castle Museum	Missing link on off-road radial route		Fishergate / Guildhall	Fulford, Fishergate, University of York	City Centre	10	5	4		2		1			3.50	3	2	2	2	2		11.00	Medium / High	8	High	5	Could be very difficult to achieve a scheme which is flood-proof and along backs of existing properties	5	27.50	Being provided as part of Castle Gateway project
14	Boroughbridge Road – outbound link between Water End junction and commencement of cycle lane beyond the Malvern Avenue junction	On or off-road provision to link up the two junctions	Missing link on radial route - Scrutiny Board scheme	Access York Phase 1 scheme	Holgate	Clifton, Rawcliffe, City Centre	Acomb Centre, Manor School	6	5		3			1	2		3.00	3	2			2		7.00	High	10	Low (on road informal facility proposed)	1	Difficult due to height differences and utility services under the footway and in the adjacent verge	3	27.00	May only be feasible if one traffic lane is removed

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15	New Lane - Malton Road to start of current on road mandatory lane	Infill of gap between the New Lane / Malton Road junction and the start of the on-road mandatory cycle lane	Missing link	LSTF	Huntington	Tang Hall, Heworth	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium	6	5	4	3	2		1		1	5.50	3	2			2		7.00	Low / Medium	4	Low	1	Should be fairly easy provided enough width can be secured	1	25.50	Not feasible? Looked at by Richard Holland several years ago
16	Sim Balk Lane - link from the sports changing room area to Church Lane (Bish)	Widen footpath on northern side to convert to shared use as far as the start of the village proper	Missing link on network and key route to college / Tesco	SRTS (York College)	Dringhouses / Bishopthorpe	Bishopthorpe, Acaster Malbis, Naburn?	York College, Askham Bar P&R, Tesco, Bishopthorpe Village	6	5				2	1	2	1	3.00	3	2		2		2	9.00	Medium	6	Medium	3	Fairly easy funds permitting	1	25.00	Initial feasibility done
17	Cemetery Road / Barbican Road	Facilities along Cemetery Road from Fulford Road to Paragon Street	Missing link on major radial route		Fishergate	Fulford, south Fishergate	City Centre, York Barbican, Hospital Fields Road Estate, Imphal Barracks, York Police Station	6	5	4	3	2		1			5.00	3	2			2		7.00	Medium / High	8	Medium?	3	Difficult due to restricted road widths and parking	3	25.00	Some improvements already achieved on Barbican Road during TSAR scheme.
18	Huntington Road – Byland Avenue to Monkgate Rdbt	Link from the end of the current cycle lanes at the Byland Avenue junction along the remainder of the length of Huntington Road	Missing link along popular radial commuting route		Heworth / Guildhall	Huntington, Earswick, (Strensall?)	City Centre	6	5	4	3	2	2	1	2		7.00	3	2			2		7.00	High	10	High	5	Extremely difficult but speed limit reductions may be a solution	5	25.00	Can anything be fitted in here without removing all the on-street parking?
19	Link from top of Station Rise to Queen Street along side of new HQ and on to station access ramp at Lowther Terrace	Improved off-road link to enable cyclists to avoid part of the Lendal Gyratory and Station Road	Improved links to/from key trip attractor	CYC HQ Relocation	Micklegate	Holgate, Acomb, Clifton	York Station, new CYC HQ, Acomb	6	0		3	2	2				3.50	3	2	2	2	2		11.00	Medium	6	Low	1	Easy as long as other landowners and businesses are happy with route provided	1	24.50	Linked to Station Frontage scheme and Hudson House redevelopment
20	Link from Nunnery Lane end of Scarcroft Lane to Victoria Bar	Provision of link either on or off-road (through front of car park?) to join the existing route along Scarcroft Lane with the signed route from Victoria Bar into the city centre	Missing link in Blossom Street "alternative" route	SRTS (Scarcroft Primary)	Micklegate	Holgate, South Bank, Acomb, Foxwood, Dringhouses, Woodthorpe, Bishophill	City Centre, All Saints School, Millthorpe School, Scarcroft School, Acomb	6	5	4	3				2		4.50	3	2		2			7.00	Low / Medium	4	Low	1	Fairly easy as long as part of car park can be released and hotel can be passed	1	24.50	Have we ever done any feasibility of this scheme?
21	Clifton Moorgate Rdbt	Improvements to roundabout to make crossing the arms easier and more cycle friendly	Safety scheme – Scrutiny Board scheme	Include in A1237 rdbt scheme?	Rawcliffe	Rawcliffe, Clifton Without	Clifton Moor	6	5		3	2		1		1	3.50	3	2					5.00	High	10	Low / Medium	2	Fairly difficult due to width restrictions and traffic volumes	3	24.50	Can this be tagged onto A1237 roundabout scheme?
22	Clifton Moorgate – improved link from Hurricane Way to Rdbt	Off-road path linking the end of the Hurricane Way shared use path with shared use paths running around the periphery of the Clifton Moorgate / Stirling Road Rdbt	Missing Link on employment / leisure site	Include in A1237 rdbt scheme?	Rawcliffe	Rawcliffe, Clifton Without	Clifton Moor	6	5		3			1		1	2.50	3	2		2			7.00	Medium / High	8	Low?	1	Fairly difficult if the adjacent land isn't adopted highway or council-owned	3	24.50	Can this be tagged onto A1237 roundabout scheme?
23	Shipton Road cycle lanes between Clifton Park & Clifton Green junctions	On road provision on busy radial route which gives alternative when off-road route is flooded	Link to employment site		Rawcliffe	Rawcliffe, Clifton Without, Skelton	Clifton Park, City Centre, York Hospital, Acomb, York Station	6	5	4	3	2	2	1		1	6.50	3	2			2		7.00	Medium	6	Medium	3	Could be difficult in places due to central refuges	3	24.50	Can anything be fitted in here without removing all the on-street parking?
24	Bootham crossing and St Marys link and ramp	Parallel crossing of Bootham or full signalisation at the Bootham Park / Bootham / St Marys junction and a ramped access at the end of St Marys down onto Marygate Lane	Missing link on Haxby to Station route, route to hospital and Nestle	SRT Station	Guildhall	Clifton, Huntington, New Earswick, Haxby	York Station, York Hospital, Nestle	6	5		3	2	2		2		4.50	3	2		2	2		9.00	Medium	6	Medium	3	Fairly difficult although many of the permissions and difficulties have already been overcome by past work on the scheme	3	24.50	Being progressed as part of Scarborough Bridge supplementary works
25	River Foss Towpath	Shared use along Foss towpath from Monk Bridge to Strensall	Off-road radial route to city centre	SRTS (Robert Wilkinson, Ralph Butterfield, Huntington Primary & Secondary, Joseph Rowntree, Yearsley Grove)	Guildhall / Heworth / Huntington / Strensall / Haxby	Strensall, Towthorpe, Haxby, Earswick, Huntington, New Earswick	Robert Wilkinson, Ralph Butterfield, Huntington Primary & Secondary, Joseph Rowntree, Yearsley Grove, Strensall, Haxby, Huntington, New Earswick and City Centre facilities, Monks Cross	6	0	4	3	2	2	1	2	1	7.50	3	2	2	2	2	2	13.00	High	10	V High	7	Very difficult due to accommodating other interested groups	5	24.50	Major piece of work. Could this be farmed out to Sustrans? Sustrans may have done a very high level study on this 20+ years ago.
26	Hull Road – southern link between end of current shared use just west of Yarburgh Way to Windmill Lane junction	Widening and conversion of footway along southern side to shared use along its whole length so that cyclists do not have to share bus lane with many buses and Park & Ride vehicles plus extension beyond the bus gate either on-road or off-road	Missing link on busy radial route	SRTS (Archbishop Holgate Secondary)	Hull Road	Osbaldwick, Murton, Dunnington, Badger Hill, Heslington East	City Centre, University of York, Archbishop Holgate's School, Science Park, David Lloyd Centre	6	5	4	3	2			2	1	6.00	3	2		2			7.00	Medium	6	Medium	3	Difficult due to restricted width of footway unless road narrowed or footway widened into adjacent land	3	24.00	Needs feasibility study doing
27	York Road, Dunnington	Link from the end of the off-road provision just north of the A1079 to the edge of the village	Missing link to commuter village and NCN improvement		Osbaldwick	Dunnington, Stamford Bridge	City Centre, University, Archbishop Holgates School, Fulford School	6	5	4	3		1	1	2	1	6.00	3	2		2		2	9.00	Low / Medium	4	Medium	3	Fairly difficult due to verge widths available, utility apparatus in verge and speed of adjacent traffic	3	24.00	Some high level feasibilty done previously
28	St Oswald's Road to Landing Lane	Off-road route extending the current riverside path as far as Landing Lane to link up to existing shared use paths at either end	Missing link on off-road radial route – Scrutiny Board scheme	Link to development site (Germany Beck)	Fulford	Fishergate, Naburn	Designer Outlet, Naburn, City Centre	6	5	4			2	1		1	4.00	3	2		2	2	2	11.00	Low / Medium	4	Medium	3	Difficult due to landowner issues and status of the Ings (SSSI, village green etc)	3	24.00	Germany Beck s106 will be part-funding scheme. Need to complete feasibility and get landowner approvals.
29	Strensall Road link between A1237 and Six Bells Rdbt	Conversion of existing footway to shared use with appropriate widening if feasible	Much-requested link to outlying village for radial commuters – Scrutiny Board scheme		Huntington / Strensall	Strensall, Towthorpe	Huntington, City Centre, Monks Cross, Huntington School, York Hospital	6	5	4	3	2	2	1	2	1	7.50	3	2		2		2	9.00	Medium	6	V High	7	Difficult	3	23.50	Ward members pushing for short term improvement by conversion of footway to shared use

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30	York Road, Haxby	Facilities along York Road from A1237 to The Village including any improvements to existing sub-standard cycle lanes	Missing link to major suburb	SRTS (Ralph Butterfield, Headlands, Joseph Rowntree)	Huntington / Haxby	Haxby, Wigginton, New Earswick	Haxby facilities, Ralph Butterfield, Headlands, Joseph Rowntree schools (future Haxby Station?)	6	5	4	3	2	2	1	2	1	7.50	3	2				2	7.00	Medium	6	Medium?	3	Very difficult in parts due to restricted road widths	5	23.50	Current cycle lanes very sub-standard so will need to be either removed or widened or some other solution found
31	Walmgate Stray	Improvements to lighting at barracks end and better waymarking of path during hours of darkness	Safety improvement		Fishergate	Fishergate, South Bank, Badger Hill	Science Park, University of York, Hospital Fields Road estate	6	0		3	2			2	1	4.00	3			2			5.00	High	10	Low	1	Fairly easy if MOD can be persuaded to alter their current lighting	1	23.00	Barracks approached previously. Not sure if the spotlights were realigned or not
32	Bishopthorpe Road – link from Green Lane south to slightly beyond the Crematorium	Provision of off-road path along the western verge as far as the top of the A64 bridge then crossed over onto a widened shared use path for the remaining section to rejoin carriageway just south of the Crematorium junction	Missing link on radial route		Bishopthorpe	South Bank, Bishophill, Bishopthorpe, Acaster Malbis	Crematorium, City Centre, York Racecourse, University of York, Law College, York Station	6	0	4				1	2	1	4.00	3	2		2	2	2	11.00	Medium	6	Medium	3	Fairly easy funds permitting and if sufficient width available	1	23.00	More detailed feasibility work done
33	Hospital Fields Road	Safety improvements for cyclists on busy industrial estate road - potential for segregated cycle facility if parking removed?	Safety improvement - Scrutiny Board scheme	SRTS (Uni of York)	Fishergate	South Bank, University of York, Dringhouses and beyond, Fishergate	University of York, Science Park, City Centre	6	5		3	2			2	1	4.00	3						3.00	High	10	Low / Medium	2	Difficult due to volume of HGVs and PSVs using the road	3	23.00	Needs to be resurfaced and then have cycle lanes installed, will need parking to be removed though
34	Hull Road / Thief Lane route	Provision of off-road path from Windmill Lane across frontage of David Lloyd Centre to Thief Lane + minor improvements on Thief Lane to make it better for cyclists especially at the point closure	Alternative radial route into the city centre avoiding the busy A1079	SRTS (St Lawrences)	Hull Road	Osbaldwick, Murton, Dunnington, Badger Hill, Heslington East	City Centre, University of York, Archbishop Holgate's School, Science Park, David Lloyd Centre	6	5	4		2	2	1	2	1	6.00		2		2			4.00	Medium / High	8	Medium	3	Could be some difficulty across front of David Lloyd site	3	23.00	Needs feasibility study doing
35	Millfield Lane Poppleton extension	Extension of off-road shared use path north of Long Ridge Lane to Ebor Way	Extension of Safe Route to School	SRTS (Manor School, Poppleton Ousebank)	Rural West York	Upper & Nether Poppleton	Manor School, City Centre	6	5	4	3		2		2	1	6.00	3					2	5.00	Medium	6	Low / Medium	2	Could be difficult if adjacent residents object	3	23.00	Many more driveways to cross but would probably be supported by Parish Council
36	Lord Mayor's Walk	Provision of facilities along this section of the Inner Ring Road	Missing link between two busy radial links on the inner ring road and York St John Uni	SRTS (York St John University)	Guildhall	The Groves, Clifton, City Centre, Heworth	City Centre, York St John's University, Foss Bank shops	6	5	4	3	2	2	1	2		7.00	3	2					5.00	Medium	6	Medium	3	Difficult due to being part of inner ring road and constrained widths	3	23.00	Can anything be fitted in here without removing all the on-street parking?
37	Bishopthorpe Road – link from end of shared use at Focus School north to meet the off-road path at the southern edge of the Chocolate Works site	Provision of off-road link between the two existing sections of path if feasible, will need the hedge to be moved and the footway widened	Missing link on radial route		Micklegate	Bishopthorpe, Acaster Malbis, Naburn? South Bank, Fishergate	City Centre, Crematorium, Law College, University of York, York Station	6	0	4		2	2	1	2	1	6.00	3	2		2	2	2	11.00	Medium	6	Medium	3	Difficult due to width constraints and it may be necessary to CPO some adjacent land or remove hedges	3	23.00	At an advacned stage of feasibility. Need racecourse land transfer.
38	Signed route between Woodland Way (Huntn) and Church Lane (Huntn) via North Moor Road	Provision of a signed route to take cyclists from the main road through Huntington to the link to Monks Cross mentioned above	Missing link between the above off-road link and the main road using quiet residential streets	Outer Orbital route?	Huntington	Huntington, Earswick, (Strensall?)	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium	6	0		3	2		1		1	3.50	3	2		2	2		9.00	Medium	6	Low	1	Easy	1	22.50	Needs to be done in conjunction with link though to Alpha Court
39	Stockton Lane – feeder lane to Heworth Green rdbt	Provision of narrow feeder lane along the final inbound section of Stockton Lane to enable cyclists to bypass the queuing traffic	Cyclist priority measure on approach to junction		Heworth	Heworth Without, Stockton on the Forest	City Centre	6	5	4				1			2.50	3	2					5.00	Medium	6	Low	1	Easy	1	22.50	Can anything be fitted in here without removing all the on-street parking?
40	New Lane - Stratford Way snicket to Jockey Lane Rdbt	Link from Portakabin to the existing facilities at the Jockey Lane mini roundabout	Missing link on commuter route		Huntington	New Earswick, Huntington South, Heworth, Heworth Without	Monks Cross, Portakabin	6	5		3	2		1	2	1	4.50	3	2			2		7.00	Medium	6	Medium	3	Fairly difficult due to available width and parking	3	22.50	Can anything be fitted in here without removing all the on-street parking?
41	Broadway - link from Heslington Lane crossing to Fulford Road	Link along Broadway past the shops	Missing link on the Fulford Road to Hull Road route	Routes to University	Fishergate / Fulford	Fishergate, Fulford, South Bank	University, Science Park	6	5		3	2		1	2	1	4.50	3	2			2		7.00	Medium	6	Medium	3	Fairly difficult due to available width and parking	3	22.50	Can anything be fitted in here without removing all the on-street parking?
42	Front Street (Acomb) – link along pedestrianised section to Green Lane junction	On-road provision to enable cyclists to get from York Road to Green Lane or along the remainder of Front Street avoiding the mini-roundabouts	Missing link on radial route and to shops		Westfield	Holgate, Acomb, Foxwood, Woodthorpe	City Centre, Acomb Centre, York Station	6	0	4	3		2	1			5.00	3	2		2			7.00	Medium / High	8	Medium	3	Fairly easy in theory	1	22.00	
43	Wilton Rise to Leeman Road - better facility	Improved link between bridge and NRM / Leeman Road via York Central site	Improved route to city centre	York Central	Holgate	Acomb, Holgate	City centre, York Station	6	0	4	3	2	2	1	2		7.00	3	2		2	2		9.00	Medium	6	Medium	3	Would need to purchase lamd either side of current path and amend fenceline	3	22.00	
44	Shipton Road - Loweswater Road to Clifton Park	Link between the end of the Shipton Road parallel service road and Clifton Park - will affect parking & ped refuges	Missing link on radial route		Rawcliffe	Skelton, Rawcliffe, Clifton, City Centre, Clifton Park (residential)	Clifton Moor, City Centre, Clifton Park (employment)	6	5	4	3	2	2	1			6.00	3	2					5.00	Medium	6	Medium	3	Fairly difficult due to speed limit and lack of available width in places	3	22.00	
45	Tower Street	Removal of traffic lane on dual carriageway section to provide cycle facilities	Scrutiny Board scheme	Castle Gateway project	Fishergate / Guildhall	Fulford, Heslington, Fishergate, city centre (outbound)	City Centre, York Barbican, Foss Islands Retail Park	6	0	4		2	2	1		1	5.00	3	2	2	2	2		11.00	High	10	High	5	Very difficult due to width constraints, high vehicle numbers and location on IRR	5	22.00	Is this being looked at as part of Caslte gateway project?
46	North Street (Guildhall) Bridge	New footbridge between North Street Gardens and City Screen with associated improved cycle parking at North Street end	New bridge to relieve the pressure on Lendal Bridge for city centre bound trips	CCMAF scheme	Micklegate / Guildhall	Acomb, Station, Micklegate area	City Centre, Aviva, York Station	10	0	4		2	2	1		1	5.00	3	2	2	2			9.00	High	10	V High	7	Very difficult due to needing permission from landowners at either end and very high costs involved	5	22.00	Is this bridge still of interest? Is it in the Local Plan?

							Linking		Strategic Route		Destination Types Served by Route								Added Value							Potential Usage		Cost (to CYC)		Build-ability				
Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Origin(s)	Destination(s)	Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+5)	City Centre (+4)	Maj Centre: Acomb/CM/MX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K +) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score	Overall Score +	Comments
47	Fulford Main Street / Selby Road	Facility to link up current provision on Fulford Road (N of Heslington Ln)and on Selby Road south of Landing Lane	Missing link on radial route		Fulford	Naburn, Fulford (southern end), Fishergate (outbound trips)	City Centre, Designer Outlet, Naburn	6	5	4		2	2	1	2	1	6.00	3	2		2	2	2	11.00	Low	2	Medium	3	Very difficult due to conservation area status of area and width constraints	5	22.00	Can anything be fitted in here without removing all the on-street parking?
48	Hull Road – southern link path between existing shared use section (opp. Pinelands Way)and Field Lane rdbt including the roundabout	Widening and conversion of footway along southern side to shared use along its whole length so that cyclists do not have to share bus lane with many buses and Park & Ride vehicles	Missing link on busy radial route	SRTS (Archbishop Holgates Secondary)	Hull Road	Osbaldwick, Murton, Dunnington, Badger Hill, Heslington East	City Centre, University of York, Archbishop Holgate's School, Science Park, David Lloyd Centre, Sports Village	6	0	4	3	2		1	2	1	6.50	3			2			5.00	Medium	6	Low	1	Fairly easy	1	21.50	
49	Link from Hob Moor Drive to Beech Avenue along Collingwood Avenue	Provision of signed route with any appropriate improvements to link the path emerging from Hob Moor to the signed route up Beech Avenue (and then onwards towards the city centre via Holgate Road / Wilton Rise and footbridge to Leeman Road)	Missing link on route to city centre / English Martyrs School		Holgate	Holgate, Foxwood, Woodthorpe, Acomb	English Martyrs School, Our Lady's School, St Paul's School, City Centre, Energise, York Station	6	0	4			2		2	1	4.50	3			2	2		7.00	Medium	6	Low	1	Easy - signing only required	1	21.50	
50	Hull Road - Grimston Bar to Field Lane inbound	On-road link between the two junctions using the bus lane as appropriate	Missing link		Hull Road	Stamford Bridge, Dunnington, Elvington	City centre, University of York	6	0	4	3	2	2		2		6.50	3	2		2		2	9.00	Low / Medium	4	Medium	3	Fairly easy if bus lane can be made more cycle friendly	1	21.50	
51	Northfield Lane (Poppleton) – link from Moor Lane to the shared use path just north of the Northminster Business Park	Provision of on or off-road facilities to link the Rufforth to Knapton route with the Industrial Estate and onwards to Poppleton Station	Missing link to employment site / outlying village / Park & Ride site	Rufforth to Knapton scheme	Rural West York	Knapton, Rufforth, Acomb, Poppleton	Poppleton Bar P&R (when built), Poppleton Station, Acomb Centre, Northminster Business Park	6	5		3	2	2	1		1	4.50				2	2	2	6.00	Low / Medium	4	Medium	3	Fairly easy in theory as traffic levels are fairly low once past Northminster Business Park	1	21.50	
52	Routes through Haxby / Wigginton	Provision of suitable off-road or safer routes through the villages of Haxby & Wigginton – exact alignments need to be agreed with Parish Council and Town Council	Links from various sections of the villages to the existing facilities on York Road – Scrutiny Board scheme		Haxby	Residential parts of village	Schools, shops and destinations farther afield via existing links	6	5	4	3			2	2		5.50	3			2			5.00	Medium	6	Medium	3	Dependent on where and how the routes are achieved (20mph zones may be easiest solution)	3	21.50	
53	Link between Earswick village and Huntington using the Foss towpath	Link from the south of Earswick from the end of The Village along the east bank of the River Foss under the A1237 to rejoin the residential streets at the end of Vesper Walk (Huntn)	Grade-separated crossing of the busy A1237 linking the two villages either side of it and providing a safe crossing for utility and leisure trips	SRTS (Huntington Primary and Secondary schools)	Strensall / Huntington	Earswick, Strensall	Huntington schools, Joseph Rowntree School, Monks Cross, (New Earswick?)	6	0	4	3	2		1	2	1	6.50	3	2	2	2		2	11.00	Low / Medium	4	Medium	3	Dependent on gaining approvals of Earswick and Huntington Parish Councils and being able to construct path along towpath	3	21.50	
54	Knapton - link from the A1237 & New House Covert to Beckfield Lane	Link from end of existing shared use path at the A1237 end of Main Street via Ten Thorn Lane and Knapton Lane to Beckfield lane	Missing link on rural route to edge of urban area	SRT Northminster Business Park, Rufforth to Acomb scheme	Rural West York / Acomb	Rufforth, Knapton, Acomb	Acomb, Northminster Business Park, Poppleton Bar P&R, Poppleton Station	6	5	4	3		2	1	2	1	6.50		2		2	2	2	8.00	Low	2	Medium	3	Fairly difficult to fit anything meaningful in restricted width available but measures to reduce traffic speed and volume more suitable	3	21.50	
55	Beckfield Lane – provision of facilities along the southern section from just south of Ostman Road to Wetherby Road	Either on or off-road provision along the remaining section of Beckfield Lane	Missing link on commuting / school route - Scrutiny Board scheme	SRTS (Manor School)	Acomb	Chapelfields, Foxwood, Acomb, Woodthorpe, Poppleton	Manor School, Clifton Moor, Acomb Centre, Energise, York Business Park	6	5		3	2		1	2	1	4.50	3			2	2		7.00	Medium / High	8	Medium / High	4	Very difficult due to existing opposition from adjacent residents, width restrictions and traffic flows / speeds	5	21.50	
56	Bootham Stray to Burton Green link	Provision of link between the southern end of the Bootham Stray path across Wigginton Road, over the level crossing and then off-road to the northern end of Burton Green by widening and hard-surfacing the existing footpath	Missing link enabling potential users to avoid Crichton Avenue	SRTS (Joseph Rowntree School, Huntington Secondary)	Rawcliffe	New Earswick, Haxby, Wigginton, Clifton	Clifton Moor, Clifton Schools (Burton Green, Clifton Green, Canon Lee), Joseph Rowntree school, Huntington School	6	0		3	2			2	1	4.00	3	2	2	2			9.00	Medium	6	Medium	3	Fairly easy (although Network Rail will have an input near level crossing)	1	21.00	
57	Innovation Way to Windmill Lane	Improve current grade separated path by widening and easing bends	Improved link to Science Park & University		Hull Road	Tang Hall, South Bank, Acomb	Science Park, University of York, Hospital Fields Road estate	6	0		3	2			2	1	4.00	3	2					5.00	High	10	Low	1	Fairly difficult as adjacent land not owned by CYC	3	21.00	
58	Front Street (Acomb) – link between Green Lane and Gale Lane junctions	On-road provision to enable cyclists to get from Green Lane to Gale Lane safely and to highlight their presence to motorists (especially those at the mini-roundabout and emerging from Morrison's car park	Missing link on radial route, to shops and to school	SRTS (Westfield Primary, York High)	Westfield	Holgate, Acomb, Foxwood, Woodthorpe	City Centre, Acomb Centre, York Station, York High School	6	0	4	3		2	1	2		6.00	3	2					5.00	High	10	Medium	3	Difficult due to width restrictions, parking and various crossing points along stretch	3	21.00	
59	Layerthorpe/ Hawthorn Grove / East Parade / Heworth Village / Hempland Lane / Heworth Allotment access road to Tang Hall Beck link	Link from Layerthorpe Bridge & Foss Islands path to Applecroft Road and Hemplands School	Missing link on minor radial link, to Heworth village amenities, allotments and primary school	SRTS (Heworth Primary, Hempland Primary)	Guildhall / Heworth	Heworth Without, Heworth, Osbaldwick	Orbital Route, City Centre, Foss Islands Retail Park, Hemplands School	6	0	4	3		2	1	2		6.00	3	2			2		7.00	Medium / High	8	Medium but dependent on what can be achieved on road	3	Difficult due to lack of available width and on street parking	3	21.00	

						Linking		Strategic Route		Destination Types Served by Route								Added Value						Potential Usage		Cost (to CYC)		Build-ability				
Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Origin(s)	Destination(s)	Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+5)	City Centre (+4)	Maj Centre: Acomb/CM/MX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K +) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score	Overall Score +	Comments
60	Foss Islands Road - Walmgate Bar to Navigation Road	Link along section of Inner Ring Road may be deliverable in stages	Missing link between major radial route and new access point into City Centre via Hungate Bridge		Guildhall	Tang Hall, University of York, Fishergate	City Centre, York St John University	6	0	4	3		2	1	2		6.00	3	2	2				7.00	Medium	6	Low if sufficient room for on road lanes	1	Depends on available road width and parking arrangements	3	21.00	
61	Haxby Road – Alder Grove (New Earswick) to Wigginton Road junctions	Link along popular commuting route from Haxby / New Earswick to the city centre avoiding the off-road, unlit path across Bootham Stray	Popular radial route with no current facilities south of the northern end of New Earswick		Huntington / Rawcliffe / Guildhall	New Earswick, Haxby, Wigginton	City Centre, Nestle, Hospital	6	0	4		2	2	1	2	1	6.00	3	2		2	2	2	11.00	Medium / High	8	High	5	Extremely difficult	5	21.00	
62	Link between Murton and Dunnington following former railway line	Link between Murton and Dunnington using land which was formerly the Derwent Valley Light Railway with a safe crossing of the A166	More direct NCN route alignment for NCN66		Osbaldwick	Dunnington, Stamford Bridge	City Centre, Monks Cross	6	5	4	3				2	1	5.00	3	2	2	2		2	11.00	Low / Medium	4	High	5	Very difficult due to lack of landowner support and difficulty crossing the A166 safely	5	21.00	
63	Link from Broadway West to Fulford Ings	Lighting improvements along this existing path and possible provision of separate cycle path to reduce conflict	Safety improvement - Scrutiny Board scheme		Fishergate	South Bank, Fishergate, Heslington, Fulford	City Centre, University of York, Fulford School, Science Park	6	0	4	3			1	2	1	5.50	3			2			5.00	Medium	6	Low	1	Fairly easy	1	20.50	Some feasibility done on conflict resolution path
64	Stratford Way / New Lane	Improved crossing between Stratford Way path and Portakabin / Monks Cross	Improved crossing point		Huntington	New Earswick, Huntington South	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium, Huntington Schools	6	0		3	2		1	2	1	4.50	3	2		2	2		9.00	Medium	6	Low / Medium	2	Stratford Way - signing only needed as already traffic calmed, New Lane crossing may be more difficult as land requisition may be needed	3	20.50	
65	Link between Woodland Way (Huntn) and Alpha Court (NW part of Monks X)	Provision of an off-road link between the end of the Woodland Way cul de sac and the dead end of the link from Monks Cross to Alpha Court to help cyclists avoid New Lane and Jockey Lane	Missing link which will also provide a traffic-free short-cut for Huntington residents	Monks Cross North devt link	Huntington	Huntington, Earswick, (Strensall?)	Monks Cross (shops, Portakabin, Aviva) Huntington Stadium	6	0		3	2		1		1	3.50	3	2		2	2	2	11.00	Medium	6	Medium	3	Dependent on permissions from landowners and planning permission being granted	3	20.50	
66	British Sugar site to Water End	Path east of the rail lines linked to an ECML ped/cycle bridge	Missing link between major new development site and city centre		Holgate	British Sugar site, Boroughbridge Road residential area, Acomb, Leeman Road area	City centre, Clifton Moor	6	0	4	3	2	2	1	2	1	7.50	3	2	2	2	2	2	13.00	Medium	6	V. High	7	Very difficult due to need to use Network Rail and Yorkshire Water's land and need to make route flood-proof	5	20.50	
67	Bad Bargain Lane - Meadlands to Stockton Lane	Link between Stockton on Forest route and the current provision on Meadlands	Missing link - alternative to Stockton Lane with less traffic			Heworth, Osbaldwick, Stockton on Forest, Hopgrove Lane South, Derwenthorpe	Stockton on Forest, Heworth, Derwenthorpe	6	0	4				1		1	3.00	3		2	2	2	2	11.00	Low	2	Low	1	Fairly simple if signing-only scheme	1	20.00	
68	Shipton Road (Skelton) – path between Fairfields Drive and St Giles Road	Widened off-road path alongside the A19 converted from footpath to shared use between two of the access points into Skelton and to enable cyclists wishing to join the York to Beningbrough path to get opposite the Stripe Lane junction	Extension to existing radial route	Links to the NCN	Rural West York	Rawcliffe, Clifton Without	Skelton amenities, NCN 65	6	5		3	2		1		1	3.50	3			2			5.00	Low	2	Low?	1	Fairly easy if a path can be found through the trees and shrubs	1	19.50	
69	Hamilton Drive – link from Collingwood Road to Moorgate	Provision of on-road or off-road link between the north-south route at the Collingwood Road / Beech Ave junction to the OCR at Moorgate	Missing link on route to city centre / OLQM School	SRTS (OLQM School)	Holgate	Holgate, Foxwood, Woodthorpe, Acomb	Acomb, English Martyrs School, Our Lady's School, Hob Moor Schools, St Paul's School, City Centre, Energise, York Station	6	0	4	3		2	1	2	1	6.50	3	2					5.00	Medium / High	8	Medium	3	Difficult due to parking and width constraints	3	19.50	
70	Tang Hall Lane / Windmill Lane	Link between Heworth Village and University / Science Park including improvements to existing NCN 66 route	Missing link between University / Science Park and student / employee accommodation, poor quality NCN route in sections	NCN improvements, SRTS (Uni of York)	Heworth / Hull Road	Heworth, Tang Hall, Badger Hill, Heslington	University of York, Science Park, Tang Hall shops, Heworth amenities, Archbishop Holgates School, Lord Deramores School, Badger Hill Primary, Burnholme School	6	0		3	2		1	2	1	4.50	3	2			2		7.00	Medium / High	8	Medium but depends what facilities are needed	3	Difficult due to parking, width constraints, verge widths, vehicle crossovers and trees	3	19.50	
71	Lowther Street / Penlys Grove Street / Townend Street	Improvements to parallel one-way link roads between Clarence Street and Huntington Road / Monkgate	Well used links which are traffic calmed but are not very cycle friendly due to full width features used	SRTS (Park Grove Primary) SRT Hospital, Groves Regen project	Guildhall	Clifton, The Groves, Heworth	City Centre, Foss Bank, Foss Islands Retail Park, Nestle, York Hospital, Park Grove School, St Wilfred's School	6	0	4		2		1	2		4.50	3	2		2			7.00	Medium / High	8	Medium?	3	May be difficult due to potential speed increases which may result from replacing speed humps with speed cushions	3	19.50	
72	Wigginton Road - link from Clifton Moorgate to start of current off-road path at Nestle	Off-road path between existing facilities on Clifton Moorgate and on Wigginton Rd south of the freight entrance	Missing link on radial route		Rawcliffe	Wigginton, Haxby, New Earswick	Clifton Moor, Nestle, York Hospital, City Centre	6	0	4	3	2	2	1		1	6.50	3	2		2		2	9.00	Medium	6	High	5	Fairly diffcult due to restricted verge widths in places and speed of adjacent traffic	3	19.50	
73	Heslington to Wheldrake via Heslington Common	Link from Heslington Lane to Wheldrake using some existing PROWs running alongside Fulford Golf Course to Wheldrake Lane	Link to outlying village		Fulford / Wheldrake	Wheldrake, Heslington, York	University of York, Science Park, City Centre	6	0	4	3	2		1	2	1	6.50	3		2	2	2	2	11.00	Low	2	Medium?	3	Fairly difficult due to crossing other landowners' property	3	19.50	Suitable for all or just mountain bikes?

						Linking		Strategic Route		Destination Types Served by Route								Added Value							Potential Usage		Cost (to CYC)		Build-ability				
Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Origin(s)	Destination(s)	Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+5)	City Centre (+4)	Maj Centre: Acomb/CM/MX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K +) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score	Overall Score +	Comments
74	DVLR route from Osbaldwick to Murton	Potential link along alignment of former Derwent Valley Light Railway between Metcalfe Lane and Murton Lane (delivered by any future development?)	Potential NCN route and future development related route	NCN improvement	Osbaldwick	Murton, Dunnington, Osbaldwick, Heworth	City Centre, Dunnington & beyond on NCN, Osbaldwick, Murton	6	5	4					2	1	3.50	3		2	2	2	2	11.00	Low / Medium	4	High	5	V. Difficult as land not owned by CYC and homes already built on alignment	5	19.50	
75	York Central - link from Water End	Link into York Central site from Water End	Missing link to major development site		Holgate	Clifton, Acomb, Boroughbridge Road residential area	York Central, city centre, York Station	6	0	4	3	2	2	1			6.00	3	2	2	2	2		11.00	Medium / High	8	V High	7	Very difficult but may be a planning condition	5	19.00	
76	Heslington to Wheldrake / Elvington route	Route to the two outlying villages using a combination of quiet roads and off-road provision – feasibility study done which highlighted problems with key sections of the routes due to lack of landowner support	Links to outlying villages from the main urban area – route to school and employment sites	SRTS (Elvington School, Fulford School, Lord Deramores School, Uni of York)	Fulford / Wheldrake	Wheldrake, Elvington, Sutton on Derwent, Thorganby and other villages beyond	University of York, Fulford School, Archbishop Holgate's School, Science Park, City centre?	6	0	4	3	2			2	1	6.00	3		2	2	2	2	11.00	Low / Medium	4	Medium?	3	Very difficult due to having to pass over numerous landowners' land and lack of landowner support. Whinthorpe?	5	19.00	Whinthorpe development should unlock some of the issues with landowners. Wheldrake Ward Committee may be interested in providing missing links in route.
77	Westfield Lane (Wigginton & Haxby)	Links along western then southern edges of Wigginton / Haxby to meet York Road near Haxby Gates	Missing quiet road / off road link	SRTS (Wigginton & Headlands Primaries, Joseph Rowntree School)	Haxby	Wigginton, Haxby	Wigginton Primary, Headlands Primary, Clifton Moor, Joseph Rowntree School	6	0	4	3			1	2	1	5.50	3			2		2	7.00	Medium	6	Medium?	3	May be difficult in parts	3	18.50	
78	Wigginton Road - link from A1237 to Clifton Moorgate	Link between the A1237 roundabout and Clifton Moorgate	Missing link on radial route		Rawcliffe / Huntington	Wigginton, Haxby, New Earswick	Clifton Moor (south), Nestle, York Hospital, City Centre	6	0	4	3	2	2	1		1	6.50	3	2		2		2	9.00	Low / Medium	4	Medium / High	4	Difficult due to the lack of verge width available on some stretches and speed of adjacent traffic	3	18.50	
79	Askham Lane – link between Gale Lane to Ridgeway junctions	On or off-road provision to enable cyclists to get from Gale Lane to Ridgeway safely and to highlight their presence to motorists especially at the mini-roundabouts	Missing link on radial route, to shops and to school	SRTS (Westfield Primary)	Westfield	Holgate, Acomb, Foxwood, Woodthorpe	City Centre, Acomb Centre, York Station, York High School, Westfield School	6	0	4	3			1	2		5.00	3	2					5.00	Medium / High	8	Medium	3	Difficult due to width restrictions, parking and various crossing points along stretch	3	18.00	
80	Moor Lane, Woodthorpe	Link between current facilities at the new A1237 rdbt and the Chaloners Road mini-rdbt	Missing distributor link	SRTS (York College, Askham Bryan College)	Dringhouses	Askham Bryan, Askham Richard, Woodthorpe, Dringhouses	York College, Askham Bar P&R, Tesco, Askham Bryan College	6	5				2	1	2	1	3.00	3	2				2	7.00	Low / Medium	4	Medium / High	4	Difficult due to width of road, trees and many driveways	3	18.00	
81	Lawrence Street / Hull Road – link from Walmgate Bar to Tang Hall Lane	Provision of on or off-road facilities along the remaining length of the A1079 as far as the Inner Ring Road	Missing link on busy radial route – Scrutiny Board scheme	York City Beautiful	Fishergate / Hull Road	Osbaldwick, Murton, Dunnington, Badger Hill, Heslington East, Tang Hall, Heslington	City Centre, University of York, Archbishop Holgate's School, Science Park	6	0	4	3	2	2	1	2		7.00	3	2	2				7.00	High	10	V. High	7	Very difficult due to width constraints and high vehicle numbers	5	18.00	Will probably need to be split into shorter links
82	Bishopthorpe Road – provision from Chocolate Works' entrance to Scarcroft Road junction	On or off-road provision along section of Bishopthorpe Road with no current cycle facilities (if feasible)	Missing link on radial route - Scrutiny Board scheme		Micklegate	Bishopthorpe, Acaster Malbis, Copmanthorpe, Dringhouses	City Centre, York Station, Millthorpe School, All Saints School, York Racecourse	6	0	4		2	2	1	2	1	6.00	3	2			2	2	9.00	Medium	6	Medium / High	4	Very difficult due to width restrictions, parking and fairly narrow footways	5	18.00	
83	Kilburn Road & Allotments link	Link between Fulford Road and Walmgate Stray route - requires surface improvements to road and better access barrier onto Walmgate Stray	Missing link to University	SRTS (University of York)	Fishergate	Fulford Road, Fishergate area	University of York, Fulford Road amenities, Fishergate allotments	0	0		3	2		1	2	1	4.50	3	2		2	2		9.00	Medium	6	Low	1	Route through allotments done as part of Northern Powergrid scheme	1	17.50	Improvements to barrier requested recently but can't be funded from Frederick House Devt
84	Melrosegate / Green Dykes Lane / University Road	Link between Heworth Village and University	Missing link between University / Science Park and student / employee accommodation	SRTS (Uni of York)	Heworth / Hull Road / Fishergate	Heworth, Tang Hall, Heslington Lane area	University of York, Science Park, St Lawrence's School, Hull Road amenities, Heworth amenities	6	0		3	2		1	2	1	4.50	3	2					5.00	Medium / High	8	Medium but depends what facilities are needed	3	Difficult due to parking, width constraints, verge widths, vehicle crossovers and trees	3	17.50	Will probably need to be split into shorter links
85	Wigginton Road – link north of A1237 to Wigginton village	Provision of shared use path alongside Wigginton Road in verge to link the village of Wigginton with the Outer Ring Road. May be able to do a shorter link if a route through top Westfield Lane can be found	Link to outlying village – Scrutiny Board scheme		Haxby	Wigginton, Shipton by Beningbrough, Haxby? Skelton?	Clifton Moor, City Centre, York Hospital, Nestle	6	0	4	3	2	2	1		1	6.50	3	2		2		2	9.00	Low / Medium	4	High	5	Difficult due to nature of adjacent verge and potential utility apparatus in it	3	17.50	
86	Tadcaster Road – extension of off-road path from the current termination at the toucan near the Tyburn southwards to the Marriott Hotel	Extension of off-road shared use path or segregated provision with cyclists using a path behind the fenceline or fenceline moved further back and path widened.	Enhancement to radial route facility – Scrutiny Board scheme	SRTS (York College, Millthorpe & All Saints Schools)	Micklegate	South Bank, Bishophill, Dringhouses, Woodthorpe, Foxwood	City Centre, Dringhouses School, York College, Tadcaster Road shops and businesses	6	0	4			2		2		4.00	3			2			5.00	Medium / High	8	Medium	3	Difficult due to width restrictions unless footpath is widened into stray	3	17.00	
87	Askham Lane - link between the Ridgeway and Foxwood Lane junctions	On or off-road link between the two mini-roundabouts at either end of the stretch fronting Westfield School	Missing link at edge of radial route and well used by school children	SRTS (Westfield Primary, York High, Manor CE)	Westfield	Westfield, Foxwood, Askham Bryan	Acomb, City Centre, various schools	6	0	4	3		2	1	2		6.00	3	2					5.00	Medium	6	Medium	3	Difficult due to restricted width available	3	17.00	
88	Bishopthorpe Road link from Crematorium to Bishopthorpe Main Street	Link from end of proposed off-road path to the village. May need speed reduction if no room for formal facilities	Missing link to village		Bishopthorpe	Bishopthorpe, Acaster Malbis	Crematorium, City Centre, York Racecourse, University of York, Law College, York Station	6	0	4				1	2	1	4.00	3	2			2	2	9.00	Low / Medium	4	Medium	3	Difficult due to lack of available width, Conservation area status and landowners either side of the road	3	17.00	

							Linking		Strategic Route		Destination Types Served by Route								Added Value						Potential Usage		Cost (to CYC)		Build-ability				
Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Origin(s)	Destination(s)	Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+5)	City Centre (+4)	Maj Centre: Acomb/CM/MX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K +) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score	Overall Score +	Comments
89	Tadcaster Road to Cherry Lane	On or off-road link from St Helens Rd junc to Cherry Lane	Missing Link		Dringhouses	Acomb, Foxwood, Dringhouses	Knavesmire, LIDL, York High, Acomb shops, Acorn Rugby Club, Hob Moor schools	6	0		3			1	2	1	3.50	3	2		2			7.00	Medium	6	Medium	3	Fairly difficult due to restricted width on major radial road	3	16.50	
90	Beckfield Lane to Front Street junction via Wetherby Road, The Green, York Road (Acomb)	Link from southern end of Beckfield Lane past The Green to the Front Street junction	Missing link on end of radial route	Rufforth to Acomb link	Acomb / Westfield	Rufforth, Knapton, Acomb	Acomb, Northminster Business Park, Poppleton Bar P&R, Poppleton Station	6	0	4	3		2	1	2	1	6.50	3	2			2		7.00	Low / Medium	4	Medium / High	4	Difficult due to restricted width available and on street parking	3	16.50	
91	Fulford to Crockey Hill via Forest Lane	Quiet road / off road alternative to A19 using Fordlands Road, Forest Lane, Tillmire Farm access road and verge path down A19	Alternative radial route towards the city centre avoiding the busy A19	SRTS (Fulford School, Uni of York)	Fulford / Wheldrake	Crockey Hill, Fulford, Heslington	Fulford, University of York, Fulford School	6	0	4	3			1	2	1	5.50	3			2	2	2	9.00	Low	2	Medium	3	Section parallel with A19 will be difficult also need to negotiate access along private road	3	16.50	Can cyclists then get to existing facilities on west side of A19?
92	Energise to Hob Moor route	Formalise (sign) route using the link path between Energise and Gale Lane, Danesfort Ave and the path running between Kingsway West and Green Lane with improved crossings if appropriate	Missing link between off road network and leisure / education site	SRTS (York High, Hob Moor School, OLQM School, Millthorpe School)	Westfield	Holgate, South Bank	Energise, York High	0	5		3				2	1	3.00	3			2			5.00	Medium	6	Low / Medium	2	Fairly easy if opposition from other path users can be overcome and shool are happy with access being open to the public	1	16.00	
93	Ridgeway	On or off-road link between potential Askham Lane and Beckfield Lane facilities	Missing distributor link	SRTS (Manor School)	Westfield	Foxwood, Woodthorpe, Westfield, Chapelfields	Manor School, Clifton Moor, Acomb Centre, Energise, York Business Park	6	0		3	2		1	2	1	4.50	3	2					5.00	Medium	6	Medium	3	Difficult due to nature of road, trees and many driveways	3	15.50	
94	Askham Lane - Foxwood Lane to Moor Lane rdbt	Ofdf-road link between the current facilities at the Moor Lane roundabout and Foxwood Lane	Missing minor radial route link		Westfield / Dringhouses / Rural West York	Askham Bryan, Askham Richard	Acomb, City Centre, various schools	6	0	4	3		2	1	2	1	6.50	3	2				2	7.00	Low	2	Medium	3	Fairly difficult if verges contain utility apparatus	3	15.50	
95	Poppleton to Hessay route – route leaving Poppleton via Black Dike Lane, across A59 down Burlands Lane and westwards to Hessay (could form part of route to Harrogate)	Provision of a mainly off-road or on quiet roads link between the two villages of Hessay and Poppleton to take cyclists off the busy A59 including a link to the new Park & Ride site	Missing link between very small rural village with no shops, school etc with a larger one with more amenities		Rural West York	Hessay, Rufforth? Poppleton	Poppleton Bar P&R (when built), Poppleton Station, Poppleton amenities, Manor School, Poppleton Ousebank school	6	0		3		2	1	2	1	4.50	3		2	2		2	9.00	Low	2	Medium	3	Difficult due to having to negotiate with several landowners and lack of PROWs in the vicinity	3	15.50	
96	Prices Lane / Nunnery Lane	Links from Bishopgate Street / Bishopthorpe Rd to Victoria Bar	Missing link between radial routes		Micklegate	Bishopthorpe, South Bank, Clementhorpe	City Centre, Priory St Centre, Micklegate amenities	0	5	4			2	1	2	1	5.00	3	2					5.00	Medium	6	Medium	3	Difficult unless on road lanes used or the Bar Walls Moat	3	15.00	
97	A19 to York / Selby path south of Deighton	Link between Escrick / Deighton and York / Selby path using Naburn Lane and Moor Lane	Missing village link	Link to the NCN	Wheldrake	Wheldrake, Escrick, Deighton, Naburn	Naburn, York, Selby	6	0						2	1	1.50	3			2		2	7.00	Low	2	Low	1	Easy, signing only	1	14.50	
98	Askham Richard to A64 via Askham Bryan College & A1237	Link between Askham Richard and A64 using Main Street, York Road, Askham Fields Lane and Mill Lane with crossing of A1237	Missing rural link	SRTS (York College / Askham Bryan College)	Rural West York	Askham Bryan, Askham Richard, Woodthorpe, Dringhouses	York College, Askham Bryan College	6	0	4					2	1	3.50	3	2	2			2	9.00	Low	2	Medium	3	Safe crossing of A1237 could be expensive	3	14.50	
99	Dalton Terrace	Facilities along Dalton Terrace	Missing link between two radial routes	SRTS (Mount School, All Saints Upper, Millthorpe, St Pauls)	Micklegate	Acomb, Holgate, South Bank	Mount School, All Saints, Millthorpe, Acomb, Poppleton Park, Bishopthorpe Road shops	0	0		3	2		1	2		4.00	3	2					5.00	High	10	Low / Medium	2	Difficult at the Holgate Road end where the road is narrower	3	14.00	
100	York Business Park to former British Sugar Site	Developer funded? new bridge link between new residential development and Business Park with potential rail halt	Missing link between major new residential development and employment / leisure / restaurant / retail site	British Sugar transport masterplan	Acomb	British Sugar site, Boroughbridge Road residential area, Acomb	York Business Park, Clifton Moor	6	0	4	3		2	1	2		6.00		2	2	2	2		8.00	Low / Medium	4	High	5	Very Difficult due to having to cross a live railway line and negotiate with Network Rail	5	14.00	
101	Rawcliffe Lake path	Widening existing path or provision of separate cycle path around lake to reduce conflict and link to new path across Rawcliffe Rec.	Safety scheme to improve link to schools, shops, employment	SRTS (Lakeside Primary, Clifton with Rawcliffe Primary)	Rawcliffe	Clifton, Rawcliffe, Clifton Without	Lakeside School, Clifton with Rawcliffe School, Clifton Moor	0	0		3	2		1	2	1	4.50	3	2		2	2		9.00	Medium	6	Medium	3	Fairly difficult due to boundary treatments in one section but path could be widened towards lake away from the lighting columns	3	13.50	
102	The Village, Haxby	Facilities along the whole length of The Village between York Road roundabout and Moor Lane	Missing link on main road through Haxby		Haxby	Wigginton, Haxby	Health Centre, Ralph Butterfield School, Haxby Facilities (future Haxby Station?)	6	0					1	2		1.50	3	2				2	7.00	Medium	6	Medium / High	4	Difficult due to restricted road widths and parking	3	13.50	
103	New Lane / Stratford Way to Monks Cross North	Link between Stratford Way / New Lane and Monks Cross running north of the Portakabin site	Missing link to employment / shopping site	SRTS Huntington Secondary	Huntington	New Earswick, Huntington	Huntington Secondary, Monks Cross	0	0		3	2		1	2		4.00	3			2	2		7.00	Low / Medium	4	Low	1	Easy if planning condition of adjacent development	1	13.00	
104	Osbaldwick Beck Route	Route alongside Osbaldwick Beck from St Nicholas Field to Moore Avenue with improved crossings where appropriate	Missing off-road link	SRTS (Derwent, Osbaldwick, Archbishop Holgates)	Hull Road	Osbaldwick, Murton, Tang Hall	Derwent School, Osbaldwick School, Archbishop Holgates, Foss Islands Retail Park, St Nicholas Field, Hull Road Park	0	0	4				1	2	1	4.00	3	2		2	2		9.00	Medium	6	Medium?	3	Some sections may be difficult to widen and may be opposed by pedestrians	3	13.00	

						Linking		Strategic Route		Destination Types Served by Route								Added Value							Potential Usage		Cost (to CYC)		Build-ability				
Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Origin(s)	Destination(s)	Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+5)	City Centre (+4)	Maj Centre: Acomb/CM/MX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K +) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (≤£50K) 1 pt.	Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score	Overall Score +	Comments
105	Naburn Railway Bridge to Naburn Village	Provision of link from Sustrans NCN 65 to Naburn village	Missing rural link		Wheldrake	Naburn, Fulford, York	Naburn village, NCN65	6	0					1	2	1	2.00	3	2		2		2	9.00	Low	2	Medium	3	Fairly difficult due to lack of available width, speed of adjacent traffic and level differences	3	13.00	
106	Station Road / Landing Lane, Haxby	Facilities along whole length of Station Road and Landing Lane to River Foss	Missing link on main road through Haxby	SRTS Ralph Butterfield	Haxby	Wigginton, Haxby, Towthorpe, Strensall	Haxby facilities, Ralph Butterfield, Headlands, Joseph Rowntree schools, Clifton Moor (future Haxby Station?)	0	0		3			1	2	1	3.50	3	2	2			2	9.00	Medium	6	Medium	3	Difficult due to restricted road widths and parking	3	12.50	
107	Clifton Backies to Clifton with Rawcliffe School	Link including Tamworth Road, Water Lane, Lancaster Way, Melton Avenue, Reighton Drive, Beaverdyke and Greystoke Road	Mostly quiet route through Clifton Without	SRTS (Clifton with Rawcliffe School)	Rawcliffe	Kingsway, Clifton, Rawcliffe, Skelton	Clifton with Rawcliffe School, Rawcliffe Lake, Clifton Moor	0	5		3			1	2	1	3.50	3			2			5.00	Low / Medium	4	Low / Medium	2	Mostly signing unless measures provided on Water Lane	3	12.50	
108	Mill Lane / The Village, Wigginton	Facilities along whole length of Mill Lane and The Village from Wigginton Road to Moor Lane	Missing link on main road through Wigginton	SRTS Wigginton Primary	Haxby	Wigginton, Haxby	Haxby facilities, Wigginton Primary, Health Centre	6	0					1	2		1.50	3	2				2	7.00	Low / Medium	4	Medium	3	Difficult due to restricted road widths and parking	3	12.50	
109	Stockton Lane - Ashley Park to Stockton on the Forest	On or off-road provision along minor radial route (with 60mph speed limit)	Missing link on radial route and village link		Heworth Without / Strensall	Stockton on the Forest, Heworth Without	City Centre, Foss Bank, Foss Islands Retail Park, Stockton on the Forest amenities	6	5	4	3			1		1	4.50	3			2		2	7.00	Low	2	V High	7	Very difficult due to lack of verge width in certain areas and narrowness of bendy road	5	12.50	
110	Riverside path from Landing Lane to Naburn Lane	Further extension of St Oswalds Road to Landing Lane scheme to link to Naburn Lane facilities	Missing link on off-road radial route – Scrutiny Board scheme		Fulford	Fishergate, Fulford, Naburn	Designer Outlet, Naburn, City Centre	6	0	4			2	1		1	4.00	3			2		2	7.00	Low	2	Medium / High	4	Difficult due to landowner issues and status of the Ings (SSSI, village green etc)	3	12.00	Will landowner be amenable?
111	Germany Beck on-site cycle routes and links to feeder roads	Routes through the site and to adjoining residential areas	Links to and through new development site		Fulford	Naburn, Fulford	University, Science Park	0	0		3	2		1	2	1	4.50	3			2	2	2	9.00	Low	2	Medium	3	Planning condition for Germany Beck site	1	11.50	Developer delivered
112	Wheldrake to Escrick	Provision of a link between Wheldrake and Escrick / Deighton through the North Selby Mine site	Missing link between villages		Wheldrake	Wheldrake, Escrick, Deighton	NCN65, Wheldrake School and other amenities, Escrick village and amenities	6	0					1	2	1	2.00	3			2		2	7.00	Low	2	Medium	3	Middle section fairly simple if permissions can be granted from landowners, end sections could be trickier	3	11.00	
113	Burdyke Avenue	Improved link between OCR at Kingsway North Rdbt and Water Lane / Canon Lee School	Well used route to school, parts of Clifton Moor and large employers	SRTS (Canon Lee Secondary)	Clifton	Clifton, Clifton Without, Rawcliffe	Clifton Moor, Canon Lee School, Clifton with Rawcliffe School, Burton Green Primary, Nestle, York Hospital	0	0		3	2		1	2	1	4.50	3	2					5.00	Medium	6	Low / Medium depending on whether on road or off road solution found	2	Difficult due to on street parking, verge parking, width constraints and numerous vehicle crossovers	3	10.50	
114	Grimston Bar Interchange to Murton Lane	Provision of missing section between roundabout circulatory lane and Murton Lane north of the A166	Missing rural link (Highways England may be able to support)		Osbaldwick	Murton, Dunnington	City Centre, NCN66, Murton, Dunnington	0	0	4			2	1			3.50	3			2		2	7.00	Low	2	Low / Medium	2	Should be fairly simple although HA may need to be consulted if they own any of the verge and the verge may also be full of utility apparatus	1	9.50	
115	Mill Lane	Heworth Green to East Parade	Missing link with some facilities at one end	LSS (at Heworth Green end)	Heworth	Tang Hall, Heworth, Bell Farm, Dodsworth Ave estate	Heworth amenities, Foss Islands Retail Park, Nestle, York Hospital	0	0		3	2		1	2	1	4.50	3	2					5.00	Medium	6	Medium but depends whether the junctions at either end need tweaking	3	Difficult due to having to accommodate other vehicle movements on a fairly narrow road	3	9.50	
116	Heworth Road	Link between Heworth Green roundabout and Heworth Village	Missing link between radial route and Heworth amenities	SRTS (Heworth School), LSTF?	Heworth	Heworth, Tang Hall, Muncastergate estate	Heworth amenities, Foss Islands Retail Park, Nestle, York Hospital, Monks Cross	0	0		3	2		1	2	1	4.50	3	2					5.00	Medium	6	Medium	3	Difficult due to width constraints, parking and if adjacent verge is used potential removal or disturbance of trees	3	9.50	
117	Askham Fields Lane (part), Chapel Lane, York Road, Main Street (Askham Richard)	Links to Askham Bryan College from Askham Bryan and Askham Richard villages	Missing route to Askham Bryan College and rural link	SRTS (Askham Bryan College)	Rural West York	Askham Bryan, Askham Richard, Woodthorpe, Dringhouses	Askham Bryan College, City Centre, Acomb	0	0	4	3			1	2	1	5.50	3					2	5.00	Low / Medium	4	Low / Medium	2	Fairly simple unless measures required to slow traffic	3	9.50	
118	Link from Cherry Lane to Bracken Road	Route around outside of racetrack linking Middlethorpe estate to the other racecourse routes	Missing off-road link	SRTS (York College)	Dringhouses / Micklegate	Middlethorpe Estate, Dringhouses, South Bank, Clementhorpe	York College, Askham Bar	0	0				2	1	2	1	3.00	3			2	2		7.00	Low / Medium	4	Low / Medium	2	Negotiations with racecourse may be tricky due to route passing their stables	3	9.00	
119	Link between Copmanthorpe and Bishopthorpe	Route between the two villages away from the main roads (western end may be provided by housing devt)	Route between villages	Link to NCN 65	Bishopthorpe / Copmanthorpe	Copmanthorpe, Bishopthorpe	Copmanthorpe, Bishopthorpe, NCN65	0	0					1	2	1	2.00	3	2	2	2		2	11.00	Low	2	Medium? May be part funded by Network Rail	3	May be some difficulties getting permissions and crossing drainage ditches	3	9.00	
120	York Road, Naburn to York to Selby path	Link between the main road and NCN 65 using Vicarage Lane	Missing village link	SRTS (Naburn School), Link to NCN	Wheldrake	Naburn, Deighton, Escrick	Naburn, York, Selby	0	5						2	1	1.50						2	2.00	Low	2	Low	1	Fairly simple footpath conversion	1	8.50	
121	Thanet Road to Tadcaster Road	Link from LIDL to Tadcaster Road	Missing link		Dringhouses	Acomb, Foxwood, Dringhouses	Knavesmire, LIDL, York High, Acomb shops, Acorn Rugby Club, Hob Moor schools	0	0		3			1	2	1	3.50	3	2					5.00	Medium	6	Medium	3	Fairly Difficult due to available width and parking	3	8.50	

						Linking		Strategic Route		Destination Types Served by Route								Added Value						Potential Usage		Cost (to CYC)		Build-ability				
Network Link Priority No.	Link Name	Description	Reason for Prioritisation	Contribution to other CYC initiatives?	Ward(s)	Origin(s)	Destination(s)	Part of 3+ Strategic Routes (10pts), Part of 1/2 Strategic Routes (6pts), Not part of a Strategic route (0 pts)	One of few remaining links (+5)	City Centre (+4)	Maj Centre: Acomb/CM/MX/Uni (+3)	Major Employers (+2)	Station (York / Poppleton) / P&R (+2)	Shops (+1)	Schools / Educ sites (+2)	Leisure destination (+1)	Destination Factor (Total/2)	Tackles Safety (+3)	Addresses pinchpoint (+2)	Overcomes barrier i.e. Ring Road, River, Rail, Strayland (+2)	Provides alternative route to major road (+2)	Link to New Development (+2)	Reduces rural severance (+2)	Added Value Score	High (>500) 10points / Medium (100-500) 6 points / Low (<100) 2 points	Usage Score	V High (£500K +) 7 pts / High (£250K - £500K) 5 pts / Medium (£50K - £250K) 3 pts / Low (<£50K) 1 pt.	Cost Score	Easy 1 pt / Difficult 3 pts / Extremely Difficult 5 pts	Buildability Score	Overall Score +	Comments
122	Askham Bryan Lane and Main Street	On or off-road link between A1237/Moor Lane rdbt and Chapel Lane junction	Missing route to Askham Bryan College and rural link	SRTS (Askham Bryan College)	Rural West York	Askham Bryan, Askham Richard, Woodthorpe, Dringhouses	Askham Bryan College, City Centre, Acomb	0	0	4	3			1	2	1	5.50	3					2	5.00	Low / Medium	4	Medium	3	Fairly simple unless measures required to slow traffic	3	8.50	
123	Heslington Road to Walmgate Stray	Link onto stray from Heslington Road between Fishergate Allotments and The Retreat	Missing off-road link to NCN	Link to NCN	Fishergate	Heslington Road / Lawrence Street area, Fulford Road	Fishergate Allotments, Imphal Barracks, University of York, Heslington	0	0		3				2	1	3.00	3	2		2			7.00	Low / Medium	4	Medium	3	Could be conservation issues	3	8.00	More of a leisure route?
124	Germany Beck to Heslington Tillmire	Route using existing PROWs and tracks from Fulford to Fir Tree Farm	Route to villages, countryside		Fulford	Fulford, Heslington, Fishergate, Wheldrake, Elvington	Fulford, Fulford School	0	0					1	2	1	2.00	3			2	2	2	9.00	Low	2	Medium	3	Sections on land privately owned will probably be difficult to negotiate	3	7.00	SSSI issues?
125	Off-road link between Askham Richard and Askham Bryan using PROWs	Link between two villages using Buttacre Lane and ROWs	Alternative to on-road route	SRTS (St Marys)	Rural West York	Askham Richard, Askham Bryan	St Marys Primary, Askham Richard, Askham Bryan, York	0	0						2	1	1.50	3					2	5.00	Low	2	Low	1	Some ROW improvements needed plus permissions	1	6.50	
126	Mill Lane, Askham Richard	Quiet road between village and radial route out of city	Alternative route with less traffic	SRTS (St Marys)	Rural West York	Askham Richard, Askham Bryan?	Tadcaster and villages inbetween	0	0						2	1	1.50	3					2	5.00	Low	2	Low	1	Easy signing-only	1	6.50	
127	A64 to Askham Bryan College Link	Link off A64 path via Westfield House access road		SRTS (Askham Bryan College)	Rural West York	Tadcaster and villages inbetween	Askham Bryan College	0	0						2		1.00	3						3.00	Low	2	Low	1	Easy if landowner permissions granted	1	4.00	
128	Riverside floodbank path through Clifton Ings and Rawcliffe Ings	Path along top of the eastern floodbank next to the River Ouse	Missing leisure route		Rawcliffe / Rural West York	Skelton, Rawcliffe, Clifton, City Centre	Skelton, City Centre, Clifton Ings, Rawcliffe Ings	0	0	4						1	2.50			2	2		2	6.00	Low	2	High	5	Difficult if floodbank top needs widening	3	2.50	

Abbreviations

LSTF	Local Sustainable Transport Fund
NCN	National Cycle Network
CCMAF	City Centre Movement & Accessibility Framework
SRTS	Safe Routes to School
OCR	Orbital Cycle Route
SRT	Safe Route to .....
LSS	Local Safety Scheme
SSSI	Site of Special Scientific Interest
BBAF	Better Bus Area Fund
CYC	City of York Council
OLQM	Our Lady Queen oif Martyrs

KEY

- Scheme where feasibility work is programmed or some has already been done
- Development related or funded scheme
- Schemes for delivery or feasibility with emergency budget funding

+ Overall Score = (Sum of 2 Strategic Route scores + Destination Factor + Mean Added Value Score + Usage Score) - (Cost Score + Buildability Score)

Annex B: Emergency Active Travel Fund Bids

Tranche 1 Bid

COVID-19 Emergency Active Travel Fund

SECTION A: BACKGROUND

Q1. What is your local transport authority name?
City of York Council

Q2. Which geographical region are you in?
Yorkshire and the Humber

Q3. What type of authority are you?
Unitary Authority

Q4. How would you classify yourself geographically?
Urban Other (population between 25,000 and 250,000)

SECTION B: YOUR SCHEME(S) OR PROGRAMME

Q5. Please provide the scheme or programme name(s)
York Economic Recovery Transport Strategy – Phase 1

Q6. Please provide a brief summary of the scheme(s) or programme. For example, locations, measures to be adopted, whether they are permanent or temporary measures, and how the scheme or programme will improve mobility, and/or assist with social distancing

The funding will be used to enhance the City's One Year Transport and Place Strategy which is part of the Economic Recovery Strategy being developed by the Council. The following programmes will be delivered and evaluated:
1. Extension of Park & Cycle facilities at two Park & Ride sites (Rawcliffe Bar and Askham Bar) – significantly increasing cycle parking capacity at two (out of six) P&R sites to enable commuters who would normally catch the Park & Ride bus to cycle into the city instead. Lockers would be able to be moved between sites as appropriate where a need is identified.
2. New and enhanced lightly segregated/widened cycle lane(s) on the first Park & Cycle corridor (on Shipton Road/Bootham route) – temporary trial re-allocation of carriageway space to encourage use of the Park & Cycle scheme and to cater for local increases in cycle usage on strategic commuting corridors.
3. Extension of city centre cycle parking to increase capacity at arrival points from enhanced routes (in pedestrianised areas and some city centre car parks) – expansion of provision to cater for higher numbers of cyclists arriving at city centre destinations who may have previously used public transport.
4. Provision of a North-South cross city centre cycle route improvements including better signing and traffic restrictions to prioritise cycling.
5. Temporary road-space reallocation on dual carriageway sections of the inner ring road (westbound Castle Mills Bridge trial).
6. Trial closure of The Groves area to through-traffic (except cyclists and local access) – removal of through traffic, the majority of which has no origin or destination in the estate, to make access to the shops, the hospital and other community facilities more attractive by sustainable modes of transport and to enable social distancing.
7. Improvements for cyclists using cycle logos in the carriageway, coloured surfacing and 'Do not overtake Cyclists' signage – measures to raise the profile of cycling on city centre bridges and to enable cyclists to feel more confident where the carriageway isn't wide enough to provide segregated cycle lanes and footways are constrained.
8. Conversion of city centre road from 2-way to one-way with widened footways and contraflow cycle lane (Coppergate) – removal of a traffic lane on a temporary basis to enable narrow footways to be widened on a busy pedestrian route outside shops whilst still accommodating 2-way cycle use.
9. Supporting the extension of the City Centre pedestrianised area to include key peripheral city centre access streets and to reduce circulating traffic to enable social distancing. TRO will be advertised (Blake St, St. Helen's Square and Lendal, and Goodramgate, Church St, St Sampsons Square, Kings Square, Colliergate). Removal of traffic circulation loops which penetrate the pedestrianised area will make the destination easier to get to safely. This will be temporary initially, with a view to making it permanent if it is successful. Alternative space and services will be provided for any displaced Blue Badge Parking
10. Temporary footway widening and lane closure to accommodate social distancing on local shopping streets (continuing the Bishopthorpe Road temporary closure of outbound lane to accommodate social distancing and queuing outside local shops on narrow footways).
11. Localised measures to accommodate queuing outside city centre shops – temporary measures to enable customers to queue outside supermarkets without blocking the footway for other pedestrians, including Piccadilly.
12. Upgrade existing automatic cycle counters on strategic corridors to enable a higher frequency of data availability to show up trends more readily and prioritise future investment plans (currently only downloaded on a monthly basis) – improving the ability of monitoring equipment to quickly pick up on trends in vehicular and cycle traffic.
13. Adjust signal timings at major junctions on Inner Ring Road to improve pedestrian access to city centre and reduce clustering on kerbs and in pedestrian islands.

Q7. What will be the total cost of the scheme or programme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£173,000 - Exc. VAT - Estimated

Q8. What will be the capital cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£42,000 - Exc. VAT - Estimated

Q9. What will be the revenue cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)
£131,000 - Exc. VAT - Estimated

Q10. This expenditure is not intended to be used for any consultancy spend.Are you intending to use consultants?
No

Q11. Is your authority developing a Local Cycling and Walking Infrastructure Plan (LCWIP)?
Yes

LCWIP DETAILS

Q12. Is the proposed scheme located on or within the cycling/walking network plan?
Yes

Q13. Has the proposed scheme been identified in the prioritised list of schemes in your LCWIP? (note: this is not a compulsory requirement for applications)
Yes

SECTION C: SCHEME DETAILS

Q14. What measures will be adopted? Please select all that apply.Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.
Point closures
Segregated cycleway (temporary)
Widening existing footway
Restriction or reduction of parking availability, (e.g. closing bays or complemented by increasing fees)
Park and cycle/stride/scooter facilities
Cycle counters and/or other active travel data management diagnostics
Other (please specify): Speeding up introduction of planned measures on trial basis Innovative approaches to existing constraints – ‘e.g. short sections of [do not overtake cyclists]’

Q15. If applicable, what is the route length of the scheme (s)? Note an estimate can be provided if the distance is not yet known

Shipton Rd / Clifton / Bootham 3.4km (estimated total length
Tadcaster Road – widened cycle lanes 1.75 km (estimated total length)
Other locations – Approx. 500m

Q16. When are the works expected to be completed?

End July 2020

Q17. When is the scheme(s) expected to be open to the public?

Different parts will open as and when they are completed, some will be in June, others in July

Q18. Will Traffic Regulation Orders be required?

Yes

Q19. Please confirm you have read the statutory guidance for local authorities (https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities) and have consulted with bus operators, hauliers and local groups representing disabled people as appropriate.

No

Q20. Have you considered how the scheme(s) or programme will be evaluated and will you ensure that appropriate monitoring measures will be put in place?

Yes

SECTION D: DECLARATION

Q21. Reporting Officer details

Name Tony Clarke

Telephone number 01904 551641

Email address Tony.clarke@york.gov.uk

Postal address City of York Council, West Offices, Station Rise, YORK YO1 6GA

Q22. Senior Responsible Officer details

Name Neil Ferris

Telephone number 01904 551448

Email address Neil.ferris@york.gov.uk

Q23. Section 31 Officer (or equivalent with delegated authority) details

Name Debbie Mitchell

Telephone number 01904 554161

Email address Debbie.mitchell@york.gov.uk

Q24. Please add further details or clarification

Question 19: We have read the statutory guidance but consultation has not yet been undertaken with all groups but is currently in progress.

Tranche 2 Bid (to be included in final draft)

Annex C: Public suggestions for York infrastructure changes, March – May 2020

Bike Belles: Attachment to email to Councillors and Officers, April 21st 2020

York Emergency Mobility Issues

First Draft York Bike Belles, April 2020

Where is the need?	Problem	Proposed Solutions	Timescale
There has been a massive increase in York residents walking and cycling across the city since lockdown started to get to essential workplaces, for shopping and exercise journeys. This needs to be enabled safely with regard to the new 2m distancing rules.	Existing walk/cycle network is inadequate for 2m safe distancing as there are many physical barriers, bringing residents into hazardous close contact with each other. Traffic free routes on the walk/cycle network are often less than 2m and increasingly busy with walkers, cyclists and runners, bringing residents into hazardous close contact with each other.	open all currently closed gates in walk/cycle network across the city audit walk/cycle network and create list of all physical barriers and find permanent solutions to widening them Identify main streets and roads that would ease pressure on the traffic free walk/ cycle network and install pop up cycle lanes on them.	ASAP By June 2020 By June 2020
There has been a massive increase in York residents walking and cycling across the city since lockdown started to get to essential workplaces, for shopping and exercise journeys. This needs to be enabled safely with regard to the new 2m distancing rules.	Some drivers are taking advantage of quieter roads and speeding leading to increased risk of harm for walkers and cyclists.	20 mph speed limit across the city Apply emergency temporary road closure orders to rededicate carriageway to cyclists and pedestrians e.g. one lane of the inner ring road; alongside narrow pavements etc... Pete Kilbane 22/04/20	ASAP
York residents' most significant essential journey since lockdown started is to the shops/ supermarkets/ pharmacies. This needs to be enabled safely with regard to the new 2m distancing rules.	Shops are often on main roads with narrow pavements that are inadequate for 2m safe distancing, bringing residents into hazardous close contact with each other and risk of harm from traffic if they have to step into the road to keep a safe distance.	Increase width of pavements on shopping streets with a line of cones in the road Widen pavements permanently	ASAP By June 2020

Compilation of social media suggestions and complaints March – May 2020

@DorindaDorinda 03/04/20
Cargo delivery services by bike, join up good existing infrastructure.

@yorker_old 05/04/2020
20mph speed limit inside York ring road (temporary?)

@hexhome & @YorkBikeBelles10/04/2020
Pavement parking problems

Reponses to @AndyDAgorne 11/04/2020
Negatives raised:

- Poor barriers at Hob Moor & Rufforth cycle path. Hob moor observed not to stop mopeds)
- Start of Homestead Park to Rawcliffe path.
- Use of radar keys

Positives raised:

- Route 65 cattle grids.
- Walmgate stray barracks entrance and university entrance

@DorindaDorinda 13/04/2020 and reply

- Gaps between great routes
- Lack of prohibitive measures against cars/traffic in city centre
- Confusing cycle lanes on roundabouts

Reponses to @TryIGY 13/04/2020
Invites for suggestions of roads that need fixing:

- Elmfield Avenue - surface
- Top of Hamilton Drive off Holgate Road - surface
- Terry avenue in front of Roomz - surface
- Fishergate - surface
- Tadcaster Road – surface and cycle lanes too narrow
- Stockton Lane A64 Bridge and inbound – surface
- West Thorpe in Dringhouses – surface
- Roundabout at Foxwood Lane and Askham Lane
- Wilton Rise
- Gale Lane, Acomb, Howe Hill, Tudor Road

Reponses to @ActiveTravelKat 14/04/2020
Lack of parking problems in lockdown:

- Bishopthorpe Road, between racecourse and entrance to Chocolate works
- Jubilee Terrace
- Campleshon Rd
- Knavesmire

@hexhome 20/04/2020
Shared spaces very congested.

@TryIGY 28/04/2020
Hob moor barriers obstruct non-standard cyles

Reponses to @KilbanePete 01/05/2020

- Suggestion of having a cycling and walking commissioner
- Requests for one-way on Bishy Road (now implemented)
- Desire for consultation co-design

Responses to @AndyDAgorne 02/05/2020 Announcement of first pop up lane – met with positive responses and high numbers of likes (500+) and retweets (150+)
Suggestions for next:

- Lawrence Street
- Blossom Street by station
- Eastbound carriageway of Tower street also

@drsimonwoodward 05/05/2020

- Need to improve Tadcaster Road surface, potholes opposite Blue Fin.
- Chapel Lane in Askham Bryan

Responses to @YorkbyBike 05/05/2020 celebrating one-way closure of Bishy Road

- Suggestion for similar treatment of Stockton Lane
- Phasing of traffic lights on Nunnery Lane
- Traffic lights not “seeing” cyclists – exiting Poppleton opposite Dobbies
- Pushback against diversion

Responses to @AndyDAgoyne 06/05/2020 celebrating one-way closure of Bishy Road

- Sign diversion along Cherry St for southbound cyclists
- Pushback against diversion
- Requests to go further and pedestrianise
- Diverts Coastliner 26 bus

@fleurhughes 14/05/2020 response to @katerav

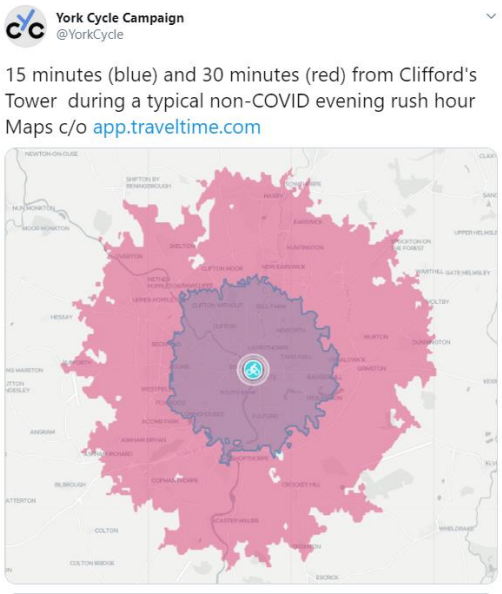
- Positive feedback for filtering with planters at Muncastergate – effective at stopping motorbikes

Responses to @TryIGY re: Hob Moor barriers 17/05/2020

- Multiple responses that difficult to navigate by bike
- Observation that mopeds go straight through
- Multiple descriptions of people choosing to avoid either by route or by pushing
- Multiple points re: accessibility raised

@katrav 17/05/2020
Suggestion of widening pavement through removal of guardrails and extension into street at Picadilly/Coppergate/Stonebow

@YorkCycle 19/05/2020
Creation of cycling map for York showing time to cycle from Clifford's Tower:



Responses to @acj106 26/05/2020

- Haxby Road to Village cycle lane too narrow
- Foss Islands cycle path starts after bottle neck

York Cycle Campaign blog extracts

17th April

"Around the world and across the UK cities are temporarily reallocating road space from cars to people on foot and cycles. York Cycle Campaign asks that City of York Council does this too. There are a wide range of actions that could be taken to support front-line efforts to deal with the impact of Covid-19. York Cycle Campaign urges City of York Council to consider the suggestions made by Transport Consultant, Mark Strong, and colleagues. In particular we'd like to see temporary bollards installed to prevent through traffic using residential roads. Given the significant reduction in traffic city-wide this measure would not add to traffic congestion or inconvenience drivers, and instead it would open up a network of safe quiet streets for cyclists and pedestrians. We'd also like to see temporary cycling space created on some of the main roads through the city, particularly in bottleneck areas including bridges over rivers, rail lines and the ring-road. This may require some creative thinking and the introduction of temporary one-way systems for drivers, to accommodate the necessary safe space for cyclists. And, in order to promote safe social distancing, we suggest that barriers on cycle routes are relaxed (for example removing the humps and baffles on the barriers to Hob Moor) to minimise the chance of Covid-19 being transmitted via touching of hard surfaces."

30th April

“1. There is an urgent need to give pedestrians the space to pass safely on footways to meet public health guidance. In order to do this we ask City of York Council to reclaim road space and offer 3m safe width for pedestrians to pass safely in busiest locations, ie near shops, parks etc.

2. On roads where this action reduces carriageway lane to less than 4m, we ask that City of York Council considers the temporary closure of one carriageway, and a one-way system for vehicle traffic. The closed space created from the closed carriageway can be re-allocated to cyclists and pedestrians.

3. To reduce the pressure on York’s walk/cycle routes there is an urgent need to create alternative safe space for cycling on neighbouring roads. Our suggested list of roads is at the end of this document. On the main arterial routes light segregation, using intermittent bollards or armadillos, could be used to create widened cycle lanes. Bold solid lining (such as adhesive 3M STAMARK), and cycle symbols could also be used to create a temporary cycle lane. If needs be the carriageway can be narrowed, in order to create space for cycle lanes (see below for further detail).

4. Existing cycle lanes should be resurfaced (as a margin repair if necessary) and widened to the recommended width of 2.0m. The condition of cycle lane surfaces along Tadcaster Road and Fishergate for example are atrocious and present a risk of increasing accidents and hospital admissions.

5. Barriers present on many of York’s walk/cycle routes are significantly increasing congestion and preventing people from maintaining safe social distance. Furthermore the awkward nature of many of the barriers increases the risk of people having to touch hard surfaces, aiding the spread of Covid-19. We ask that barriers are relaxed during the Covid-19 crisis. In particular we believe the handlebar height baffles and wheel-grips on the Hob Moor barriers are particularly hazardous and should be removed. We’d also like to see gates locked open during times when stock are not grazing on the strays. On Walmgate Stray gates at the University and southern side have already been locked open, easing social distancing.

6. There is a need for direct north-south cycle access across the city, particularly for those working at the hospital and doing deliveries by cycle. Given the significantly reduced footfall in the city centre we believe it would be prudent to temporarily permit cycling along some routes through the city centre during foot-street hours. This could be achieved with a simple TRO amendment (adding cyclists to the list of exemptions). The exemptions have just been amended to prepare the foot-streets area for the anti-terror moving bollards. To further facilitate direct north-south access for cyclists we ask that the implementation of the Groves Traffic Regulation Order (TRO) restrictions are fast-tracked. This especially helps key workers returning from the hospital area to east and south York. We would also like to see similar measures introduced on Navigation Road…
Suggested list of road routes that require additional space creating for cyclists

Tadcaster Road
To help cyclists avoid using Hob Moor and Knavesmire, the width of the cycle lane along large sections of Tadcaster Road could be significantly increased and still permit two-way traffic by removing the hatched centre.

Bishopthorpe Road (South of Terry's)
To give an alternative to the busiest and tightest section of the solar system walk/cycle route out to Bishopthorpe.

'Bishy Road'
To provide extra space for shoppers queueing outside the shops along the street and those trying to pass them.

Terry Avenue Alternative
Bishopthorpe Road or a route through the back-streets of South Bank with safe crossing points provided at Scarcroft Rd and Nunnery Lane (to give an alternative to Terry Avenue – this will be essential as Terry Av likely to close completely from middle of summer for one year at least).

Fulford Road/Fishergate/Gyratory
To help cyclists avoid using New Walk/Tower Gardens. Needs to enable access to Fishergate Bar, to continue route across Hungate Bridge etc.

Kent St/Heslington Rd
To help cyclists avoid Walmgate Stray

Lawrence St/Hull Rd
To provide alternative to Foss Islands Route

Wiggington Rd
To provide alternative to Clifton Backies and Bootham Stray

Shipton Rd/Clifton/Bootham
To provide alternative to Clifton Ings/NCN 65"