

### Review of proposals for the corridor

#### Introduction

Annex A summarises the results of the consultation. This annex reviews the proposals for the corridor in the light of those results.

There are references in this annex to “residents and businesses” and to “corridor users”. The former are residents and businesses within the Fulford and Fishergate consultation zone who responded to the consultation specifically for them. The latter refers to those who responded to the consultation for those who do not reside within the consultation area.

Where further consultation is proposed on elements of the proposed improvement works, it is envisaged that the outcome would be reported to an Officer In Consultation (OIC) meeting, except where the issues raised significantly affect the proposals for the corridor in which case it would be referred back to this EMAP.

#### Corridor proposals (General)

Most people recognised that there are traffic problems along the corridor which need to be resolved and there was general support to improve facilities for pedestrians, cyclists and public transport. With the exception of Selby Road residents and those living south of the A64 interchange, there was general support to relocate queuing traffic to south of the proposed Germany Beck junction. Some of the proposals received strong support whereas some will require further review as noted below.

Some people made suggestions which are beyond the scope of the current corridor proposals. These include congestion charging or restrictions on single vehicle occupant cars in peak periods, extending the areas covered by residents parking to discourage commuters from driving to the fringe of the city centre, reducing bus fares, operating an express Park and Ride Service whilst retaining a local all-stops service, and providing bus services between the Park and Ride and the University to reduce traffic flows on the southern section of the corridor.

Recommendation To note the general support for the corridor proposals.

#### Traffic signals (General)

Many of those who responded to the consultation stated that the existing traffic signals are a cause of a lot of the congestion on the corridor and hence had strong concerns about installing additional traffic signals along the corridor.

The corridor strategy recognises that it is important that all the traffic signals are linked to enable the traffic to flow smoothly in a platoon as far as possible. In addition it is important that facilities are provided to monitor conditions along the

corridor so that signal timings can be quickly amended to suit. It is suggested this be accorded high priority to be in place and operational before any new traffic signals are installed along the corridor.

Recommendation To implement an Urban Traffic Control (UTC) system with associated traffic monitoring equipment along the corridor as a high priority.

### **Impact on the A19 and B1222 south of the A64**

Concerns have been raised about the potential increased queuing on the A19 south of the A64 as well as on the B1222 (Naburn Lane) as a result of the proposals. There are concerns that, as queues on the A19 get longer, more motorists will switch to using the B1222 with an adverse impact on villages along that road. There are also concerns that this will have an adverse impact on bus services on those roads.

Naburn Parish Council have expressed concern about the potential adverse impact on traffic through Naburn. They have indicated a number of measures that they would like to see implemented in Naburn should the Fulford Road corridor proposals be implemented. These are mostly measures that have been considered previously as part of the Naburn Village Traffic Study and other similar studies but have not been implemented for various reasons. It is suggested that these are reviewed in the light of predicted changes in traffic flows through Naburn.

Concerns have also been raised about the congestion caused by the traffic signals at the A19 Crockey Hill junction and these are being reviewed.

The above concerns relate to sections of the A19 and B1222 beyond the Fulford Road corridor. Whilst these need to be addressed it is suggested that they are considered outside of the corridor study.

### Recommendations

- To note the concerns raised about the A19 and B1222 south of the A64 and that these are kept under review.
- To agree that some of the measures suggested by Naburn Parish Council be reviewed in the light of changing traffic patterns.

### **A64 interchange improvements**

The initial work carried out in the multi-modal study indicated that improvements to this interchange would be required to provide greater capacity and traffic lights provided to control the movement of vehicles, in particular to prevent queues tailing back onto the main carriageways of the A64.

These were indicated on the consultation leaflet and on the exhibition plans. Whilst the consultation for users of the corridor sought views on signalling these roundabouts there was no similar question on the residents and business consultation. 38% of corridor users support and 45% oppose proposals to signalise the roundabout.

The layouts shown on the consultation plans are only indicative at present. Further work is required to develop proposals for the interchange as well as identifying potential phasing of any improvements.

The Highways Agency have been made aware of our proposals for the corridor. Further discussions will be held with them and the Police as the improvements are developed. Once a scheme has been developed it would be the subject of a future report.

One particular aspect that will be addressed, noting the general concerns about additional traffic signals on the corridor, would be whether and when traffic signal control will be required on any parts of the interchange. In addition consideration would be given to surveillance equipment to monitor the operation of the interchange and adjacent sections of road.

Recommendation To hold further discussions with the Highways Agency and the Police during the development of proposals to improve this interchange and prepare a further report once the proposals are developed to bring back to this EMAP.

### **Bus priority measures south of Germany Beck**

The Park and Ride facility is on land which is owned by Designer Outlet and operates in a partnership arrangement with the council. The Park and Ride service currently accesses the site via the A64 interchange and St Nicholas Avenue with a direct egress on to Naburn Lane. The Arriva service between Selby and York currently operates via the A64 interchange and St Nicholas Avenue upto the edge of but does not enter the Park and Ride site. It does not use the Naburn Lane egress but returns to the A19 via St Nicholas Avenue.

In order to gauge public opinion on potential bus corridors the consultation documents indicated the following potential bus priority measures south of Germany Beck:

- A bus lane on the A19 southern approach to the A64 junction; and/or
- A bus lane on the A19 from the A64 to Naburn Lane; and/or
- A bus lane on Naburn Lane; and/or
- A bus lane on the A19 between Naburn Lane and Germany Beck junctions.

The consultation of residents and businesses indicated just over 50% support for and around 25% opposition to each of these measures. 90% of bus users consulted considered that bus priority measures are important in reducing bus journey times and increasing service reliability.

Subsequent to the multi modal study, further modelling work has been carried out to get an indication of potential journey times if the Park and Ride service were to operate inbound via St Nicholas Avenue and Selby Road with appropriate bus priority measures, rather than using Naburn Lane. The initial indications are that this could lead to slightly higher inbound bus journey times but would still be significantly quicker than journey times without bus priority at this end of the corridor.

Further investigations are required to assess the cost benefits of the various bus priority options. Following this discussions will be held with the Designer Outlet and the bus operators.

Recommendation To carry out further investigations and discussions regarding bus priority between the Park and Ride site and the Germany Beck junction and to prepare a further report to this EMAP once these investigations and discussions have taken place.

### **Selby Road / Naburn Lane junction**

The Section 106 Planning Agreement for Germany Beck development includes “*the provision of a traffic signal control at the junction of Naburn Lane with Selby Road (A19) approximately in the location shown on Plan 3 subject to any variations that may be agreed time to time between the owners and / or the developers and the Council.*” The developer is required to pay a contribution of £200k towards this scheme prior to the commencement of development of phase 3 of the development.

Plan 3 referred to above includes widening in the vicinity of the junction together with traffic / refuge islands at the stop line on each approach. In addition the plan indicates a northbound bus lane from the A64 up to this junction.

The proposals shown on the consultation plans were based on the above plan with the following additional features:

- A bus lane on the north side of Naburn Lane extending northbound on the west side of Selby road to Landing Lane.
- Widening of Selby Road between the A64 and the Selby Road houses to provide two northbound lanes plus a bus lane, narrowing to one lane plus a bus lane at the start of the housing area.

As noted in Annex A, a petition was received from residents living in the vicinity of the junction objecting to the proposals to signalise the junction and associated road widening. In addition there has been other consultation feedback opposing traffic signals at this junction. It is suggested that discussions are held with the concerned residents to see if and how any of their concerns can be addressed.

Recommendation To note that discussions will be held with concerned residents regarding their objections to the proposals for this section of the corridor.

### **Proposed Landing Lane to Naburn Lane cycle route**

Although not specifically identified on the consultation leaflet or questionnaires, the consultation layout plans showed a potential off-road cycle route running adjacent to the Naburn Lane to Landing Lane bus lane.

Cycling groups, and others who attended the exhibitions and meetings, have indicated support to the principle of a two-way off-road cycle route and have

suggested that this be extended to link up with the existing off-road route on Naburn Lane fronting the treatment works. This would provide a cycle access to the Designer Outlet site and a link to Naburn and Sustrans Route 65.

There were suggestions to make use of and suitably upgrade an existing lit path which runs across a field from near the Landing Lane junction to the old nurses home.

It is suggested that this route is investigated further and due allowance made for it when developing the bus lane proposals for this area.

Recommendation To note the support for an off-road cycle route from Landing Lane to link to the existing off-road route on Naburn Lane. To carry out further investigations into this route and to prepare a report to this EMAP once these investigations are completed.

### **Germany Beck development**

A number of issues have been raised which relate directly to the Germany Beck development. This development, for approximately 700 dwellings, was the subject of a public inquiry in 2006 and was given outline planning approval by the Secretary for State in May 2007.

Many of the issues raised were considered at the public inquiry and some relate to planning conditions and hence are not addressed here.

The approval requires a new access and junction off the A19 to be provided before development on the site commences. The junction layout shown on the consultation plans is based on the layout prepared by the developers traffic consultant and may be subject to minor changes as the scheme is developed through the detailed design stage.

Recommendation To note that issues raised relating to the Germany Beck junction will, if possible, be considered as the scheme is developed through the detailed design stage.

### **Proposed extension of riverside cycle route southwards from St Oswalds Road**

This scheme received strong support from the various consultations and was considered by many as a scheme that should be accorded high priority. There were some concerns raised about the potential environmental impact.

There is an ongoing study into this route, separate from the main corridor study, and this is considering a number of options for routing and construction. In view of this the consultation leaflet just showed an indicative line and no details were included on the main consultation layout plans.

Recommendation To note the strong support for this route and that a report on the proposals will be presented to this EMAP once ongoing investigations are completed.

### **Proposed signalised crossing near Fordlands Road**

The Section 106 Planning Agreement for Germany Beck development includes “*the provision of a toucan crossing to the north of the junction of the existing Fordlands Road with Main Street / Selby Road (A19) approximately in the location shown on Plan 5 subject to any variations that may be agreed time to time between the owners and / or the developers and the Council.*” The developer is required to pay a contribution of £40k towards this scheme prior to the occupation of the tenth dwelling.

Although this was shown on the consultation leaflet and the consultation plans, there were no specific questions on the questionnaire, as it is development linked.

There were however a number of people who questioned the need for this, in view of the signalised junction to the south and refuge island crossing to the north. There were concerns that this could have the same adverse effect on the corridor as traffic signals elsewhere have had.

Recommendation To note that this crossing is linked to the Germany Beck development.

### **Proposed refuge island crossing near Elliot Court**

This crossing, which would provide improved access to and from the nearby bus stops and local facilities, received strong support.

An outline scheme has already been prepared. This includes waiting restrictions to prevent parked vehicles from causing an obstruction which would require a Traffic Regulation Order (TRO) to be advertised. Local consultation could be carried out within a relatively short timeframe to enable the scheme to be implemented in 2008/09.

Recommendation To prepare a detailed design of the scheme for local consultation, including advertising the appropriate Traffic Regulation Orders (TROs), and reporting back to an OIC with a view to implementing the scheme in 2008/09.

### **Proposed signalised crossing on southern arm of Heslington Road junction**

At present anybody who wants to cross between the south-east and south-west sides of the junction using signalised pedestrian crossings has to cross Heslington Lane and then cross the northern arm of Main Street in two stages. The “resident and business” consultation therefore sought views as to the demand for a signalised crossing on the southern arm.

The indications are that 46% of Fulford respondents would be likely to use it at least once a week. However the Parish Council considered this crossing unnecessary.

In addition, the Police have indicated potential safety concerns if school children alter their crossing habits as the footpath on the south-east corner is narrow with poor sight lines.

It is therefore suggested that pedestrian crossing movements are monitored and the issues raised are addressed before a decision is made to implement this.

Recommendation To monitor crossing movements at this junction and see if issues raised can be addressed. If so report back to an OIC with proposals.

### **Improvements to Heslington Lane junction**

The consultation indicated improvements to the existing traffic lights to reduce delays for buses and improve safety. The responses identified delays at existing traffic signals to be a major cause of concern and hence gave strong support to improvements at this junction.

It is therefore suggested that a scheme to improve this junction is developed taking account of the possible signalised crossing on the southern arm, consultation carried out with affected frontages and, unless any objections are received, the scheme moved forward to implement.

Recommendation To prepare a detailed design for the junction improvement and consult with affected frontages with a view to implementation in 2009/10.

### **Proposed cycle facilities between Heslington Lane and Hospital Fields Road**

The consultation leaflet and plans showed on-road cycle facilities between these two junctions with part shared with a bus lane and part off-road where there would be insufficient space for an on-road cycle lane without removal of a significant number of trees. The leaflet and plans indicated the possibility of an off-road route on the eastern verge as an alternative to or in addition to an on-road route. It was noted that the on-road route would impact on parking and require localised widening into the verge with the loss of a few trees.

The consultations sought views on both an on-road and an off-road cycle route along this length of road as well as views on potential waiting restrictions to prevent parked vehicles obstructing the cycle lanes.

There was strong support for an off-road cycle route on the east side of this section of the corridor. There were strong indications that provision of facilities such as this would encourage more people to consider cycling. There were also suggestions to extend it northwards to access the Police Station and Cemetery Road, if space permits. There were some concerns raised about loss of priority, safety at accesses

and minor junctions, potential conflict with pedestrians, and minimising the impact on trees in the verge.

It is therefore suggested that detailed proposals are prepared for an off-road cycle route on the eastern side between Heslington Lane and Hospital Fields Road with the potential to extend this northwards also explored. Consultation would be carried out with affected frontages and key stakeholders with a view to the scheme being implemented in full or in part in 2008/09.

The support for on-road cycle lanes was less strong, partially because of its impact on parking in key areas such as near St Oswalds Church. Many cyclists who currently use this section of the corridor indicated that they would remain on-road, even if off-road cycle facilities were provided, and requested that due consideration is given to their needs and safety in developing the various elements of the corridor.

It is therefore suggested that the proposals to extend the existing on-road cycle lanes are reviewed in the light of comments received. Consultation would be carried out with affected frontages and key stakeholders, and appropriate TROs advertised.

### Recommendations

- To prepare a scheme for an off-road cycle route on the eastern side of the corridor extending northwards from Heslington Lane, and consult with affected frontages and key stakeholders with a view to the scheme being implemented in full or in part in 2008/09.
- To review the proposals for on-road cycle lanes between Heslington Lane and Hospital Fields Road, consult with affected frontages and key stakeholders, and advertise appropriate TROs with a view to implementing the non-contentious elements in 2008/09 following a report to an OIC.

### **Broadway junction**

The consultation indicated improvements to the existing traffic lights to reduce delays for buses and improve safety. The responses identified delays at existing traffic signals to be a major cause of concern and hence gave strong support to improvements at this junction.

It is therefore suggested that a scheme to improve this junction is developed, consultation carried out with affected frontages and, unless any objections are received, the scheme moved forward to implement.

Recommendation To prepare a detailed design for the junction improvement and consult with affected frontages with a view to implementation in 2009/10.

### **Broadway to Hospital Fields Road junction**

In addition to the cycle lanes mentioned earlier, the consultation leaflet and plans included a section of out-bound bus lane on the approach to the Broadway junction



and a section of city-bound bus lane on the approach to the Hospital Fields Road junction.

The consultation responses indicate that over 50% of residents and businesses who responded support these proposals with about 30% opposing. The level of support from Fishergate ward area was nearer 60%. However the consultation responses from users of the corridor indicates almost equal levels of support for and opposition to bus lanes on approaches to junctions.

The consultation also indicated 68% support for waiting restrictions along this section compared with 16% who were opposed to restrictions. Amongst residents and businesses the proportion supporting “at any time” restrictions was similar to those supporting “peak periods only”. However amongst users of the corridor there is a much stronger preference for “peak periods only” restrictions.

Some concerns have been raised about potential safety issues at the southern end of the out-bound bus lane where motorists proceeding straight ahead through the junction would cut across to the nearside lane. This issue would need to be addressed as the detailed proposals are prepared.

The Army have expressed concerns about the potential loss of the right turn into Imphal Barracks and the delays this may cause when vehicles are waiting to turn in. The right turn was removed on the consultation plans to enable a section of the city-bound bus lane to be provided. If the right turn lane is retained the bus lane will need to be shortened and may not be long enough to have any noticeable effect. This issue will also need to be addressed as detailed proposals are prepared.

It is therefore suggested that the outline proposals for the two bus lanes are reviewed in conjunction with proposals for on-road cycle lanes on this section of road to take account of the issues raised. It is suggested that detailed proposals are prepared for consultation with affected frontages and key stakeholders. Further consideration will also need to be given as to whether these will be full-time or part-time bus lanes. The implementation of these bus lanes would be kept under review.

### Recommendations

- To prepare detailed proposals for the bus lanes and carry out consultation with affected frontages and key stakeholders.
- To further consider whether these should be full-time or part-time bus lanes and report the findings to this EMAP.

### **Hospital Fields Road junction**

The consultation indicated improvements to the existing traffic lights to reduce delays for buses and improve safety. The responses identified delays at existing traffic signals to be a major cause of concern and this particular junction was highlighted as being a major cause of delays.

It is therefore suggested that a scheme to improve this junction is developed and consultation carried out with affected frontages. It is also suggested this junction be accorded the highest priority in view of concerns raised.

Recommendation To prepare a detailed design for the junction improvement and consult with affected frontages with a view to implementation in 2008/09.

### **Proposed cycle facilities between Cemetery Road to Hospitals Fields Road**

The consultation leaflet and plans showed an on-road out-bound cycle lane, part of which would be a shared bus and cycle lane. There was strong support for this from residents and businesses and it was also supported by corridor users.

The consultation indicated 68% support for waiting restrictions along this section of road compared with 18% who are opposed to restrictions. Amongst residents and businesses the proportion supporting “peak periods only” restrictions was slightly higher than those supporting “at any time” restrictions. However amongst users of the corridor there is a stronger preference for “peak periods only” restrictions.

It is therefore suggested that detailed proposals are prepared for an on-road cycle route on the eastern side between Cemetery Road and Hospital Fields Road. It is also suggested that “at any time” waiting restrictions be included, but these should not apply to the lay-by. Consultation would be carried out with affected frontages and key stakeholders and an appropriate TRO advertised with a view to the scheme being implemented in full or in part in 2008/09.

As noted earlier there is a recommendation to consider extending the proposed off-road cycle route northwards to access the Police Station and, if practical, Cemetery Road.

The consultation leaflet and plans did not show any proposals for a city-bound cycle route on this section because there are locations where these could not be accommodated without removal of on-street parking which serves local retail outlets. Whilst there were suggestions to provide continuous cycle lanes, the retail outlets have petitioned for the parking spaces to be retained on the basis that loss of parking would be likely to lead to the loss of retail facilities. It is therefore suggested to retain the status quo for the time being, however other measures to make cycling safer on this section should be considered.

Recommendation To prepare a scheme for an on-road out-bound cycle lane between Cemetery Road and Hospital Fields Road, consult with affected frontages and key stakeholders, and advertise an appropriate TRO with a view to implementing the scheme in 2008/09.

### **Hospitals Fields Road to Cemetery Road**

In addition to the cycle lane mentioned above, the consultation leaflet and plans included a section of out-bound bus lane on the approach to the Hospital Fields Lane

junction. The consultation responses indicate that over 50% of residents and businesses who responded support these proposals with about 30% opposing. The level of support from Fishergate ward area was nearer 60%. However the consultation responses from users of the corridor indicates almost equal levels of support for and opposition to bus lanes on approaches to junctions.

Some concerns have been raised about potential safety issues at the southern end of the out-bound bus lane where motorists proceeding straight ahead through the junction would cut across to the nearside lane. There are also concerns that this could also lead to misuse of the bus lane. These issues would need to be addressed as detailed proposals are prepared.

As noted above, the consultation indicated 68% support for waiting restrictions along this section of road compared with 18% who are opposed to restrictions. Amongst residents and businesses the proportion supporting “peak periods only” restrictions was slightly higher than those supporting “at any time” restrictions. However amongst users of the corridor there is a stronger preference for “peak periods only” restrictions.

It is therefore suggested that the outline proposals for this bus lane are reviewed in conjunction with proposals for an on-road cycle lane on this section of road to take account of the issues raised. It is suggested that detailed proposals are prepared for consultation with affected frontages and key stakeholders. Further consideration will also need to be given as to whether this will be a full-time or part-time bus lane and its implementation kept under review.

The consultation plans show minor improvements to the existing refuge island crossing near Sainsburys Local / Lloyds Pharmacy to make it safer for users. It is suggested that this is implemented as a priority minor scheme.

The consultation shows the retention of the on-street parking on the west side opposite to the Police Station to serve nearby retail outlets. In addition there is a lay-by on the Police Station side which is proposed to be retained. There have however been concerns raised that some of these spaces are being used for commuter parking. It is therefore suggested that restrictions be imposed limiting the duration of stay and an appropriate TRO be advertised. Again it is suggested that this is implemented as a priority minor scheme.

The consultation leaflet and plans include a section of city-bound bus lane on the approach to the Cemetery Road junction. The consultation responses indicate that over 50% of residents and businesses who responded support these proposals with about 30% opposing. The level of support from Fishergate ward area was nearer 60%. However the consultation responses from users of the corridor indicates almost equal levels of support for and opposition to bus lanes on approaches to junctions.

Some concerns have been raised about potential safety issues at the northern end of this bus lane where straight ahead motorists would cut across to the nearside lane to proceed straight ahead through the Cemetery Road junction. There are also concerns that this could also lead to misuse of the bus lane. In addition there are

concerns that the introduction of an additional (bus) lane could have an adverse impact on the safety of the Kilburn Road crossing. These issues would need to be addressed as detailed proposals are prepared.

It is therefore suggested that the outline proposals for this bus lane are reviewed in conjunction with proposals for the Cemetery Road junction to take account of the issues raised. It is suggested that detailed proposals are prepared for consultation with affected frontages and key stakeholders. Further consideration will also need to be given as to whether this will be a full-time or part-time bus lane. The implementation of this bus lane would probably be linked to signalling the Cemetery Road junction.

### Recommendations

- To prepare detailed proposals for the bus lanes and carry out consultation with affected frontages and key stakeholders.
- To further consider whether these should be full-time or part-time bus lanes and report the findings to this EMAP.
- To prepare detailed proposals for improvements to the refuge island crossing near Lloyds Pharmacy / Sainsburys Local and carry out local consultation with a view to implementation in 2008/09.
- To prepare detailed proposals for limited time parking along this section of road, carry out local consultation, and advertise an appropriate TRO with a view to implementing the scheme in 2008/09.

### **Cemetery Road junction**

The proposed scheme involved signalling the junction, including crossing facilities for pedestrians and facilities for cyclists. The layout shown on the consultation plans was only indicative and would be subject to review if there was general support for the principle of signalling the junction.

The consultation with residents and businesses indicated 56% support with 30% opposed whereas the consultation with corridor users showed equal support and opposition. In addition corridor users had this scheme at the bottom of their priority list.

Many people commented that they felt that signals were not required and would result in more queuing. This view is shared by the Police. There did however appear to be support to make this junction better and safer for pedestrians and cyclists.

It is suggested that proposals for the junction area and the extent and timing of any improvements are reviewed. This could include interim improvements for pedestrians and cyclists ahead of any signalisation of the junction.

Recommendation To monitor movements at the junction and review proposals for the junction area as other schemes along the corridor are developed and installed.

## **Fishergate South**

This covers the section of Fishergate between Cemetery Road and Escrick Street (i.e. south of the gyratory) which, apart from the crossings outside St George's and Fishergate schools, was proposed to remain unchanged.

Requests have been made to provide improved / continuous facilities for cyclists along this section of road. If cycle lanes are to be provided this would require the existing permit parking to be removed. In addition there are some sections where the carriageway width could not easily accommodate cycle lanes.

In addition there have been suggestions to introduce a 20 mph speed limit on all or part of this section of road. Some suggest that this should be a part-time basis. Trials with 20 mph speed limits are currently being carried out in Portsmouth and CYC will be closely monitoring the outcome. It is acknowledged that a 20 mph limit would not only make it safer for children going to and from school, but would also make it safer for cyclists.

It is therefore suggested that this section of Fishergate be kept under review pending further consideration of the above.

Recommendation To keep the section of Fishergate south of the gyratory under review for the moment.

## **Crossing fronting St George's Primary School**

The proposed scheme involves upgrading the existing zebra crossing to a signalised crossing. There is currently a school crossing patrol operating at this location.

59% of residents and businesses support the proposal with 24% opposed. However Cllr D'Agorne, the school crossing patrol operator, and the Police have questioned the need for a change and have concerns it may only make things worse for both pedestrians and motorists. In addition the ward committee are currently looking at a scheme to provide internally illuminated poles on the crossing to highlight the crossing and providing a section of guardrail.

It is therefore suggested that a decision as to whether to replace the zebra crossing with a signalised crossing is deferred pending further monitoring of the zebra crossing.

Recommendation To defer the proposal to replace the existing zebra crossing with a signalised crossing pending further monitoring of the zebra crossing.

## **Crossing fronting Fishergate Primary School / Mecca Bingo**

The proposed scheme involves providing a signalised crossing to replace the existing cautionary crossing. There is currently a school crossing patrol operating at this location.

53% of residents and businesses support the proposal with 25% opposed. However Cllr D'Agorne, the school crossing patrol operator, and the Police have questioned the need for a signalised crossing at the current time, in particular as the proposals north of the crossing are still under review.

It is therefore suggested that a decision is deferred pending the review of the gyratory and section of Fishergate to the north of the crossing.

Recommendation To defer the proposal to provide a signalised crossing pending the review of the section of Fishergate and the gyratory to the north of the crossing.

### **Fishergate North**

This covers the section of Fishergate north of Escrick Street and basically encompasses the Fishergate gyratory, the Picadilly junction, and the Tower Street roundabout.

When the corridor study was reported to this EMAP in October 2007, it was noted that further work was required to develop proposals for this section of the corridor, in view of its interaction with the inner ring road and proposals for the city centre.

A further study is proposed in 2008/09 to look at this section of the corridor and the issues raised during the consultation will be addressed as part of that study.

It should also be noted that there is an ongoing study into a walking route from the Barbican to St Georges Field which is also looking at providing safer crossings at the northern end of the gyratory.

### Recommendations

- To note that issues raised will be addressed as part of a study to be carried out in 2008/09.
- To note that the ongoing Barbican to St Georges Field walking route study is looking at safer crossings at the northern end of the gyratory.