

**Notice of a public
Decision Session - Executive Member for Transport**

To: Councillor D'Agorne (Executive Member)

Date: Monday, 14 February 2022

Time: 3.00 pm

Venue: The George Hudson Board Room - 1st Floor West Offices
(F045)

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **5:00 pm** on **Wednesday 16 February 2022**.

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Customer and Corporate Services Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Thursday 10 February 2022**.

1. Declarations of Interest

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which he may have in respect of business on this agenda.

- 2. Minutes** (Pages 3 - 10)
To approve and sign the minutes of the meetings held on 16 November 2021 and 18 January 2022.

- 3. Public Participation**
At this point in the meeting members of the public who have registered to speak can do so. Please note that our registration deadlines have changed to 2 working days before the meeting, in order to facilitate the management of public participation at our meetings. The deadline for registering is 5.00pm on Tuesday 10 February 2022. Members of the public can speak on agenda items or matters within the remit of the committee.

To register to speak please visit www.york.gov.uk/AttendCouncilMeetings to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

Webcasting of Public Meetings

Please note that, subject to available resources, this public meeting will be webcast including any registered public speakers who have given their permission. The public meeting can be viewed on demand at www.york.gov.uk/webcasts. During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

- 4. Consideration of Objections for ResPark for Broadway West** (Pages 11 - 22)
The Report considers the objections raised to the Residents' Parking proposal for Broadway West and offer an Officer Recommendation for the outcome.
- 5. Update on E-scooter trials** (Pages 23 - 32)
This paper provides an update and review of the e-scooter and e-bike trials in York so far, and sets out whether to continue with the trial.

6. Consideration of results from the consultation with residents of Mount Vale Drive, Mount Vale Gardens and Towton Avenue (Pages 33 - 42)

This report provides the consultation results in response to the proposed 'No Waiting' at any time restrictions for Mount Vale Drive, Mount Vale Gardens and Towton Avenue and to determine what action is appropriate.

7. Position on use of signalled controlled pedestrian crossing technology (Pages 43 - 50)

City of York Council has undertaken a review of its approach in relation to the use of near side or far side pedestrian signal assets. The Council has indicated through a position paper (Annex A) that it has a preference towards the installation of near side signals.

8. Active Travel Programme – Project Scope (Pages 51 - 160)

This report seeks a decision to approve the proposed project outlines, such that officers can proceed with confidence, reducing abortive work and supporting a more expeditious delivery of schemes.

9. Urgent Business

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

Democracy Officer:

Robert Flintoft

Contact details:

- Telephone – (01904) 555704
- Email – robert.flintoft@york.gov.uk

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

- Registering to speak;
- Business of the meeting;
- Any special arrangements;
- Copies of reports and;
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim (Polish)
własnym języku.

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

Coronavirus protocols for attending Committee Meetings at West Offices

If you are attending a meeting in West Offices, you must observe the following protocols.

Good ventilation is a key control point, therefore all windows have been opened to allow adequate ventilation, they must be left as set prior to the start of the meeting.

If you're displaying possible coronavirus symptoms (or anyone in your household is displaying symptoms), you should follow government guidance. You are advised not to attend your meeting at West Offices.

Testing

The Council encourages regular testing of all Officers and Members and also any members of the public in attendance at a Committee Meeting. Any members of the public attending a meeting are advised to take a test within 24 hours of attending a meeting, the result of the test should be negative, in order to attend.

Test kits can be obtained by clicking on either link: [Find where to get rapid lateral flow tests - NHS \(test-and-trace.nhs.uk\)](https://www.nhs.uk/conditions/coronavirus/coronavirus-test-kits), or, [Order coronavirus \(COVID-19\) rapid lateral flow tests - GOV.UK \(www.gov.uk\)](https://www.gov.uk/order-coronavirus-rapid-lateral-flow-tests).

Alternatively, if you call 119 between the hours of 7am and 11pm, you can order a testing kit over the telephone.

Guidelines for attending Meetings at West Offices

- Please do not arrive more than 10 minutes before the meeting is due to start.
- You are not required to wear a face covering whilst in West Offices. CYC supports the decision of those who wish to do so.
- Visitors to enter West Offices by the customer entrance and Officers/Councillors to enter using the staff entrance only.
- Ensure your ID / visitors pass and lanyard is clearly visible at all time and worn around the neck.
- Regular handwashing for 20 seconds is recommended.
- Please use the touchless hand sanitiser units on entry and exit to the building and hand sanitiser within the Meeting room.
- Bring your own drink if required.
- Only use the designated toilets next to the Meeting room.

Developing symptoms whilst in West Offices

If you develop coronavirus symptoms during a Meeting, you should:

- Make your way home immediately
- Avoid the use of public transport where possible
- Follow government guidance in relation to self-isolation.

You should also:

- Advise the Meeting organiser so they can arrange to assess and carry out additional cleaning
- Do not remain in the building any longer than necessary
- Do not visit any other areas of the building before you leave

If you receive a positive test result, or if you develop any symptoms before the meeting is due to take place, **you should not attend the meeting.**

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City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport
Date	16 November 2021
Present	Councillors D'Agorne
Apologies	

31. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He confirmed he had none.

32. Minutes

Resolved: That the minutes of the Decision Session of the Executive Member for Transport and Planning held on 19 October 2021. Be approved and signed by the Executive Member as a correct record. Following the amendments to the resolution to minute 29. Tadcaster Road Sustainable Modes Improvement Scheme 'Approved Option C - to support the officer recommendations for design revisions as summarised in the table at para 119 with the following amendments and additions:

- a) Review light segregation provision;
- b) Review removal of right turn pockets;
- c) Review Bus Stop Bypass at Slingsby Grove;
- d) Review Sim Balk Lane – Moor Lane R/B area;
- e) Review proposed repositioning of Northbound Bus Stop at Slingsby Grove Shops;
- f) Review position of controlled crossing Between Horseshoe and Slingsby Grove Shops;
- g) Review cycle lane provision and potential for off-road route between Pulleyn Drive and Ainsty Grove;

- h) Review provision of raised tables and cycle lane priorities for minor side roads off the Mount.'

33. Public Participation

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

Cllr Warters raised parking around Osbaldwick, noting that the use of residential parking schemes around the University and Archbishop Holgates School were shifting the problems of parking onto different parts of the city and not addressing the issue. He also noted that on Coppergate a majority of residents voting in the consultation voted for a return to a two way street and therefore it should return to being a two way street.

34. Coppergate Temporary Traffic Regulation Order Proposal

Officers introduced the report and outlined the proposal for consideration on Coppergate maintaining the one way system. They noted that responses to a consultation had 49% of respondents in favour of the one way system. It was noted that the proposal was designed to address issues highlighted by an accident record from the last 10 years and to improve pedestrian and cycling on the road, it was noted that the one way system did effect bus travel times to the east of the city. The Executive Member noted the consultation results and thanked the Civic Trust Transport Advisory Group for working with the Council on the proposal and noted his support for feasibility work to take place.

Resolved:

- i. Instructed officers to submit a request to the Secretary of State for Transport to extend the current Coppergate TTRO for an initial 6 months and to submit a request for a further 6 month extension if needed to complete the bus routing study and any permanent TRO statutory processes and also to instruct officers to carry out the necessary legal procedures following approval of the extension(s) by the Secretary of State,

including the advertising of the continuation direction.

Reason: To enable the current restriction to remain in place pending a decision on the potential introduction of a permanent change to the TRO.

- ii. Instructed officers to undertake the necessary feasibility work to enable a decision to be taken on whether to progress a permanent change to the TRO through the statutory processes and to also consider the results from the consultation on these changes when considering the progression of the bus routing study.

Reason: To enable progression of a bus routing study and consideration of layout options prior to a decision on whether to progress the statutory process to introduce a permanent TRO change.

- iii. Instructed officers to make changes to the temporary layout to make more secure and widen to accommodate nonstandard cycles.

Reason: To ensure the temporary arrangement is secure and provides more space for cycles.

CLlr A D'Agorne, Executive Member for Transport
[The meeting started at 10.00 am and finished at 10.16 am].

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Meeting	Decision Session - Executive Member for Transport
Date	18 January 2022
Present	Councillors D'Agorne
Apologies	

35. Declarations of Interest

The Executive Member was asked to declare, at this point in the meeting, any personal interests, not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests that he might have had in respect of business on the agenda. He confirmed he had none.

36. Public Participation

It was reported that there had been 5 registrations to speak at the meeting under the Council's Public Participation Scheme.

Cllr Myers noted that the Ward Councillors supported the officer recommendations for the Burton Stone Lane item and confirmed that if approved, the Clifton Ward Highways budget would be used to replace speed calming measures which were no longer fit for purpose. He asked that the Executive Member support option 3 and dismiss option 4 in the report as this had been added after public consultation.

Robyn Jankel spoke on behalf of the York Cycle Campaign and raised a number of concerns regarding Tadcaster Road. They asked the Executive Member support option 2C regarding Knavesmire Road and raised concern about sections of the scheme which would place cyclists between parked and moving cars. They asked that LTN120 be followed wherever possible.

Cllr Melly noted the Irwin Avenue petition and requested a wider review of traffic as she felt there were additional traffic issues in the area which should be reviewed. She also enquired as to why blue badge holders were unable to access the city centre through staffed road barriers. She also asked about the

progress of the removal of inaccessible barriers on cycle routes across the city.

Cllr Baker asked that funding for Micklegate Ward Bar in the Transport Capital Programme be carried over into the 2022/23 budget. She noted that when surveyed over half of residents would like to see the bar fully closed to motorised traffic and requested that the Executive Member support a closure of the bar to these vehicles.

Cllr Warters outlined his frustration with decisions to expand the Badger Hill Residents Parking Scheme, which he felt had diverted parking and created problems in Osbaldwick and Murton. He noted that the Council's current policies were not addressing parking issues and requested that work instead be undertaken to tackle parking around York University.

37. Acknowledgement of Receipt of Petitions

The Executive Member considered the petitions brought forward and agreed to support the proposed actions outlined in the reports for the resolutions of items raised in the petitions.

Resolved:

- i. That the Chief Operating Officer be recommended to note the petitions and updates given in this report and approve the proposed way forward for the resolution of the items raised in the petitions.

Reason: To ensure actions to address the concerns raised in these petitions were considered and developed on to progress outcomes to the petitions.

38. Directorate of Place 2021/22 Transport Capital Programme – Monitor 2 Report

The Executive Member considered the proposed amendments to the 2021/22 Directorate of Place Transport Capital Programme. The prioritisation of Council schemes was discussed and it was noted that in general, larger schemes such as the Outer Ring Road improvements were funded through

grant funding and these schemes would include active travel improvements in line with Council priorities. The removal of inaccessible cycle barriers was discussed, and officers noted that underlining survey work was under way.

Resolved:

- i. That the Chief Operating Officer be recommended to approve the amendments to the 2021/22 Directorate of Place Transport Capital Programme.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the council's Transport Programme.

39. Burton Stone Lane – Ward Committee Scheme – Traffic Calming Improvements

Officers outlined the current issues with existing traffic calming measures on Burton Stone Lane, including deteriorating speed cushions and measures which send cars closer to kerbs making the street less safe for cyclists and pedestrians. The Executive Member noted the options outlined in the report, as well as concerns from emergency services and buses. He agreed to support option 3 in the report and requested that regardless of final design, that monitoring, and cleaning regimes be in place to maintain safe cycle lanes.

Resolved:

- i. That the Chief Operating Officer be recommended to approve option 3 for implementation (the proposals as consulted on plus amendments following the road safety audit) subject to the Ward Committee confirming that they have sufficient funds.

Reason: To provide a refresh of the traffic calming on this section of road to address residents' concerns over the increasing speed and volume of vehicles, with appropriate amendments to ensure the scheme is as safe as possible.

40. Tadcaster Road Sustainable Transport Scheme - further detail

Officers introduced the item and confirmed that this was a continuation from the item considered on the Tadcaster Road Sustainable Transport Scheme on 19 October 2021. The Executive Member made several enquires including regarding cycle safety across the scheme. Officers noted that a balancing act was in place across the scheme to ensure safety for pedestrians and cyclists, it was confirmed that the plans focused on following LTN120 guidance, however this was not always possible. Regarding cycle lanes it was noted that the width of the road fluctuated between 8 meters and 11.5 metres and therefore, in places where the full width sort for cycle lanes were not possible could be addressed with stepped up cycle paths. It was also confirmed that proposals for Sim Balk Lane and Moor Lane would be brought for consideration at a future Decision Session.

Resolved:

- i. That the Chief Operating Officer be recommended to approve the proposals set out in the report for delivery of the Tadcaster Road Sustainable Transport Scheme.

Reason: This will allow specification and delivery of the Sustainable Transport Scheme for Tadcaster Road.

Cllr A D'Agorne, Executive Member for Transport
[The meeting started at 10.00 am and finished at 11.00 am].



**Decision Session –
Executive Member for Transport**

14 February 2022

Report of the Director of Transport, Environment and Planning

Consideration of Objections to the draft Order to bring Broadway West into the Residents' Priority Parking Scheme for Danesmead Summary

Summary

1. The Report considers the objections raised to the Residents' Parking proposal for Broadway West and offer an Officer Recommendation for the outcome.

Recommendations

2. The Executive Member is asked to:
 - i. Confirm the decision to make the Traffic Regulation Order (TRO) needed to introduce the Residents Parking scheme set out in the report and annexes. The proposed restrictions affect Broadway West and include 296 Fulford Road. They would be added to an extended Residents' Priority Parking Zone R63.

Reason: To positively respond to original petitions and further comments received, supporting Residents Parking controls in Broadway West, which the Executive Member considered in 2021 and to implement a scheme that reflects the majority view gained from more recent consultation in the area.
 - ii. It is recommended that the Executive Member approves the removal of the section of street being the initial length Westfield Drive from the scheme.

Reason: To respond to the views expressed on the configuration preferred by some residents.

- iii. Additionally, it is recommended that the Executive Member approves the extension of the zone as drafted to include those properties on the west side of Fulford Road (even numbers) 298 to 314.

Reason: To respond to the views expressed on the configuration preferred by a local resident whose property fronts a section of Fulford Road that is subject to no waiting at any time.

Background

3. The decisions in 2021 included an undertaking to make a draft Order to take forward a scheme to introduce ResPark controls in Broadway West, Fulford.
4. The streets were identified as a result of an earlier consultation with residents, in the area, not currently covered by existing ResPark zones.
5. The draft Order was published in April 2021.
6. We have received five objections. The nature and approximate locations of the objectors is set out in Annex B of this report and discussed below.

Proposals and Responses

7. These restrictions primarily affect Broadway West which it is proposed would be included in Residents' Priority Parking Zone R63. This street will be included in a ResPark Area. The draft area includes a section of that is adjacent to the sides of numbers 22 and 24 Westfield Drive.
8. At ANNEX B you will see two objections (A and B) to this section of Westfield Drive being included in a scheme for Broadway West. It is considered that this change would not be significant and would reflect the views expressed on the configuration by some local residents.
9. Objection C in the ANNEX discusses Fulford Road properties that front a section of Fulford Road subject to no waiting at any time, within the approach to the traffic lights. These properties are (even numbers) 298 to 314. A number of those residents appear to be currently parking on Broadway West although they do have a rear service road (from St Oswald's Road) of which some have garages, but is not wide enough to park on. It is considered that this change would not be significant and would reflect the views expressed on the configuration by some local residents

10. Objection D in the ANNEX discusses the loss of the street as a resource for the surrounding area, specifically those who enjoy the access it affords to the parkland, riverside and woodland at the end of Broadway West.
11. Objection E is addressed at a number of principles behind the introduction and operation of ResPark. It is a long document and concludes that 'once the statutory and public law requirements are taken into account and the matter is objectively analysed, I do not believe that it is reasonable, rational or proportionate to implement the Scheme, and that it clearly leads to far worse issues than it solves. I also believe that a proper consideration of the matters required by the Road Traffic Regulation Act would lead to the Scheme not proceeding.'
12. The Executive Member is asked to note the Objection at E.

Council Plan

13. The Council Plan has Eight Key Outcomes:
 - Well-paid jobs and an inclusive economy
 - A greener and cleaner city
 - Getting around sustainably
 - Good health and wellbeing
 - Safe communities and culture for all
 - Creating homes and world-class infrastructure
 - A better start for children and young people
 - An open and effective council

The recommended proposal contributes to the Council being open and effective as it responds to the request of the residents to solve the problems they are experiencing.

Implications

14. The following are the identified implications.
 - **Financial** – An estimated £5K (excluding officer costs) will be required to fund the implementation of the amended Traffic Regulation Order which will be funded from existing budgets.
 - **Human Resources** – The extended parking zone will require staff resources (shortly utilising an online self-service system and virtual permits) by the back office and CEO staff. The management and monitoring will be a Traffic Management function.

- **Equalities** – A communications plan has been put in for the wider Residents' Parking Service to help those that either do not have access to the internet or the skills to use it to access the parking system as they do with other similar ICT access requirements. Blue Badge holders can park in controlled parking areas by displaying a valid Blue Badge so the proposals do not have a differential impact on Blue Badge holders.
- **Legal** – The proposals require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply.

Risk Management

15. The proposed extension to the existing Residents' parking provision will be something that most residents/customers will welcome but may disadvantage some people who may have objected to the draft proposal. These objections have been reviewed and reported herein.

Contact Details:

Author:

Ken Hay
Traffic Projects Officer
Transport
Tel No. 2474

Chief Officer Responsible for the report:

James Gilchrist
Director Environment, Transport & Planning

Report Approved **Date** 03/02/2022

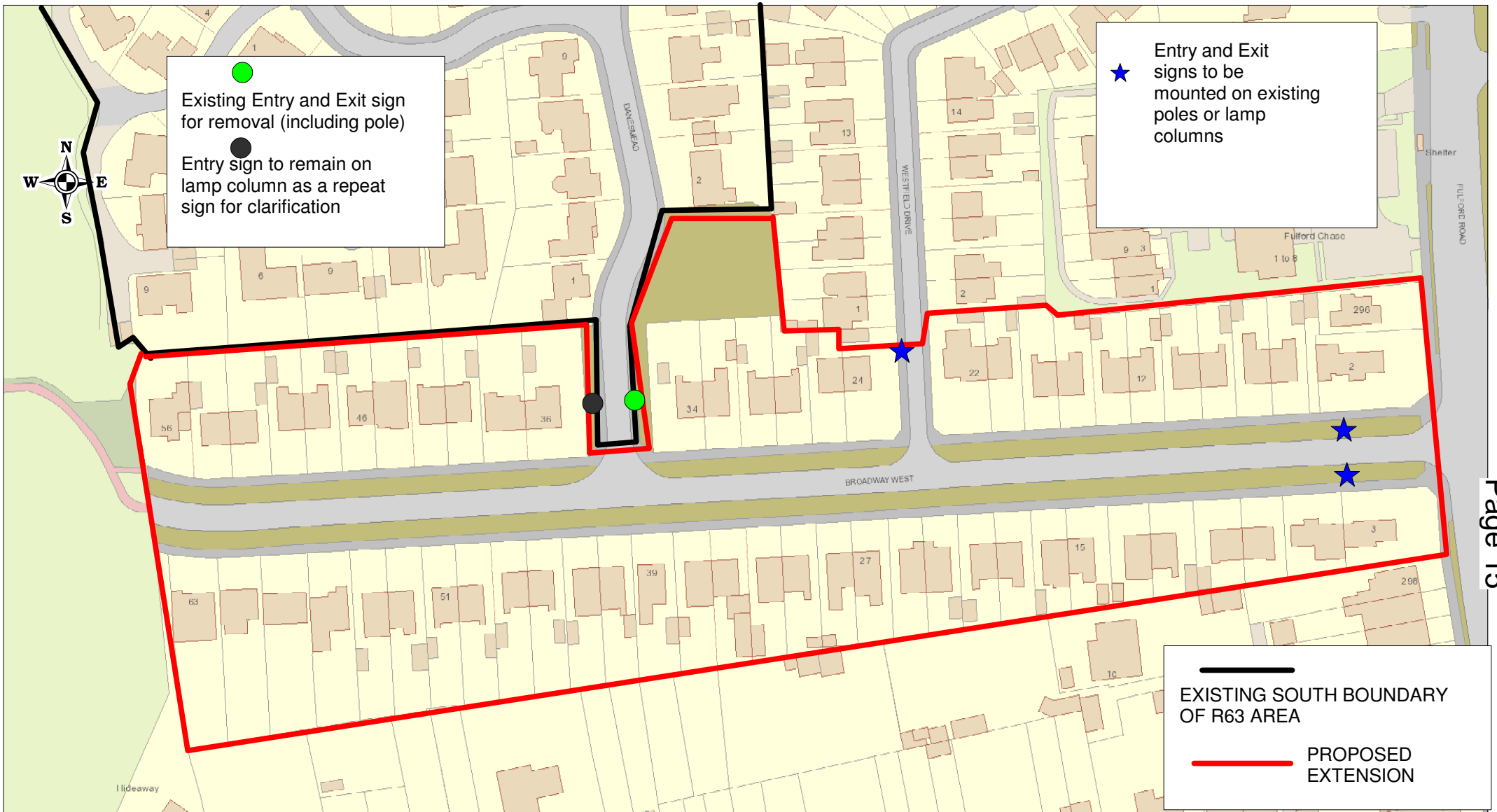
Wards Affected: Fishergate

All

For further information please contact the author of the report

Annexes

Annex A R63: Extension Area for Broadway West
Annex B Text of Objections



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R63: Extension Area for Broadway West

SCALE	1 : 1234
DATE	09/02/2021
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ANNEX B - Objections

Objection A

I objected to the proposal for residents parking originally, because our on-site parking is restricted to one car. Our drive is accessed from Westfield Drive as we are on the corner.

If we have residents parking it will cause a problem when people visit us and if we have our daughters visit us who live away, we will need to have these parking tickets all the time, as we cannot accommodate their vehicles on site, whereas other properties on Broadway West have long drive ways plus a cross over on the verge which means they do not have problems when people visit.

Why is our frontage on Westfield Drive included in this resident's zone? We need that frontage for parking for visitors. This zone is Westfield Drive and should not be included.

The reason for people in Westfield Drive objecting to residents parking is they have restricted on-site parking and need unfettered parking on the road even though the road width is restricted.

I would therefore ask that our section of Westfield Drive is removed from the Broadway West scheme

Recommendation (3) to alter the zone boundary to exclude all of Westfield Drive.

Objection B

I am writing to raise an objection to the proposed boundaries of the new ResPark scheme on Broadway West. The proposed boundary extends some considerable way along Westfield Drive and will significantly limit the amount of on-street parking. This is a particular concern as the street will likely be affected by increased non-resident parking with the implementation of resident-only parking on all neighbouring streets, and many houses on Westfield Drive do not have off-street parking. Moreover, the drawing of this boundary does not appear to be consistent with how the scheme has been implemented in existing areas on Danesmead Estate and Fulford Cross, where the boundary runs to the end of the road, rather than following house boundaries. I presume that the proposed boundary may relate to the usage of existing poles. However this does not

seem to me a significantly justified reason for something which will impact considerably on the parking available to residents of the Westfield Drive

Recommendation (3) to alter the zone boundary to exclude all of Westfield Drive.

Objection C

'I was informed by a neighbour that Broadway West will become residents only parking soon. I wanted to ask if this was right, and, if it is, when it would come into effect.

'Also, if this change is going to take place, would it be possible to apply for a residents permit? My house is (on) Fulford Road, meaning Broadway West is adjacent and the nearest public road to my house. We are literally 4 or 5 doors away. We typically park there as it is the closest and safest place to park and get two small children out of the car. There is no parking on Fulford Road itself.'

Properties front a section of Fulford Road that is subject to no waiting at any time, within the approach to the traffic lights. They do have a rear service road (from ST Oswald's Road).

Recommendation (4) to alter the zone boundary to include properties within the Qualifying Zone for obtaining permits.

Objection D

I wish to lodge an objection to the proposal to restrict parking in Broadway West to residents only.

1. Like many people I enjoy access to the parkland, riverside and woodland at the end of Broadway West. My wife and I are pensioners and will shortly be of an age when like many others we will be able to access this amenity only by driving to the end of Broadway West.

2. A glance at the map shows that Broadway and Broadway West were originally laid out as major thoroughfares at right angles to Fulford Road and not simply as residential streets. The clue is in the name "Broadway". The proposal will limit access.
3. The properties on either side of Broadway West have driveways and garages. The residents have no need of resident- only privileges.
4. Other nearby streets (such as Moorland Road) will bear the brunt of additional visitors who can no longer park in Broadway West and (a) those streets are narrower and it is more difficult to accommodate parking for non-residents (unlike Broadway West) and (b) in the case of Moorland Road and others, there is no off street driveways or garages for the use of residents.

This objection was acknowledged.

Objection E

This was a long documents with the following headings:

1. Majority Vote is not a valid reason for implementing the Scheme
2. The continual expansion of ResPark does not reflect a "listening Council"
3. The vote of residents was influenced by the Executive Member for Transport
4. Verge Access Parking restrictions
5. Displacement Parking
6. Additional car movements
7. Loss of green spaces
8. York Council should first implement a clear, valid ResPark policy

9. Lack of investigation / monitoring / consideration into whether the Scheme is justified
10. The Scheme is not justified
11. Requirement to secure the provision of suitable and adequate parking facilities
12. Use of Council funds
13. Aims of the LTP and Council Plan
14. Equalities
15. Alternative Means of Dealing with Alleged obstruction
16. CONCLUSION

This begins with 'In my view, once the statutory and public law requirements are taken into account and the matter is objectively analysed, I do not believe that it is reasonable, rational or proportionate to implement the Scheme, and that it clearly leads to far worse issues than it solves. I also believe that a proper consideration of the matters required by the Road Traffic Regulation Act would lead to the Scheme not proceeding. The benefits of the Scheme are very limited. They seem to be:

- It reflects what the Residents have voted for (although they were not asked to vote on alternatives and, as shown in 2018, were actually against ResPark being implemented in the area at all, and the actual benefit to those Residents appears slight given that they are presumably the majority of Residents who do not park on the street in any case) - It may assist in alleged obstruction issues (although those are disputed, unverified and at worst minor and infrequent issues and can be addressed by alternative strategies that do not give rise to the list of negative impacts below) The negative impacts of the Scheme include: - Leaving one of the most suitable streets for parking in either Fishergate Ward or Fulford and Heslington Ward near-empty, thereby hogging prime parking stock - Displacing parking to streets that are clearly less suitable to take that parking, likely to cause greater obstruction and traffic management issues and greater issues of pressure for parking than currently exist in the area - Prejudicing Westfield Drive due to a scheme it has voted against twice - Criminalising slight errors in the use of Verge Access parking - Damaging community relationships if the Parking Hotline

Number is used to report those minor infringements - Impacting on the flexibility of residents, their guests and tradesman to use the street for parking - Creating financial and administrative burden for Residents - Creating the burden of egress issues for households with multiple cars - Worsening emissions, due to those egress issues and displaced cars manoeuvring and looking for the best parking spots on less suitable roads - Encouraging Residents to pave over green areas in front gardens, making for a less green and attractive street that absorbs less carbon dioxide - Creating additional risks for pedestrians and cyclists by encouraging Residents to park off-road, thereby creating additional vehicle movements over the pavement and additional reversing manoeuvres over the pavement and into the road - Closing Broadway West off as a location for EV charge points - Making access to public amenities like Millennium Fields, Millennium Bridge, Danesmead Wood and Rowntree Park more difficult - Will come at significant cost to public funds, in a manner not compliant with the Council's LTP policy - Discriminating against multi-occupancy households (indirectly age), part time workers or persons on maternity leave (sex and pregnancy/maternity) and persons of certain faiths (religious).

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Decision Session – Executive Member of Transport**14 February 2022****Update on Micro-mobility Trials****Summary**

1. The decision for York to participate in the Department for Transport's (DfT) e-scooter trials was made on the 8th September 2020 and has been successfully running with the inclusion of e-bikes since. The current trial end date is 31st March 2022.
2. The Department for Transport (DfT) have set out an extension of the current e-scooter trials until the 30th November 2022. The extension of the trial by the DfT allows extra time for the department to gather additional data to inform future national legislation.
3. This paper provides an update and review of the e-scooter and e-bike trials in York so far, and sets out whether to continue with the trial.
4. The recommendations in this report relate to the City of York Council's (CYC) participation in the Department for Transport's micro-mobility trial. The decision relates to continuing with the trial past the existing contract end date.

Recommendations

5. The Executive Member is asked to:
 - i. To continue with the micro-mobility trial, in line with the DfT extension and that the current operator (TIER) will remain the sole provider in York until the end of the trial period

Reason: continuation of the trial in York until the 30th November 2022 in line with the DfT's expectations provides important feedback to the creation of national guidelines. It allows the approx. 6,000

current users making 20,000 trips a month to continue using the sustainable methods of transport to get around the city.

- ii. To approve the generation of a permanent Traffic Regulation Order (TRO) for the scheme as the Experimental Traffic Regulation Order (E-TRO) will expire in March.

Reason: the experimental Traffic Regulation Order that allows E-scooters to the list of permitted vehicles allowed to travel wherever cycles are permitted expires in March and cannot legally be extended.

- iii. Reason: To confirm that e-bikes to use CYC cycle racks with capacity restrictions so that there is plenty of space for other cycles at all times.

Reason: Allowing e-bikes (not e-scooters) to use cycle racks around the city will encourage adoption of cycling by making journey start and end points convenient an accessible to more people. This will also make e-bikes accessible to residents living in York's outer villages such as Haxby & Poppleton where scooter parking has not been easy to identify.

Background

6. The decision for York to participate in the Department for Transport's (DfT) e-scooter trials was made on the 8th September 2020 and has been successfully running with operator TIER with the inclusion of e-bikes since. The current trial end date is 31st March 2022.
7. Since the trials began over 150,000 trips have been taken on the e-scooters an e-bikes by over 25,000 riders. The busiest month in 2021 was October when 2,500 users were riding on a weekly basis. There have only been 10 accidents, resulting in minor injuries only.
8. Every Month CYC report back to the DfT on usage and incidents. The DfT have requested that trial areas including York extend the period from March 2022 to November 2022 so that further data can be collected. The data and feedback provided will then be used by the government to inform national guidance and regulation around e-scooters.
9. As a new form of transport the Experimental – Traffic Regulation Order effectively adds E-scooters to the list of permitted vehicles allowed to travel wherever cycles are permitted. This would lapse in March if not made permanent which is what the Executive Member is asked to approve.

Consultation

10. A wide range of stakeholders are engaged with the micro-mobility trials. Two such examples are the University of York and York Hospital who have been consulted throughout and are supportive of a trial. The University are interested in how the trial can support student travel across campus, into the city centre and reduce car travel, whilst the Hospital are also interested in how e-scooters and e-bikes support patient and staff travel given limited parking.
11. The Experimental Traffic Regulation Order was advertised at the start of the trial and has been in place for 18 months since with no objections.
12. Consultation with other groups including York Sight Loss Council to ensure the service does not adversely impact those with a visual impairment.
13. Consultation with North Yorkshire Police on a regular basis to improve the service and tackle any issues caused by the service.
14. Local land owners such as Sustrans have been consulted throughout to ensure appropriate authority and feedback on use of the E-Scooters and E-bikes is obtained.
15. Monthly updates are given at a stakeholder meeting with parties such as those just listed, in order to inform of new plans, current uptake and actions from their feedback.
16. Internal to the Council, Transport Systems, Transport Policy, Network Management, Street-works Planning and Parking Services teams have been consulted and kept informed of the trial operations.
17. For parking locations on adopted highway, council officers review new proposals and share appropriate spots with the local ward councillors to have input before rolling out.
18. In December 2021 TIER launched 'Citizens Lab'. A website whereby anyone can 'drop a pin' on a map of York with comments such as where they would like more services or where they have noticed problems. This has been advertised on Council social media, TIER campaigns and shared with all ward councillors.

19. For extra provision of e-cycle parking, the York Cycle Campaign will be consulted to help identify suitable parking rack locations and offer advice on setting capacity limits at particular racks.
20. University of York are happy to allow e-bikes at other cycle racks as they have a significant amount of racks on campus which they are happy bikes will be able to access.
21. To date, neither TIER nor the Council have received a single complaint about 'poor bike behaviour' in relation to the e-bikes. Signalling that an increase in bikes would be a smooth transition.

Options

22. **Extend the micro-mobility trial to November 2022 and allow TIER e-bikes to use other cycling parking spots.**
23. If this Option is chosen, the micro-mobility trial would be extended from 31 March 2022 to 30 November 2022. All required statutory process would be put in place such as a DfT Vehicle Special Order (VSO), the current experimental TRO would have to be made permanent and a contract extension with TIER implemented.
24. E-bikes would have their start and end locations extended beyond the E-Scooter locations to other cycling infrastructure. Council & TIER would consult with the Cycle Campaign and other stakeholders on the best locations to use/avoid to manage capacity. Locations would then have to be approved by CYC with limitations on numbers such that there is always provision for other users.
25. The work we do in identifying racks and monitoring demand will highlight the 'easy wins' opportunities to drive forward the agenda for increasing cycling infrastructure.
26. TIER would not initially increase the E-bike fleet but spread out the current fleet. A slow and controlled approach which has been demonstrated to work well previously.
27. E-Scooters would remain tied to TIER parking locations.
28. **Extend the micro-mobility trial to November 2022 but don't allow TIER e-bikes to use other cycling parking spots.**
29. If this option is chosen, everything in Option 1 would be put in place with the exception of the e-bikes. E-bikes would continue to only be parked at

TIER locations and journeys could not start and end at other cycle parking infrastructure.

30. Do not extend the micro-mobility trial to November 2022

31. If this Option is chosen, the DfT will be informed that CYC have chosen not to continue with the trial. TIER will be informed that permission to operate in York would cease at the end of the current trial period.

32. TIERs E-Scooters and E-bikes would be removed from the city and the E-TRO would be allowed to expire with no replacement.

Analysis

33. Extend the micro-mobility trial to November 2022 and allow TIER e-bikes to use other cycling parking spots.

34. Advantages:

- CYC continue to have contributions to national guidance on E-Scooters, supporting York's national profile as a leading City in sustainable travel and getting an important say on regulation that will affect the City in the future.
- The average 20,000 sustainable trips on e-bikes and e-scooters per month could continue.
- Increasing the number of places bikes can park will mean we can expand the service to areas of the City and outer villages where finding e-scooter parking has not been possible.
- The number of conveniently located parking bays is the limiting factor for people accessing the service at present. Making the service more convenient will see an increase in trips, which will in turn allow us to better understand the impact on modal shift.
- This will make active travel more accessible and convenient for thousands of residents. Nice timing with the arrival of Active Travel England offices.

35. Disadvantages:

- Agreeing and managing cycling capacity would take some additional CYC officer time.

36. **Extend the micro-mobility trial to November 2022 but don't allow TIER to use other cycling parking spots.**

37. Advantages:

- CYC continue to have contributions to national guidance on E-Scooters, supporting York's national profile as a leading City in sustainable travel and getting an important say on regulation that will affect the City in the future.
- The average 20,000 sustainable trips on e-bikes and e-scooters per month could continue.

38. Disadvantages:

- Misses the opportunity to facilitate further take up of cycling through more widely accessible e-bikes.

39. Option 3 – Do not extend the micro-mobility trial.

40. The trial would end on 31/03/2022 with e-scooters and e-bikes removed and the contract with TIER ended.

41. Advantages:

- A small amount of CYC officer time saved going forward.

42. Disadvantages:

- The DfT will be disappointed to lose out on further data for a city like York.
- The average 20,000 trips on e-bikes and e-scooters per month being enjoyed by users of the service would no longer be available.

Council Plan

43. The trial contributes to the City of York's Council Plan priorities of getting around sustainably. The council's priority of a cleaner and greener city and the commitment to be carbon neutral by 2030;

Implications

Financial

The trial will continue to be managed within existing resources and TIER has all responsibility for financing the service.

Human Resources (HR)

There are no Human Resources implications.

Equalities

44. An equality impact assessment has been carried out (the link is in the background papers below) and is reviewed at regular intervals when significant changes are made. An example of this includes the introduction of e-scooter parking racks which are planned for 2022.
45. TIER work closely with York Sight Loss Council to ensure the service does not adversely impact those with a visual impairment and has led the way in developing a warning sound when E-scooters are in operation.
46. TIER hosted a 'meet an e-scooter' event for York Sight Loss Council members. The event was a success, well attended by representatives from local disability groups with their friends and family to better understand the technology that supports the safe operations of the e-scooter trial in the city. Other similar events are planned for 2022.

Legal

47. TIER entered into a concessionary arrangement with the Council to deliver the trial under which the Council entrusted the delivery of the e-scooter and e-bike hire service to TIER.
48. TIER have product liability insurance that covers injury and damage as a result of defective scooters and have third-party liability insurance to cover damage and injury to third parties caused by scooters ridden by their customers.

Crime and Disorder

49. On the ground, street rangers monitor vehicles regularly. CYC & TIER work closely with the local police and a unique form allows the police to alert TIER of an instance of disorderly riding, whereby rider accounts can be blocked by TIER.

50. CYC and TIER deal with all reports of disorder received directly by reviewing each case and taking measures such as banning riders when appropriate.
51. To date, there have been 150+ examples of TIER issuing warnings or blocking accounts in response to disorderly riding. This is 0.1% of total trips.

Information Technology (IT)

52. There are no IT implications.

Property

53. There are no Property implications.

Transport

54. A Project Officer from the CYC transport team will continue to oversee the trial, reporting back to the DfT monthly.

Risk Management

55. The trials risks and issues are recorded within CYC and TIER risk registers and managed by the CYC transport team and TIER respectively.

Contact Details

Author:

James Guillatt
Transport Project Manager
Transport Systems Team
01904 55 4039

Chief Officer Responsible for the report:

James Gilchrist
Director of Environment, Transport and
Planning

Report
Approved

Date 03/02/2022

Specialist Implications Officer(s) List information for all
Patrick Looker – Finance Manager

Wards Affected: List wards or tick box to indicate all

All

For further information please contact the author of the report

Background Papers:

All relevant background papers must be listed here.

Annexes

Information on the Government E-Scooter trials for local areas:

<https://www.gov.uk/government/publications/e-scooter-trials-guidance-for-local-areas-and-rental-operators/e-scooter-trials-guidance-for-local-areas-and-rental-operators>

Link to TIER Citizens Lab: <https://tier.citizenlab.co/en/projects/tierinyork>

Information on Vehicle Special Orders: <https://www.vehicle-certification-agency.gov.uk/other-certification/vehicle-special-orders/>

Equality Impact Assessment:

<https://www.york.gov.uk/downloads/file/6156/equalities-impact-assessment-escooters-and-ebikes-march-2021>

List of Abbreviations Used in this Report

DfT – Department for Transport

CYC – City of York Council

E-TRO – Experimental Traffic Regulation Order

TRO – Traffic Regulation Order

VSO – Vehicle Special Order



**Decision Session –
Executive Member for Transport**

14 February 2022

Report of the Director of Transport, Environment and Planning

Consideration of results from the consultation with residents of Mount Vale Drive, Mount Vale Gardens and Towton Avenue

Summary

1. To report the consultation results in response to the proposed 'No Waiting' at any time restrictions for Mount Vale Drive, Mount Vale Gardens and Towton Avenue and to determine what action is appropriate.

Recommendation

2. It is recommended that approval be given to implement as proposed a 'No Waiting' at any time restrictions for Mount Vale Drive, Mount Vale Gardens and Towton Avenue.

Reason: To introduce required restrictions to ensure that waste services vehicles can continue to access Mount Vale Gardens and Towton Avenue safely to undertake their statutory duties. This will also help reduce the risk of damage to the kerb line from vehicle over run.

Background

3. We received a request from the developers of Mount Vale Gardens for additional restrictions to help aid vehicle access, due to concerns about waste services vehicles and other large vehicles having to overrun the kerb to access the area. The Council discussed the issue with the developers and proposed an extension to the 'No Waiting at any time restrictions in the area.
4. We hand delivered consultation information on 26th November 2021 (Annex A) to provide residents with information on the proposal and offer them the opportunity to provide representation on the proposal.

5. **Resident Comments – comments received from 1 residents**

One objection (Annex B) was received to the proposal, as it was felt that the proposed restrictions on the west side of Mount Vale Drive were too excessive and should be reduced. The reasons given was that they were not aware of any vehicles parking in the area near the junction since they had lived at the property. The objector was also concerned that the introduction of 'No Waiting at any time' restrictions would provide a clear run for vehicles and encourage vehicles speeds in excess of 20mph. The Resident also stated that it would be nice to park right outside his own property, although appreciates they have no right to do so.

Officer Comments

The reduction of 'No Waiting at any time' restrictions on the west side of Mount Vale Drive will potential create an issue for vehicles travelling along Mount Vale Drive. The road is only 4.8metres wide, so therefore it would not allow for two vehicles to park on either side and leave width for vehicles to pass. During the construction phase of the development the road has had Temporary measures in place to help facilitate construction traffic to the site this has not lead to any reports of increased vehicle speeds along Mount Vale Drive.

6. **Option 1:** Implement the restrictions as proposed (Recommended Option).

This is the recommended option because it allows for the introduction of the required restrictions to ensure that waste services vehicles can continue to access Mount Vale Gardens and Towton Avenue safely to service the associated properties.

7. **Option 2:** Implement a lesser restriction to reduce the proposed 'No Waiting' at any time restrictions by 35 metre on the west side of Mount Vale Gardens.

This is not the recommended option as it would allow parking on both sides of the road and may lead to obstructive parking and reduce the waste services department from undertaking their required services.

8. **Option 3:** No Further Action

This is not the recommended option because this will not protect the access to the new junction and potentially lead to a long term maintenance issue for highways team.

Consultation

9. The consultation documentation is reproduced within this report as Annex A.

Council Plan

10. The Council Plan has Eight Key Outcomes:
 - Well-paid jobs and an inclusive economy
 - A greener and cleaner city
 - Getting around sustainably
 - Good health and wellbeing
 - Safe communities and culture for all
 - Creating homes and world-class infrastructure
 - A better start for children and young people
 - An open and effective council

The recommended proposal contributes to the Council being open and effective as it responds to the request of the residents to solve the problems they are experiencing.

Implications

11. This report has the following implications:

Financial – The cost of implementation will be covered by the developers.

Human Resources – If implemented, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their workload.

Equalities – None identified within the consultation process.

Legal – The proposals require amendments to the York Parking, Stopping and Waiting Traffic Regulation Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply

Crime and Disorder – None

Information Technology – None

Land – None

Other – None

Risk Management - There is an acceptable level of risk associated with the recommended option.

Contact Details

Author:

Darren Hobson
Traffic Management Team
Leader
Transport
Tel: (01904) 551367

Chief Officer Responsible for the report:

James Gilchrist
Director for Transport, Highways and
Environment

Date: 03/02/2022

Wards Affected: Micklegate

For further information please contact the author of the report.

Annexes:

Annex A: Consultation documentation

Annex B: Objection



Place Based Services

West Offices
Station Rise
York
YO1 6GA

Contact: Darren Hobson
Tel: 01904 551367
Email: darren.hobson@york.gov.uk
Ref: ADB/DH/515

Date: 26th November 2021

The occupiers of:
2 Moorgarth Avenue;
8, 10, 12, 14, 16, 18, 20 & 22
Mount Vale Drive;
1 Mount Vale Gardens;
1 & 2 The Poplars;
1, 2, 3 & 4 Towton Avenue;
York

Dear Occupier

Proposed Waiting Restrictions – Mount Vale Drive, Mount Vale Gardens & Towton Avenue, York

It is proposed to introduce 'No Waiting at any time' restrictions in Mount Vale Drive, Mount Vale Gardens & Towton Avenue, York to the extent described in paragraph 1 of the 'Notice of Proposals' (Notice) and as set out in the plan. This is to maintain safety at a location being adversely affected by indiscriminate/obstructive parking. Should you require any further information in regard to this item then please contact the project manager, Darren Hobson, telephone (01904) 551367, email darren.hobson@york.gov.uk.

I do hope you are able to support the proposals but should you wish to object then please write, giving your grounds for objection, to the Director of Economy and Place at the address shown on the Notice of Proposals, to arrive no later than the date specified in the Notice.

Yours faithfully

Darren Hobson
Traffic Management Team Leader
Network Management

Enc. Documentation

Cc – Cllr Jonny Crawshaw, Cllr Rosie Baker & Cllr Peter Kilbane

Page 38
CITY OF YORK COUNCIL
NOTICE OF PROPOSALS
THE YORK PARKING, STOPPING AND WAITING (AMENDMENT) (NO 14/51)
TRAFFIC ORDER 2020

Notice is hereby given that City of York Council, in exercise of powers under Sections 1, 2, 4, 32, 35, 45, 46, 53 and Schedule 9 of the Road Traffic Regulation Act, 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act, proposes to make an Order which will have the effect of:

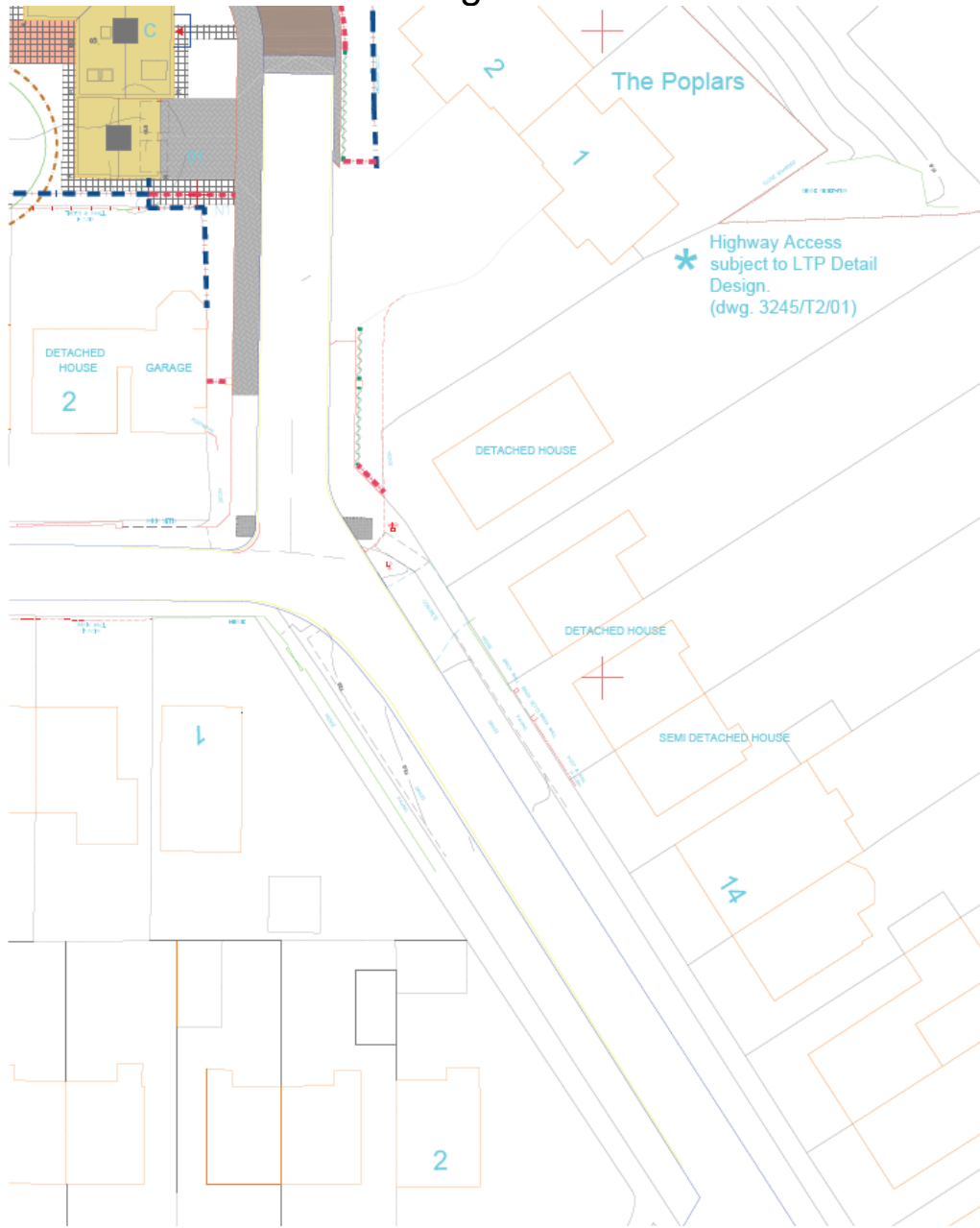
1. Introducing 'No Waiting at any time' restrictions in York, as follows:
 - (a) Mount Vale Drive, on its:
 - (i) east side, from the projected northern kerbline of Towton Avenue to a point 12 metres south east of the said line,
 - (ii) west side, from the projected southern kerbline of Towton Avenue to a point 50 metres south east of the said line,
 - (b) Mount Vale Gardens, on both sides, between the projected northern kerbline of Towton Avenue and a point 36 metres north of the said line,
 - (c) Towton Avenue, on both sides, from the projected centreline of Mount Vale Garden to a point 14 metres west of the said line.

2. Introducing 'No Waiting at any time' restrictions in Clifton Without, as follows:
 - (a) Kettlestring Lane, on its south east side, between points 97 metres (terminal point of existing 'No Waiting at any time' restrictions) and 121 metres east from the projected centreline of Audax Road.
 - (b) Seafire Close, on its:
 - (i) east side, between a point 15 metres north from the northern access point to No. 2 Seafire Close and point 10 metres south from the southern access point to No. 2 Seafire Close,
 - (ii) west side, between a point 27 metres north from the northern access point to No. 9 Seafire Close and point 12 metres south from the southern access point to No. 9 Seafire Close,

A copy of the draft Order, Statement of Reasons for making it and relevant maps can be inspected at the Reception, West Offices, Station Rise, York, during normal business hours. Objections or other representations specifying reasons for the objection or representation should be sent to me in writing to arrive no later than 17th December 2021.

26th November 2021

Director of Economy & Place
Network Management, West Offices, Station Rise, York, YO1 6GA
Email: highway.regulation@york.gov.uk



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City of York Council
[REDACTED]

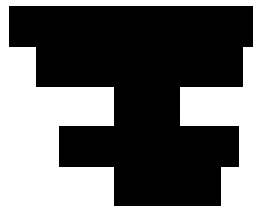
Traffic Management Team Leader

Network Management

Your ref. ADB/DH/515

15th December

2021



Dear [REDACTED]

Objection to the Proposed Waiting Restrictions – Mount Vale Drive, Mount Vale Gardens and Towton Avenue York

I am the owner/occupier of [REDACTED], which is situated [REDACTED]. I object to the extent of the no waiting restriction along Mount Vale Drive, on it's west side item 1 (a) ii

The reasons for this objection are as follows:

- 1. I have lived at [REDACTED] since 1989 and there has to my knowledge never been any breach of The Highways Act as regards parking of vehicles.*
- 2. The "T" junction formed by the above roads has existed for many years with the speed limit until recently being 30 mph, which was reduced to 20mph.*
- 3. The formation of Mount Vale Gardens has resulted in there being one less property number 24 and with the increase in width of this highway, less parking spaces and less vehicles which in turns means better visibility.*
- 4. The Highways Act makes it unlawful to park a vehicle within 9 metres of a junction or to cause an obstruction. The same guidance applies on roads where the speed limit is 60 mph regardless as to whether there are waiting restrictions or not.*
- 5. The introduction of no waiting at any time will result in traffic having a clear run and some do go in excess of 20mphs, also given that the Council's Officer, [REDACTED] has explained that the provision of an additional dropped kerbs negates the need a ramp on Mount Vale Gardens (which I fail to see any logic in that explanation) as shown by developer's own highways consultant, on the plans submitted, and granted planning permission.*
- 6. I understand that I do not have a right to park outside my own property But it would be nice.*

It is for the above reasons that I would like the waiting restriction along Mount Vale Drive, on it,s west side, item 1 (a) ii reduced by 35metres.

If there is an appeals process to the Council's decision please advise.

Yours Sincerely





Decision Session – Executive Member for Transport

14 February 2022

Report of the Director of Transport, Environment and Planning

Pedestrian Controlled Traffic Signal Crossings

Summary

1. City of York Council has undertaken a review of its approach in relation to the use of near side or far side pedestrian signal assets. The Council has indicated through a position paper (Annex A) that it has a preference towards the installation of near side signals.
2. The final decision on the type of technology used in an installation will lie with the Principal Designer of that scheme, as per the Construction Design and Management Regulations 2015.

Recommendations

3. The Executive Member is asked to:
 - 1) Note to content of this report and the attached Annex

Background

4. Officers have prepared a Position Paper (Annex A) to indicate the Authority's preference with regards to the type of pedestrian indicator technology (red / green men) used at pedestrian crossings.
5. This paper does not cover issues such as deciding when a pedestrian crossing should be installed in the first place, or whether a crossing should be a 'zebra' or a fully signalised solution.
6. The Traffic Signs Regulations and General Directions 2016 prescribes the conditions for design of traffic signals. The directives noted include the option of two types of pedestrian signal crossings that are:
 - **Far Sided:** Traditionally associated with 'Pelican' crossings. The crossing indicator for pedestrians is located on the opposite side of the road from the pedestrian waiting to cross. It is mounted on a traffic signal pole at

approximately 2.4m to the base of the unit and shows red / green man in 200mm diameter signals. These crossings run on defined phase lengths for each stage of movement. This type of crossing layout has been gradually phased out by City of York Council in favour of the alternative near sided solution.

- **Near Sided:** Utilised in 'Puffin' type crossings. The crossing indicator for pedestrians is incorporated into the pushbutton unit on the same side of the road as the pedestrian waiting to cross. These units are mounted at 1.2m to the base of the unit. High level repeater signals are sometimes installed at 1.7m clearance to the base of the unit to ensure the signals can be viewed even when a pedestrian is stood in front of the lower units. On-crossing detectors identify pedestrians in the crossing area and extend or cancel the clearance period. City of York does not use kerbside detectors to cancel pedestrian demand when pedestrians activate the pushbutton then move on.

7. Far-sided crossings were used exclusively until the 1990s when the Department for Transport (DfT) introduced the near sided Puffin crossing. Puffin crossings were formally allowed to be installed at mid-block crossing under The Zebra, Pelican and Puffin Pedestrian Crossing Regulations in 1997 and at junctions in 2002 under the updated Traffic Sign Regulations and General Directions. Following this a number of subsequent guidelines and best practice for the design and installation of puffin crossings followed and culminated in March 2005 in the DfT Traffic Advisory Leaflet 05/05 – Pedestrian Facilities at Signal Controlled Junctions. This stated:

“In general terms, it is anticipated that nearside signalling will become the standard form but there may be situations where farside signalling may be necessary.”

8. In 2014 Transport for London stopped installing Puffins in favour of far sided indicators. This has led to a wider discussion on the benefits of the differing types of crossing. In 2019 the Traffic Signs Manual Chapter 6 Traffic Control left the choice of which type to use to the Local Highway Authority. It stated:

“Both nearside and farside crossing facilities are prescribed in the Regulations. It is for the local authority to consider which type of crossing to provide, both in individual circumstances and as an area-wide policy. Consistency and safety are key factors in these decisions. Authorities should consider adopting a policy setting out which types of crossing are to be provided in what circumstances, and why. It is important that local policy is applied consistently so that road users are clear what is expected of them.”

9. City of York Council commissioned a safety analysis on the use of near sided vs far sided signals which was unable to find any statistically significant outcome.

Consultation

10. In July 2020, Our Big Conversation held a consultation on the topic with the following question;

For pedestrian crossings, where do you think the crossing signs (green/red person) should be?

The results of this survey showed a preference for Far side with 47% of respondents choosing this option.

Each individual scheme is also subject to its own consultation process where opinions are sought and evaluated.

Options

11. No options are presented for a decision.

Analysis

12. The Construction Design and Management Regulations 2015 place defined responsibilities on organisations and individuals involved in the design and construction of various projects. Installation of traffic signals and the associated civil construction elements are subject to these regulations.
13. Every traffic signal scheme is therefore assigned a 'Principal Designer', as per the regulations. Design decisions relating to safety are ultimately made by the Principal Designer and this includes the choice of technology to use for pedestrian crossings.
14. The Principal Designer will refer to relevant guidance, legislation and other sources of information when making these decisions.
15. Through the attached position paper (Annex A), City of York Council is presenting a preference on the type of technology used, however the final decision on any given scheme will remain with the Principal Designer, as per the regulations.
16. Furthermore, each scheme is normally subject to a formal Road Safety Audit process where the scheme designs are evaluated by independent third party professionals
17. The TSAR (Traffic Signal Asset Renewal) Programme exists as a mechanism to replace life expired traffic signal assets within the city. Since the start of the programme in 2015, the council has replaced over 45 sites out of the 125 sets of traffic signals in York.

18. This programme has replaced a significant backlog of life expired and failing infrastructure. As part of the programme, Puffin crossings have been used to replace far sided signals, this meaning that approximately 75% of all sites within York are now near sided signals with the expectation to reach close to 100% conversion from far side by 2026.

Council Plan

19. This report supports the 'An open and effective council' objective by demonstrating transparency in a sensitive area of activity.
20. Ensuring traffic signal installations are safe and comply with relevant legislation is also in support of the 'Safe communities and culture for all' objective.

Implications

- **Financial**
Financial implications relating to communications cost.
- **Human Resources (HR)**
There are no HR implications
- **Equalities**
There are no Equalities implications
- **Legal**
There are no Legal implications
- **Crime and Disorder**
There are no Crime and Disorder implications
- **Information Technology (IT)**
There are no IT implications
- **Property**
There are no Property implications
- **Other**
NA

Risk Management

22. Individual highway construction schemes are subject to risk management in line with the corporate risk management strategy. Project Managers maintain and manage a risk register for items relevant to those specific projects.

Contact Details

Author:

Christian Wood
Smart Transport Programme
Manager
Transport
01904 551 652

Connor Malone
Project Assurance Officer
Transport

Chief Officer Responsible for the report:

James Gilchrist
Director for Transport, Environment and
Planning

Report **Date** 02/02/2022
Approved

Wards Affected: List wards or tick box to indicate all

All

For further information please contact the author of the report

Background Papers:

None

Annexes

Annex A - Position Paper Pedestrian Signal Crossings

List of Abbreviations Used in this Report

DFT – Department of Transport

TSAR – Traffic Signal Asset Renewal (Programme)

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Position Paper

On the matter of;

Pedestrian Controlled Signal Crossings

Author:	Connor Malone
Date:	13/01/2022
Version:	V1.1

Background

Traffic signal control at junctions and mid-block facilities provide safe pedestrian crossings of the carriageway. They allow pedestrians, via use of a push button unit, the ability to stop traffic and cross reliably and safely. The Traffic Signs Regulations and General Directions 2016 prescribes the conditions for design of traffic signals. The directives noted include the option of two types of pedestrian signal crossings that are:

Far Sided: Traditionally associated with Pelican crossings.

The crossing indicator for pedestrians is located on the opposite side of the road from the pedestrian waiting to cross. It is mounted on a traffic signal pole at approximately 2.4m to the base of the unit and shows red / green man in 200mm diameter signals. Far sided signals are set to timed phases that must be followed before a movement to another phase, it is not variable. This type of crossing layout has been gradually phased out by City of York Council in favour of the alternative near sided.

- **Near Sided:** Utilised by the council in Puffin type crossings. The crossing indicator for pedestrians is incorporated into the pushbutton unit on the same side of the road as the pedestrian waiting to cross. These units are mounted at 1.2m to the base of the unit. High level repeater signals are installed at 1.7m clearance to the base of the unit to allow ease of viewing as at some sites the lower unit may be obscured. On-crossing detectors identify pedestrians in the crossing area and extend or cancel the clearance period. City of York does not use kerbside detectors to cancel pedestrian demand when pedestrians activate the pushbutton then move on.



Position

Position on the matter of pedestrian crossing signal types, namely, far side or near sided preference.

The Council indicates its preference towards the installation of Near Sided signals within any schemes that identify the need for a signalised pedestrian crossing.

The following list is not exhaustive but encompasses the predominant reasons for this stance;

- I. It is the opinion of the Council that installing one type of pedestrian crossing technology across all of our signal controlled estate helps to ensure pedestrians have an understanding of what to expect at crossings. Blended use can cause confusion as to where a pedestrian is required to look. Uniformity of assets allows for the Road Safety team to have an established message to deliver in their community work.
- II. Near sided signals installations provide an unambiguous indication to pedestrian and drivers. They also ensure that the pedestrian is looking towards the direction of oncoming traffic. Ambiguity has existed with far sided signals for a number of years as the flashing indicator can cause confusion.
- III. Near sided signals give pedestrians who have sight impairments generally a better opportunity to see the crossing indicator. York install high level repeaters that ensure more pedestrians are able to see the crossing indicators in busier locations.
- IV. Use of on-crossing detection assists with pedestrian safety, though variable clearance periods. If there are slow moving or large groups of pedestrians the clearance period is extended. If pedestrians have already crossed then the clearance period is cancelled and traffic can proceed thus improving efficiency of the transport network.
- V. The significant majority of sites with York are currently near sided – approximately 75%. To change from near sided signals to far sided signals it would take a minimum of 15 years at the current rate of replacement.



**Decision Session – Executive Member for
Transport****14 February 2022**

Report of the Director of Environment, Transport and Planning

Active Travel Programme – Project Scopes**Summary**

1. The Active Travel Programme consists of 24 individual projects focussed on improvements to pedestrian and cycling provision in the city, as part of the Council's wider commitment to enhancing sustainable travel in the city and addressing the climate emergency. A copy of the current programme summary is attached as Annex 1. Significant progress has been made on the Tadcaster Road scheme and the Navigation Road scheme has been implemented.
2. The Government has recently announced the creation of a new body, Active Travel England, to oversee the implementation of walking and cycling schemes across the country. This is extremely positive news, especially considering the fact that this body will be located in York, bringing employment and skills in sustainable transport projects to the city.
3. City of York Council takes this opportunity seriously and has put measures in place to accelerate the delivery of the Active Travel Programme. This is an exciting time for the city and we look forward to working closely with Active Travel England to achieve local and national objectives around the promotion of walking and cycling. This report supports that aim by providing further clarity on the Council's own Active Travel Programme.
4. Many projects in the programme originates from a bid to the government for 'Active Travel Fund' support. This bid was successful and the submitted bid is attached as background document 1.
5. Throughout 2020 and 2021, as part of the Government's Emergency Active Travel Fund (EATF) the council implemented a range of

temporary measures to support active travel throughout the pandemic. The work identified in this report will build on this by developing and introducing new, permanent infrastructure that will enable more convenient and safer walking and cycling across the city of York.

6. Other projects in the programme originates from a Budget allocation for walking and cycling in July 2019 allocated through a Director Decision and accompanying annex approved in May 2020. This report and annex are attached as background documents 2 and 3.
7. Officers started work on these projects and undertook activities to pursue delivery alongside work on priority projects arising from the pandemic.
8. In order to deliver the programme effectively, it is important that there is a shared understanding of the objectives for each of the active travel programme.
9. This report seeks a decision to approve the proposed project outlines, such that officers can proceed with confidence, reducing abortive work and supporting a more expeditious delivery of schemes.
10. A decision is also sought to approve procurement approaches for individual projects.
11. A decision is also sought to prioritise projects on the programme, including overall programme budget prioritisation.
12. This report does not replace further public decision sessions on individual scheme design at the relevant stages, where appropriate.

Recommendations

13. The Executive Member is asked to:

- 1) Approve the proposed project outlines attached as annexes to this report.

Reason: To enable officers to progress projects effectively within the Active Travel Programme.

- 2) Delegate to the Director of Environment, Transport and Planning in consultation with Director of Governance and Chief Finance Officer

the procurement of design resource for the 'A19 Cycle Scheme' and the A1237 section over the River Ouse' scheme.

Reason: To support progress of the identified projects.

- 3) Confirm and approve the proposed prioritisation of projects within the programme.

Reason: To support the creation of more accurate programme timescales and allow more effective assignment of resource.

- 4) Confirm and approve the budget allocation follows the above prioritisation in recommendation 3. This approach being one that assigns funding to projects as and when the necessary feasibility information becomes available, rather than waiting for information on all projects within the programme.

Reason: To ensure an appropriate balance is reached between obtaining value for money and the expeditious delivery of schemes.

Consultation

14. All schemes which impact on residents and businesses will be subject to public consultation prior to progressing the scheme. This consultation on individual schemes within the programme will happen, when sufficient information is available and in any case, prior to a decision being made to proceed to construction.
15. Officers have supported the Executive Member in meeting ward Councillors to discuss the scope of some project outlines attached to this report in order to refine the parameters for design options.

Options

16. Option A (Recommended) – To approve the presented project scope outlines attached to this report. Refer to section 24 of this report.
17. Option B – Do not approve the presented project scope outlines. Alter or adjust the scope of works for one or more projects. Refer to section 28 of this report.

18. Option C (Recommended) – To approve the proposed procurement approach described within section 31 of this report.
19. Option D – Do not approve the proposed procurement approach. Refer to section 38 of this report.
20. Option E (Recommended) – To approve the proposed project prioritisation list described in section 40 of this report.
21. Option F – Do not approve the proposed project prioritisation list. Refer to section 50 of this report.
22. Option G (Recommended) – To approve the proposed programme budget prioritisation approach described in section 54 of this report.
23. Option H – Do not approve the proposed programme budget prioritisation approach. Refer to section 60 of this report.

Analysis

Project Scope Outlines (Option A - Recommended)

24. Attached as annexes to this report are 'Project Outline' documents for 18 projects on the programme. These documents highlight key elements for each scheme, including the currently proposed scope of works.
25. These scopes were created by officers and have been refined taking account Council Plan objectives, existing strategies and local knowledge.
26. The project outlines attached to this report reflect the current understanding of officers as to what is expected for any given scheme. Some projects have progressed further than others along the lines defined in these documents.
27. It is recommended to approve the project outlines (Option A) attached to this report, such that officers can proceed. This will also allow certain procurements to progress, as per Option C.

Project Scope Outlines (Option B – Not Recommended)

28. A decision to not approve the presented project outlines, or to adjust the scope of works for any given project, will potentially have an impact upon

delivery.

29. Depending on the proposed alterations, projects could be affected in terms of timescales, costs, quality, risk, or other factors. These effects would likely vary significantly depending on the projects that are to be altered.
30. Should a change of scope be proposed, officers will work to understand the impacts that these changes would cause, and would come back to a future decision session with a revised project outline.

Project Support Procurement Approach (Option C - Recommended)

31. Included in the project outline documents is a short section laying out the proposed approach to procuring design resource for each project (where relevant)
32. 11 Projects have a contract in place for design resource, or use in house design resource, and no decision is required. The procurement approach for each project is outlined within the relevant project outline document, attached as annexes to this report.
33. 5 projects do not yet have design resource in place and advice from procurement is that a tender process needs to be followed to obtain the required resource. This process will start when the project outlines are approved (Option A), such that we can give clarity to the tenderers on what they are expected to deliver. The procurement approach for each project is outlined within the relevant project outline document, attached as annexes to this report.
34. 2 projects have a provider lined up via a framework agreement and a quotation has been received. A decision is required to proceed with the award of preliminary design services. The procurement approach for each project is outlined within the relevant project outline document, attached as annexes to this report.
35. A quotation for preliminary design services has been received for the 'A19 Cycle Scheme' and the 'A1237 section over the River Ouse' scheme. The quoted costs are £69,125 and £18,267 respectively.
36. Following the preliminary design work, further detailed design work would be required if the scheme were progressed to construction. Cost estimates for this stage are dependant upon the outcome of the

preliminary design stage.

37. It is recommended (Option C) to make a decision to proceed to award this work. Note that this can only occur if the proposed project outlines are also approved (Option A) to ensure we are commissioning the correct work.

Project Support Procurement Approach (Option D – Not Recommended)

38. An alternative approach would be to instead include these 2 schemes into the tender process described in para 33. This approach would potentially result in reduced costs, but would increase timescales significantly and is therefore not recommended.
39. Should a decision be made to explore another procurement route, then this approach would be evaluated by officers with a further decision coming back to a future decision session to agree on how to proceed. This would have timescale implications.

Project Prioritisation (Option E - Recommended)

40. Many projects within the programme require input from some of the same professional resources. Some of these resources have limited capacity, and it is therefore necessary to prioritise the projects within the programme.
41. Prioritising the projects will enable Project Managers to produce more reliable project plan timescales.
42. The programme timescales shown in Annex A will be revised following the outcomes of the decisions presented within this report.
43. There are effectively 3 'teams' of available resource working on the programme. The following lists provide an indication of the priority schemes for each team.
44. This list does not mean that officers will wait to complete each scheme before starting on the next. When all possible actions have been completed at any given point in time, the resource will move onto the next prioritised scheme until further actions become due on the higher priority schemes again. Based on resulting design work and consultation, the list can be revised in the future to ensure the right

priorities continue to be worked on.

45. Analysis of deliverability and engagement with the Executive Member has resulted in prioritisation of resources as per the lists in the following paragraphs. A decision is sought to approve these proposed prioritisations.
46. The University Road Minor Pedestrian Works scheme is not shown on this priority list, however it is a safety related scheme and shall therefore be progressed with a priority commensurate with this aim.
47. Team 1 Project List:
 - Very High Priority - A19 Cycle Scheme
 - Very High Priority - A1237 section over the River Ouse
48. Team 2 Project List:
 - Very High Priority - St Georges Field Crossing
 - Very High Priority - City Centre Bridges
 - Very High Priority - People Streets
 - Very High Priority - Hospital Fields Road Cycle Improvements
 - High Priority - Tang Hall Lane / Foss Islands Path Access
 - High Priority - Manor Lane / Shipton Road Improvements
 - High Priority - Orbital Cycle Route – Lawrence / James / Regent St
 - High Priority - Skeldergate – Cycle Improvements at Buildout
 - High Priority - Rougier St / Tanners Moat Gap
 - Medium: Nunthorpe Grove / Southlands Road Improvements
 - Medium: Nunnery Lane / Victor St – Puffin to Toucan
 - Medium: Chocolate Works Riverside Path Improvements (S106 funded)
49. Team 3 Project List:
 - Very High Priority - Fishergate Gyrotory Cycle Scheme
 - Very High Priority - Wheldrake / Heslington Path
 - Very High Priority - Acomb Road Cycle Scheme
 - High Priority - City Centre North South Cycle Route
 - High Priority - Fulford Road / Frederick House Scheme (S106 funded)
 - High Priority - University East West Campus Link

Project Prioritisation (Option F – Not Recommended)

50. Deciding to not approve the proposed project prioritisation list will mean that teams will continue to work on projects based on those tasks that most immediately present themselves at any given time.

51. This approach makes it very hard to present realistic timescales and project monitoring information, meaning presented timescales will continue to be at a very high level with limited levels of certainty.
52. A decision can be made to change priorities within any given team without significant impact, however an attempt to change priorities by moving projects between teams is more complex due to contractual arrangements.
53. Should a decision be made to move projects between lists, officers will consider the implications and present a further report for a decision.

Programme Budget Prioritisation (Option G - Recommended)

54. Cost estimates for individual projects are refined at progressive stages throughout scheme development. Initial cost estimates are produced at the feasibility stage and then refined during the detailed design process.
55. Because feasibility and detailed design work has not yet been completed for a number of projects on the programme, it is not yet possible to give a significant degree of certainty as to how much it will ultimately cost to implement the entire programme.
56. It is however assumed that the current funding assignment is not likely to be sufficient to take every scheme on the programme through to construction. This presents the need to plan how decisions will be made with respect to approving individual schemes.
57. It is proposed to make decisions on individual schemes as and when the information becomes available, without waiting for cost estimates for all other projects on the programme.
58. This would result in the most timely delivery of schemes, with the downside of this approach being that it is likely that the budget will be fully spent before some projects are considered at a decision session.
59. Should further funding become available in the future, this approach can be reconsidered.

Programme Budget Prioritisation (Option H – Not Recommended)

60. An alternative approach would be to wait for all schemes on the programme to reach the end of feasibility (when initial cost estimates will

be available) before making a decision on individual schemes.

61. This would potentially allow each project to be compared against each other, thus ensuring that funding is spent on those schemes that have the best cost-benefit.
62. This approach is not recommended however as it would mean that all projects would proceed at the pace of the slowest project, introducing significant further delays to delivery.
63. Should the decision be to take an approach other than those presented within this report, officers will evaluate the implications of the decision and report back to a future session.

Council Plan

64. Delivery of the Active Travel Programme supports the following Council Plan key priorities:
 - getting around sustainably
 - a greener and cleaner city
 - safe communities and culture for all
 - good health and wellbeing

Implications

65.

- **Financial**
The proposed Active Travel programme is funded from a combination of grant funding and council resources allocated through the capital programme. Once final costs for individual schemes are known the programme of schemes will need to be prioritised, in line with the approach outlined in the report, to fit within both the total budget available and to ensure the terms of any grant funding are met.
- **Human Resources (HR)**
There are no HR implications.
- **Equalities**
Each individual project is subject to its own equalities impact assessment, based on the specifics of the scheme.

- **Legal**
Some schemes on the programme have legal implications. These will be addressed as part of the individual projects processes.
- **Crime and Disorder**
There are no Crime and Disorder implications.
- **Information Technology (IT)**
There are no IT implications.
- **Property**
Some scheme on the programme have property implications, including considerations of land ownership and potential land purchase. These considerations will be considered as part of the individual projects processes.
- **Other**
All other relevant considerations with regards to specific projects will be dealt with individually.

Risk Management

66. Each project on the programme has its own risks associated with it, and these will be managed separately in line with the relevant processes.

Project Managers will maintain risk registers for each project and follow the corporate risk management strategy, as appropriate.

Contact Details

Author:

Christian Wood
Smart Transport Programme
Manager
Transport
01904 551 652

Chief Officer Responsible for the report:

James Gilchrist
Director of Environment, Transport and
Planning

Report **Date** 19/01/2022
Approved

Specialist Implications Officer(s) List information for all

Financial:
Patrick Looker
Finance Manager

Wards Affected:

All Y

For further information please contact the author of the report

Background Papers:

BD1 - EATF T2 Application Submitted Copy
BD2 - Cycling & Walking Prioritisation Report Director DS 070520
BD3 - Cycling & Walking Prioritisation Report Annex A Director DS 070520

Annexes

- 1 - Active Travel Programme Summary
- 2- Project Outline – A19 Cycle Scheme
- 3 - Project Outline – Acomb Road Cycle Scheme
- 4 - Project Outline – University EW Campus Link
- 5 - Project Outline – People Streets
- 6 - Project Outline – A1237 section over the River Ouse
- 7 - Project Outline – City Centre North South Cycle Route
- 8 - Project Outline – City Centre Bridges

- 9 - Project Outline – University Road Minor Pedestrian Works
- 10 - Project Outline – Hospital Fields Road Cycle Improvement
- 11 - Project Outline – Tang Hall Lane / Foss Islands Path Access
- 12 - Project Outline – Manor Lane / Shipton Road Improvements
- 13 - Project Outline – Orbital Cycle Route – Lawrence / James / Regent St
- 14 - Project Outline – Wheldrake Heslington Path
- 15 - Project Outline – Fishergate Gyratory Ped and Cycle Scheme
- 16 - Project Outline – Fulford Road / Frederick House
- 17 - Project Outline – St Georges Field Crossing
- 18 - Project Outline – Rougier St / Tanners Moat Gap
- 19 - Project Outline – Skeldergate – Cycle Improvements at Buildout

List of Abbreviations Used in this Report

ATF – Active Travel Fund
EATF – Emergency Active Travel Fund
DfT – Department for Transport
ATP – Active Travel Programme
CYC – City of York Council

Status of Active Travel Programme Schemes		Dates reflect when the activity is complete							Fin year 21/22
									Fin year 22/23
									Fin year 23/24
									LTP
Project	Notional Funding Assignment (E000)	Brief	Preliminary Design and Feasibility	Consultation	Decision	Detailed Design and Commissioning	Construction	Completion	
Navigation Road Cycle Route	20	Provision of One Way Plug on Navigation Rd to reduce traffic and improve cycle route. Link with Local Safety Scheme on Foss Islands Rd	Complete	Complete	Complete	Complete	Complete	Fin year 21/22	
A1237 section over the river Ouse	120	Provision of segregated Cycle Route on A1237 between Great North Way and A19.	Mar-22	Apr-22	May-22	TBC	Sep-22	Fin year 22/23	
Tadcaster Road (Transforming Cities Fund)	1400	Provision of on road and off road cycle routes from Sim Balk Lane to the Mount to link in with Highway Maintenance Scheme	Complete	Complete	Complete	TBC	TBC	Fin year 22/23	
A19	305								
A19 Rawcliffe to Rawcliffe lane		Provision of improved cycle facilities/lanes. Complexity of delivery may mean a two phase approach (reflected in the construction milestones)	Mar-22	May-22	Jul-22	TBC	Jan-23	Fin year 22/23	
A19 Clifton Green to Rawcliffe lane		Provision of improved cycle facilities/lanes	Mar-22	May-22	Jul-22	TBC	Jan-23	Fin year 22/23	
A19 Bootham Bar-Clifton Green Cycle Route		Provision of improved cycle facilities/lanes on Bootham	Mar-22	May-22	Jul-22	TBC	Jan-23	Fin year 22/23	
Wheldrake Heslington path	250	Provision of cycle route between Wheldrake and Heslington	Apr-22	Jun-22	Jul-22	Jan-23	Nov-23	Fin year 22/23	
City Centre North-South Cycle Route		Improved signing High Petergate, Minster Yard, Deangate, Goodramgate, Aldwark, Hungate, Navigation Road and Walmgate	Mar-22	May-22	Jun-22	Aug-22	Oct-22	Fin year 22/23	
St Georges Field Crossing	100	Signalised Toucan Crossing of Tower Street near St Georges Field Car Park entrance to link with Castle Gateway bridge	Mar-22	Apr-22	Jul-22	Jan-22	Jan-23	Fin year 22/23	
Acomb Road	200	Provision of Cycle lanes on Acomb Rd/York Rd Acomb	TBC	TBC	TBC	TBC	TBC	Fin year 22/23	
People Streets	80	Measures to improve environment for Cyclists/pedestrians on Ostman Rd near Carr Junior/Infant schools	TBC	TBC	Apr-22	Jul-22	Jan-23	Fin year 22/23	
City centre bridges		Review and campaigns for improving behaviours on bridges (inc. close passing)	Mar-22	May-22	Jun-22	Aug-22	Oct-22	Fin year 22/23	
City Centre Cycle Parking Improvements (subject to successful bid)	150	Upgrade of existing cycle parking facilities, introduce provision for adapted cycles and look at City centre lockers/secure storage	Jul-22	Sep-22	Oct-22	Dec-22	Feb-23	Fin year 22/23	
City Centre Access Improvements (subject to successful bid)	250	Improvements to the routes from car parks for people with mobility issues and visually impaired	Jul-22	Sep-22	Oct-22	Dec-22	Feb-23	Fin year 22/23	
People Streets (subject to successful bid)	200	Improve walking and cycling routes in the vicinity of 2 schools (Clifton Green primary and Badger Hill Primary)	Aug-22	Oct-22	Nov-22	Jan-23	Mar-23	Fin year 22/23	
Business and Retail Park Active Travel Package (subject to successful bid)	250	Improve travel links around Clifton Moor and Monks Cross	Aug-22	Oct-22	Nov-22	Jan-23	Mar-23	Fin year 22/23	

Continues on next page

LTP Schemes									
University Road Minor Pedestrian Works	30	As part of the Capital Programme 'Pedestrian Minor Schemes' project, an issue with the footpath on University road, caused by tree roots, will be addressed.	Mar-22	May-22	Jun-22	Aug-22	Oct-22	Fin year 22/23	
Rougier St / Tanners Moat Cycle Gap	600	Improvements for cycling/ped amenity and to prevent non-cycle vehicle use	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23	
Fishergate Gyratory Ped and Cycle Scheme		Improvements to make the gyratory less intimidating for cyclists	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23	
Hospital Fields Road Cycle Improvements		Segregated cycle facility between off-road path and Fulford Road junction	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23	
Skeldergate - Cycle Improvements at Build-outs		Improvements for cyclists at build outs	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23	
Fulford Road - Frederick House Improvements		General cycling improvements	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23	
Tang Hall Lane / Foss Islands Path Access		Improve access onto Foss Islands Path near humpback bridge	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23	
Nunthorpe Grove / Southlands Rd Improvements		At Mandate Stage	Jun-22	Jul-22	Aug-22	Dec-22	Mar-23	Fin year 22/23	
Nunnery Lane / Victor St - Puffin to Toucan		At Mandate Stage	Sep-22	Oct-22	Nov-22	Mar-23	Jun-23	Fin year 23/24	
Manor Lane / Shipton Road Improvements		Safety improvements for cyclists at the junction	Sep-22	Oct-22	Nov-22	Mar-23	Jun-23	Fin year 23/24	
Terry's - Riverside Path Ramp Improvements		Make path wider and easier to use	Sep-22	Oct-22	Nov-22	Mar-23	Jun-23	Fin year 23/24	
University East-West Campus Link		Improved cycle links between East and West University campuses	Jun-22	Jul-22	Aug-22	TBC	TBC	LTP	
City Centre North-South Cycle Route		Improved route along High Petergate, Minster Yard, Deangate, Goodramgate, Aldwark, Hungate, Navigation Road and	Jun-22	Jul-22	Aug-22	TBC	TBC	LTP	
Orbital Cycle Route - Lawrence/ James/Regent St Crossing Improvements		Cycling amenity improvements at James St / Lawrence St / Regent St	Jun-22	Jul-22	Aug-22	TBC	TBC	LTP	

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Project Outline

Project Name	A19 Cycle Scheme		
Project Manager	Shoaib Mahmood	Date	17/01/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

This project derives its mandate from a bid to the government for 'Active Travel Fund' support. The relevant text contained within the bid states:

“funding will allow some of the existing pedestrian refuges on the road (which currently cause cycle lanes to be narrowed) to be replaced with signalised crossings and improvements to the main junctions on the road”

“Installation of light segregation on Shipton Road. Reallocation of road space to cyclists at the Rawcliffe Lane Shipton Rd and Shipton Road/Clifton Green junctions”

“Provision of pedestrian crossing facilities at Clifton Green incorporating into upgraded signalised junction. Conversion of two pedestrian refuges on Shipton Road to toucan/ puffin crossings to give wider cycle lanes at these locations without compromising the safety of pedestrians. Bus boarder build outs at bus stops so cycle lanes are continuous along length of Shipton Road (currently go around buses at laybys).”

Project Description:

A new 3.2 km radial route with cycle lanes from the Rawcliffe Bar Park and Ride site along Shipton Road to Bootham Bar.

New and enhanced lightly segregated/widened cycle lane(s) on the first Park & Cycle corridor (on Shipton Road/Bootham route) – 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.

The project is needed to improve safety and amenity of cyclist journeys on A19 Shipton Road, including the junctions at Clifton Green and Rawcliffe Lane.

It is also needed to fulfil the requirements of the grant funding provided to CYC by the government, specifically in relation to the 'Active Travel Fund' and 'Emergency Active Travel Fund' grants.

The need for the project has been identified through consultation with members in advance of a grant funding bid, tempered by a gap analysis of cycling/ walking infrastructure in York, determined through York's LCWIP scoping study.

Aims and Objectives:

The Aim of the Project is to:

Improve safety for pedestrians and cyclists along the A19 corridor between Bootham Bar and the Park and Ride Site

Improve the amenity of the cycling corridor on this same route to encourage further cycling / modal shift / NMU (non-motorised use)

Fulfil the grant funding requirements of the DfT where relevant

The Objectives are:

Continuous Cycle Lane - Provide a near continuous cycle lane between Clifton Green and Bootham Bar on both sides of the road

Segregated / Widened Cycle Lanes - Introduce 'lightly segregated / widened cycle lanes' where feasible

Mandatory Cycle Lanes – Introduce mandatory cycle lanes where feasible

Implement LTN 1/20 Guidance – Implement elements of LTN 1/20 guidance

Replace ped refuges – Replace existing pedestrian refuges with signalised crossings where feasible

Improve junctions for cyclists – Make changes to the junctions of Clifton Green / Water End and Rawcliffe Lane / Shipton Road to improve the amenity for cycling

Reduce Speed Limit - Reduce the speed limit along a section of the A19 to improve the amenity of the corridor for cyclists

Remove ghost islands and turn boxes - Remove ghost islands and turn boxes to improve the amenity for cyclists, where feasible

Scope:

In Scope:

Geographical Location: The A19 from Rawcliffe Park and Ride to Bootham Bar .

Consideration of the safety of pedestrian access to Clifton Parish Church and consideration of solutions if safety issues are identified.

Consideration of the safety of pedestrian access to Clifton Green and consideration of solutions if safety issues are identified.

Consideration of the safety of pedestrian access to Surrey Way and consideration of solutions if safety issues are identified.

Consideration of the safety of pedestrian access to Southolme Drive and consideration of solutions if safety issues are identified.

Consideration of the safety of pedestrian access to Northolme Drive and consideration of solutions if safety issues are identified.

Consideration of solutions to enable safe pedestrian access to existing bus stops.

Consideration of options which may cause a reduced capacity at junctions, where necessary to achieve the objectives.

Local modelling of impacts.

Consideration of removal of 21 car parking bays / spaces between Burton Stone Lane and Bootham Crescent.

Consideration of implementation of parking restrictions outside York Sports Club, where this would assist in achieving the project objectives.

Consideration of implementation of parking restrictions between Homestead Park entrance and Ouse Lea, where this would assist in achieving the project objectives.

Consideration of changes to parking provision along the route, where required to achieve the objectives.

Consideration of removal of cobbles.

Consideration of LTN 1/20 guidance – ‘Green’ scoring solutions are preferred, however lower scoring solutions that still represent an improvement can be explored.

Consideration of changes to traffic signals along the route (excluding those junctions within the exclusions section).

Consideration of a reduction in the speed limit.

Consideration of removal of ghost islands and turn boxes.

Only solutions which can be implemented within the adopted public highway.

Consideration of introduction of segregated facilities.

Consideration of changes to traffic regulation orders except where explicitly excluded below.

Out of Scope:

Consideration of changes to locations outside the area defined above.

City-wide / Strategic traffic modelling.

Air-Quality modelling.

Not looking to improve the following:

- Congestion
- Bus facilities / routes
- Reduce queue lengths
- Improve traffic capacity
- Upgrade equipment
- Resurface any roads / footpaths not necessary to achieve the stated objectives

Consideration of changes to St Leonards Place / Bootham traffic signal junction.

Consideration of changes to Rawcliffe Park and Ride traffic signal junction.

Consideration of options that prevent motorised vehicles from using the route (no road closures or access restrictions to be considered).

Consideration of options that would require the resolution of land ownership issues.

Changes to street furniture except those required to implement the proposed solution and achieve the project objectives.

Consideration of improvements to public realm other than those required to achieve the stated objectives.

Consideration of improvements to public transport operation or infrastructure.

Outcomes and Benefits:

Increase in pedestrians and cyclists using the route – Measured by comparison to notional 2019 baseline.

Improved cyclist safety / Reduced incidents – Measured by review of accident figures over 5 years post scheme completion.

Dependencies and related works:

There are no direct dependencies on other projects.

Design Resource Procurement:

A procurement exercise has been undertaken and a quotation has been obtained to undertake preliminary design work for the scheme.

The quotation for the preliminary design work is for the amount of £69,124.82.



Project Outline

Project Name	Acomb Road Cycle Scheme		
Project Manager	Nigel Ibbotson	Date	17/01/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from a bid to the government for 'Active Travel Fund' support.

With regards to this project, the bid states:

“a scheme to permanently improve conditions for cyclists on a main road (B1224) to the west of York which the LCWIP identifies as having the potential to carry large numbers of cyclists, including many children travelling to schools, but where there is very little provision. Length of road affected approx. 1.5 miles.”

Project Description:

This project seeks to improve conditions for cyclists on Acomb between Hebden Rise and The Fox junction (junction of A59 / B1224).

The scheme was included in York's package of schemes submitted to the DfT in June 2020 for Active Travel Fund support.

There is currently very little provision for cyclists on Acomb Road despite high flows of cyclists and a relatively wide (for York) road.

The project was identified by officers and members, informed by the LCWIP scoping study which identified a high cycle flow on this corridor.

This project also forms part of a commitment to the DfT through a successful 'Active Travel Fund' bid.

Work West of the location identified above (Hebden Rise) is not included within this scheme and can be considered as part of a separate 'Acomb Regeneration' scheme.

Aims and Objectives:

The Aim of the Project is to:

Provide LTN 1/20 compliant facilities for cyclists on a route along Acomb Road between Hebden Rise and the Fox junction (A59 / B1224), which will allow CYC to discharge the grant conditions on its ATF award.

Improve safety for cyclists along the B1224 (Acomb Road)

Improve the amenity of the cycling corridor on these same routes to encourage further cycling/modal shift/NMU (non-motorised use).

Improve safety of pedestrians along the corridor.

The Objectives are:

Cycle Lanes - Provide LTN1/20 compliant cycle lanes, where feasible, on Acomb Road between Hebden Rise and The Fox junction (A59 / B1224).

Implement LTN 1/20 guidance - Implement elements of LTN 1/20 wherever feasible.

Replace Pedestrian Refuges - Replace existing pedestrian refuges with signalised crossings where feasible.

Improve Safety and Amenity for Cyclists and Pedestrians - Make changes to improve the amenity of the corridor for NMU (non-motorised users).

Scope:

In Scope:

Consider the introduction of mandatory segregated/widened cycle lanes where feasible. This includes consideration of solutions that may affect loading and access to businesses.

Consideration of options which may cause a reduced capacity at junctions, where necessary to achieve the objectives.

Local modelling of impacts.

Consideration of removal of car parking bays/spaces between West Bank Park and the Fox Junction (A59 / B1224).

Consideration of LTN 1/20 guidance. 'Green' scoring solutions are preferred, however lower scoring solutions that still represent an improvement can be explored.

Consideration of a reduction of the speed limit (especially at pinch points along route).

Consider removal of ghost islands and turn boxes and replacement with raised table crossings or alternative solutions where feasible.

Consideration of changes that will improve safety of users travelling to and from Acomb Primary School, within the defined geographical extents.

Consideration of standalone signalised pedestrian / cyclist crossings (not junctions, see exclusions)

Consideration of changes within the adopted public highway only.

Consideration of changes that may impact upon business loading.

Out of Scope:

Work West of the location identified above (Hebden Rise) is not included within this scheme and can be considered as part of a separate 'Acomb Regeneration' scheme.

Other geographical locations outside of the area identified above will not be considered as part of this scheme.

'People Street' scheme on Ostman Road adjacent Carr Junior & Infant Schools, which forms part of a separate scheme

Consideration of a toucan crossing at junction with Severus Street and Carr Lane. This is outside the geographical area of this scheme.

Changes that restrict or prevent motor vehicle usage of the corridor.

City-wide/Strategic traffic modelling.

Air quality modelling.

Not looking to improve the following:

- a) Congestion.
- b) Bus facilities/routes.
- c) Reduce queue lengths.
- d) Traffic capacity.
- e) Upgrade equipment.
- f) Resurface any roads/footpaths not required as part of the works.
- g) Street lighting.
- h) Traffic signalling other than pedestrian crossings

Provision of drives/replacement car parking for residents.

Electric scooter provisions.

Consideration of changes to street furniture other than those required to implement a solution.

Consideration of solutions that require the resolution of land ownership issues or changes to the boundaries of the adopted public highway.

Consideration of traffic signal junction solutions (standalone crossings can be considered)

Consideration of improvements to public realm other than those required to achieve the stated objectives.

Relocation / replacement of street furniture.

Outcomes and Benefits:

Increase in cyclists and pedestrians using the route. – Measured by a comparison of cycling figures compared to notional 2019 baseline figures.

Improved cyclist and pedestrian safety / reduced incidents – Measured by evaluating accident figures over 5-years post-construction.

Dependencies and related works:

There are no direct dependencies on any other project.

Design Resource Procurement:

A procurement exercise is proposed to be undertaken to obtain Principal Designer support.

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Project Outline

Project Name	University East West Campus Link		
Project Manager	Nigel Ibbotson	Date	19/01/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from an OIC Director Decision on “Local Cycling and Walking Prioritisation (7/5/20)”

This paper can be found attached as an Annex to the main report.

The text within that report states:

“University of York - Further investigations in partnership with University staff and students of improved links between the East and West campuses”

Project Description:

This project aims to improve the link between the East and West campuses of the University of York for active travellers.

The project will consider the enhancement of existing paths, roads or cycle ways to better the East-West connection.

The project is needed because The infrastructure for active travellers that links the East campus to the West campus is not of a high standard.

Aims and Objectives:

The Aim of the Project is to:

enhance the East-West campuses link for active travellers to encourage students and staff to travel by bike, foot, and other active modes.

The Objectives are:

Implement built environment solutions to improve safety and amenity for cyclists and pedestrians along the route.

Implement LTN 1/20 guidance where feasible

Implement built environment solutions to encourage modal shift to non-motorised users along the route.

Scope:

In Scope:

Consideration of built environment solutions along University Road, including at the junctions with:

- Wentworth Way/Siwards Way
- Vanburgh Way
- Morrell Way
- Harewood Way
- Un-named road to Derwent College
- Roundabout junction with Innovation Way
- 2Nr un-named roads to Derwent College
- Heslington Hall and at the junctions with Field Lane and Main Street(s)

Consideration of built environment solutions along Field Lane, including junctions with:

- School Lane
- Lakeside Way
- Church Lane
- Sussex Road
- Badger Wood Walk
- Roundabout junctions with Kimberlow Lane/Kimberlow Rise.

Consideration of traffic management/calming/speed reduction solutions

Consideration of solutions that may result in a reduced traffic capacity / increased congestion to motor vehicles, where necessary to achieve the objectives.

Only the footpath, carriageway, cycleway or verge necessary to address the project aims within the above road parameters.

Considerations of solutions only within the Adopted Highway.

Consideration of removal of ghost islands and turning boxes

Consideration to introduce mandatory and/or segregated/widened cycle lanes where feasible

Consideration to implement LTN 1/20 guidance where feasible. 'Green' scoring solutions are preferable, but solutions scoring lower than green will be considered.

Consideration of provision of standalone signalised pedestrian crossings to replace pedestrian refuges where feasible and especially at Field Lane/Lakeside Way junction.

Local traffic junction modelling (LINSIG) where relevant

Out of Scope:

Not looking to improve:

- Congestion / Queue lengths / Delays
- Bus Facilities
- Upgrade Equipment
- Street Lighting

Consideration of solutions that require the resolution of land ownership issues

Construction of new roads, paths or footways

Consideration of new traffic signals other than standalone pedestrian crossings.

Consideration of solutions outside of the geographical scope defined above

Surfacing of carriageway and footpaths beyond what is necessary to implement a solution

Alterations to bus routes or stops.

Consideration of changes to parking provision

Air Quality modelling

Strategic traffic modelling

Changes to street furniture beyond those necessary to implement a solution

Consideration of solutions that would restrict motor vehicles access

Improvement to public realm other than those required to achieve the stated objectives

Outcomes and Benefits:

Improved East-West campus link for active travel users – Measured by usage surveys after construction, compared to pre-construction data.

Dependencies and related works:

There are no direct dependencies for this project.

Another scheme is on the programme that intends to undertake work in parts of the same geographical area as this scheme. The links between the schemes will be managed to minimise abortive work and ensure co-ordination.

Design Resource Procurement:

It is proposed to undertake a tendered procurement exercise to obtain the required design resource to progress this scheme.



Project Outline

Project Name	People Streets / Ostman Road		
Project Manager	Bethan Old	Date	17/01/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from a bid to the government for 'Active Travel Fund' support.

With regards to this project, the text within the bid states:

“There is significant concern about the impact of traffic on the environment and safety of pupils at drop off and pick up times at some schools in the city which we aim to address with this programme. After a successful trial of a people street concept at Carr Junior School in association with Sustrans last year we are including changes to Ostman Rd in Acomb as a pilot scheme in this application for potential future wider rollout across the city”

Project Description:

Provision of measures to improve the environment on Ostman Road near Carr Junior and Infant Schools at school drop-off and pick-up times, to encourage parents and pupils to walk, cycle or scoot to school.

The project is needed to improve safety and accessibility for children and parents affiliated with Carr Junior and Infant schools. Vehicles associated with the school drop-off and pick-up clog up Ostman Road and discourage children and parents from walking, cycling and scooting to school.

The project is also needed to improve the safety and amenity of cyclist journeys along Ostman Road, and to fulfil our commitment to the DfT as part of our Active Travel Fund bid.

Aims and Objectives:

The Aim of the Project is to:

Improve the environment for pedestrians, cyclists and mini-scooter users on Ostman Road near Carr Junior and Infant schools by reducing the impact of traffic.

The Objectives are:

Built environment interventions - Implement Civil Engineering interventions to change the built environment to adjust the priority towards pedestrian and cyclists, away from motor vehicle traffic and to discourage parent parking during school drop-off and pick-up times.

Scope:

In Scope:

Geographical location: Road space on Ostman Road between junctions with Viking Road and Danebury Drive.

Civil Engineering solutions

Consideration of changes to Parking provision

Changes within the bounds of the adopted highway, including the carriageway, verges and footways

Consideration of LTN 1/20 guidance. 'Green' scoring solutions are preferred, however lower scoring solutions that still represent an improvement will be explored.

Consideration of solutions that reduce capacity for motor vehicles traffic, where necessary to achieve the objectives.

Changes to street furniture required to implement a solution.

Out of Scope:

Consideration of solutions in locations outside the area specified above.

Changes to Tostig Avenue, other than in the vicinity of its junction with Ostman Road.

Air quality improvements.

Changes outside the adopted highway boundary

Consideration of solution that require the resolution of land ownership issues

Not looking to improve the following:

- Congestion
- Bus facilities/routes
- Queue lengths
- Traffic capacity

Resurface any roads/footpaths not needed to implement proposed solution.

Traffic modelling and air quality modelling

Consideration of traffic signalling solutions

New restrictions on access (all users currently able to access the street will continue to be able to access the street)

Consideration of improvements to public realm other than those required to achieve the stated objectives.

Outcomes and Benefits:

Increased levels of walking, cycling and scooting to and from school – Measured by a school travel survey before and after construction.

Improved cyclist and pedestrian safety – Measured by a review of accident figures over a 5 year period post construction.

Dependencies and related works:

There are no direct dependencies on other projects.

Design Resource Procurement:

A contract is in place and design resource will be prioritised as per the accompanying scheme prioritisation list.



Project Outline

Project Name	A1237 section over the river Ouse		
Project Manager	Shoaib Mahmood	Date	19/01/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from a bid to the government for 'Active Travel Fund' support. The text within this bid states:

"A1237 outer ring road bridges – permanent provision of a cycle lane and improved footways over a 1km viaduct where provision is currently poor – linking suburbs on the northern and southern banks of the River Ouse, including a school on the southern bank and retail on the northern.

The carriageway width allocated to vehicles on the existing A1237 viaduct over the River Ouse and East Coast Main Line will be narrowed with the space released used to provide a cycleway at carriageway level on the "city centre" side of the viaduct. The speed limit on the road will be reduced and measures introduced to segregate Active Travel users from vehicles."

Project Description:

The project provides provision of a cycle lane and improved foot ways over a 1km viaduct where provision is currently poor.

This will link suburbs on the northern and southern sides of the River Ouse and East Coast Main Line (ECML), including Manor School on the southern side and Clifton Moor Retail Park on the northern side.

The project is needed to improve safety and amenity of cyclist and pedestrian journeys using the route, and to fulfil the requirements of the government grant funding.

The need for the project was identified through consultation with members in advance of the funding bid, tempered by a gap analysis of cycling/ walking infrastructure in York, determined through York's LCWIP scoping study.

Aims and Objectives:

The Aim of the Project is to:

Improve safety for pedestrians and cyclists over the viaduct over the ECML and River Ouse

Improve the amenity of the cycling corridor on this same route to encourage further cycling / modal shift / NMU (non-motorised use)

Fulfil the grant funding requirements of the DfT where relevant

The Objectives are:

Safety and Amenity - Improve safety and amenity for cyclists and pedestrians using the A1237 to cross the Ouse/ ECML

Increase use of the route by cyclists and pedestrians - Increase the number of cyclists and pedestrians using the route compared to a baseline data

Implement LTN 1/20 guidance - Implement elements of LTN 1/20 guidance where feasible.

Scope:

In Scope:

Geographical Location: The cycle/ pedestrian path on the A1237 bridge over the Ouse/ ECML and the ped/ cycle paths to the bridge between the roundabouts with the A19N and Great North Way.

Consideration of options which may cause a reduced traffic capacity.

Consideration of LTN 1/20 guidance. Green scoring solutions are preferred, but non green scoring solutions can be considered if they achieve project objectives.

Consideration of a reduction in speed limit.

Out of Scope:

Locations outside the area defined above

City-wide / Strategic traffic modelling

Not looking to improve the following:

- Congestion
- Bus facilities / routes
- reduce queue lengths
- improve traffic capacity
- upgrade equipment
- resurface any roads / footpaths not required as part of the works

Consideration of traffic signal solutions

Air quality modelling.

Consideration of solutions that require changes to the boundaries of the adopted public highway, or resolution of land ownership issues.

Consideration of improvements to street furniture or public realm, except where required to achieve project objectives.

Consideration of options that restrict motor vehicles access, where necessary to achieve the objectives.

Outcomes and Benefits:

Increase in pedestrians and cyclists using the route, measured by a comparison of survey data.

Improved safety, measured by a comparison of safety data.

Dependencies and related works:

There are currently no direct dependencies on this project. However communication with the Outer Ring Road project team will continue to manage any emerging dependencies.

Design Resource Procurement:

A quotation has been received to undertake design services for this project. Please refer to the main report (Option C) for further details



Project Outline

Project Name	City Centre North-South Cycle Route		
Project Manager	Richard Milligan	Date	03/02/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from an OIC Director Decision on “Local Cycling and Walking Prioritisation (7/5/20)”

This paper can be found attached as an Annex to the main report.

The text within that report states:

“Improvements to a north-south link along the edge of the city centre but inside the inner ring road using High Petergate, Minster Yard, Deangate, Goodramgate, Aldwark, Hungate, Navigation Road and Walmgate”

Project Description:

This project aims to address issues on the North-South Cycle Route for active travellers. This route is on the edge of the city centre but within the inner ring road, and begins at High Petergate and finishes at Walmgate.

The project will consider the routes safety and amenity issues that present due to a lack/poor quality of directional and safety signage at points.

Currently there are amenity issues along the route due to a lack of obvious directional signage. There is also a lack of safety signage along the route.

The North-South Cycle route forms an important part of the York city centre cycle infrastructure as it offers a segregated route through the

city for active travellers. By improving the safety and amenity of the route, it shall encourage active travel.

Aims and Objectives:

The Aim of the Project is to:

Resolve existing safety and amenity issues for cyclists and pedestrians along the North-South cycle route.

The Objectives are:

Implement a solution to resolve safety and amenity issues - Feasibility work will determine options for rectifying the existing issues. The objective is to implement the most appropriate solution in line with the project scope.

Scope:

In Scope:

Geographical location: High Petergate, Minster Yard, Deangate, Goodramgate, Aldwark, Hungate, Navigation Road, Walmgate.

Only the adopted public highway covering footpath, carriageway, cycleway, or verge that is necessary to implement a solution.

Consideration of amendments/additions to directional and safety signage along the route.

Consideration of non-civil construction solutions.

Consideration of civil construction solutions.

Consideration of solutions that would enable 2-way cycling along High Petergate.

Consideration of solutions outside the Hiscox office building on St Saviour Place in relation to cyclists joining or leaving the shared footway.

Consideration of solutions at the informal crossing point on Stonebow / Peasholme Green, to achieve priority for pedestrians over motor vehicles. This can include consideration of new traffic signals and also non-signal solutions.

Consideration of solutions on the Navigation Road side of Hungate bridge to improve pedestrian and cycling amenity.

Consideration of solutions to assist cyclists to cross Walmgate, near the barbican.

Consideration of changes to parking provision, only where necessary to achieve the objectives.

Local traffic modelling.

Consideration of LTN 1/20. Green scoring solutions are preferred, however non green scoring solutions can be considered if they achieve the stated objectives.

Consideration of solutions that reduce link and node capacity, where necessary to achieve the objectives.

Consideration of solutions that impact loading provision.

Out of Scope:

Geographical exclusions:

- Amendments to any cycle routes or paths that are not part of the North-South Route
- Any part of the North-South Cycle Route outside of the inner city ring road
- Changes to Hope St, which forms part of a separate piece of work.
- Changes to the junction of Ogleforth / Goodramgate, which forms part of a separate ward scheme.

Surfacing of carriageway and footpaths beyond what is necessary to implement an identified solution.

Sections of the aforementioned geographical locations that do not form part of an active travel route.

Consideration of solutions that require resolution of land ownership issues, or changes to the boundaries of the adopted public highway.

Works relating to a one way 'plug' on Navigation Road. These works form part of a separate project.

Changes to the traffic signal junction of Bootham / Gillygate / St Leonards Place, or to any other existing traffic signal junctions.

Consideration of changes at Fishergate Bar or on the Fishergate Gyratory.

Strategic traffic modelling.

Air Quality modelling.

Changes to street furniture or improvement to the public realm, except where necessary to achieve the objectives.

Consideration of changes that restrict motor vehicle access.

Not looking to improve

- Congestion / Queue lengths / Delays
- Bus facilities
- Upgrade equipment
- Street lighting

Consideration of improvements to public transport operation or infrastructure.

Outcomes and Benefits:

Improved safety along the route, measured by a comparison of accident data over a 5 year period post construction.

Increased usage of the route by active travellers, measured by usage surveys post construction.

Dependencies and related works:

There are no direct dependencies on other projects.

Design Resource Procurement:

A procurement exercise will be undertaken to obtain appropriate design resource support.

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Project Outline

Project Name	City Centre Bridges		
Project Manager	Richard Milligan	Date	01/02/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this scheme derives from a bid to the government for Active Travel Fund support. The text within the bid states:

“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.”

Project Description:

This project aims to address issues for cyclists on the three city centre bridges (Skeldergate, Ouse and Lendal).

The project will focus on safety and amenity concerns for cyclists, specifically focusing on reducing conflicts between cyclists and vehicles; for example, close/unsafe overtakes.

This project is necessary to address safety concerns for cyclists on Skeldergate, Ouse and Lendal bridges – for example, vehicles dangerously overtaking cyclists. The roads on the bridges are busy with cyclists, pedestrians and motorists, so improving the safety of this route is important for encouraging active travel in the city.

The project is also needed to fulfil CYC’s commitment to the DfT within its ‘Tranche 1’ bid to the Emergency Active Travel Fund.

Aims and Objectives:

The Aim of the Project is to:

Address safety and amenity issues for cyclists on Skeldergate, Ouse, and Lendal bridges, with a focus on discouraging close / unsafe overtakes of cyclists by vehicles.

The Objectives are:

Implement a solution to address safety and amenity issues for cyclists on Skeldergate, Ouse and Lendal bridges.

Scope:

In Scope:

Geographical location: Adopted highway directly on Skeldergate Bridge, Ouse Bridge and Lendal Bridge.

Only the Adopted Highway covering footpath, carriageway, cycleway that is necessary to implement a solution

Consideration of cycle logos, road markings, coloured surfacing and signage solutions.

Consideration of non-civil construction solutions

Consideration of LTN 1/20 guidance. Green scoring solutions are preferred but not essential.

Consideration of solutions that may reduce link capacity, where necessary to achieve the objectives.

Consideration of solutions that require changes to traffic regulation orders.

Consideration of solutions that impact loading.

Out of Scope:

Any other geographical area than that defined above.

Surfacing of carriageway and footpaths beyond what is necessary to implement a solution.

Consideration of civil constructions solutions.

Construction of new carriageway, cycle way or pavement.

Consideration of changes to adopted highway boundaries

Consideration of solutions that require the resolution of land ownership issues.

Changes to traffic signals or introduction of new traffic signals.

There are no parking bays within the area of this scheme and no changes to parking arrangements are to be explored

Strategic traffic modelling

Air quality modelling

Microsimulation or other local traffic modelling

Changes to street furniture beyond those required to achieve the stated objective

Consideration of solutions that would prevent motor vehicles access

Not looking to improve congestion, queue lengths, delays, bus facilities or infrastructure, street lighting, or other equipment assets.

Consideration of public realm improvements other than those needed to achieve the objective.

Consideration of improvements to bus operation or infrastructure.

The project will involve a communication with North Yorkshire Police to obtain their opinion on terrorism-related risks associated with these 3 bridges. Should this result in the need for further work, this will be explored through a mechanism separate to this project.

Outcomes and Benefits:

Improved safety for cyclists, measured by a comparison of accident figures over a 5 year period post completion.

Increase the usage of the route by cyclists over a 5 year period, measured by a comparison count data.

Dependencies and related works:

There are no direct dependencies on this project from other workstreams.

Design Resource Procurement:

A contract is in place that can be used to obtain the necessary design resource for this project. No further procurement is required.



Project Outline

Project Name	University Road Minor Pedestrian Works		
Project Manager	Richard Milligan	Date	03/02/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The trees/roots pose safety issues for users: there is limited space between the trees and the knee-height barrier which forms the boundary between the adopted highway and University land to the rear; the roots make the surface unstable and pose a hazard to vulnerable pedestrians.

This is an important pedestrian path for university students as well as the general public accessing the bus stop and other local amenities.

Project Description:

This project aims to address issues with the pavement surface on the East side of University Road (adjacent to Heslington Hall) by Heslington Hall bus stop.

The project will focus on damage to the pedestrian path caused by tree roots from three trees. Currently the trees themselves as well as the roots partially block the path and pose safety threats, they also render the path unusable to many wheelchair / mobility scooter users and residents pushing children in prams and pushchairs.

Aims and Objectives:

The Aim of the Project is to:

Resolve the pedestrian safety and amenity issues caused by trees and tree roots obstructing and damaging the footpath on University Road.

The Objectives are:

Implement a solution to resolve the safety and amenity issue - Feasibility work will determine options for rectifying the existing issues. The ultimate objective is to implement the most appropriate solution.

Investigate preventative solutions - Evaluate measures that limit further damage to the path from tree roots and present options for implementation of preventative measures where feasible.

Scope:

In Scope:

Only the footpath/c carriageway/verge necessary to resolve the identified issue

Consideration of civil construction solutions.

Consideration of other non-civil construction solutions, including removal of the trees. Solutions that do not require the removal of trees are preferred.

Consideration of land ownership issues where relevant to identifying feasible solutions.

Consideration of a solution that may include diversions around each individual tree or a longer diverted path which avoids all three trees.

Out of Scope:

Surfacing of carriageway and footpaths beyond what is necessary to implement a solution.

Pavement area unaffected by the three trees outlined – pavement that is north and south of the section containing the three trees.

Improvements to provision of cycling, bus or motor vehicle usage beyond the rectification of the identified issue.

Consideration of changes to TRO's and/or restrictions

Consideration of improvements to:

- Congestion / queues / delays

- Bus facilities
- Upgrade Equipment
- Street Lighting

Any form of modelling.

Consideration of changes to street furniture or public realm improvements other than those specifically required to achieve the project objectives.

Consideration of improvements to public transport operation or infrastructure.

Compulsory purchase of land.

Outcomes and Benefits:

Removal of obstruction on footpath, resulting in removal of safety issue, measured by Safety assessment carried out after construction.

Dependencies and related works:

There are no direct dependencies. However, potential interactions with other projects in the vicinity will be managed.

Design Resource Procurement:

A contract for design resource is in place and will be utilised. No further procurement of design resource is required.

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Project Outline

Project Name	Hospital Fields Road Cycle Improvements		
Project Manager	Richard Milligan	Date	03/02/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from an OIC Director Decision on “Local Cycling and Walking Prioritisation (7/5/20)”

This paper can be found attached as an Annex to the main report.

The text within that report states:

““investigate the potential for segregated cycle facilities between the off-road path at the western end and the Fulford Road junction at the eastern end.”

Project Description:

This project aims to deliver segregated cycle facilities on Hospital Fields Road between the off-road path at its western end (coming from New Walk riverside path) to Fulford Road. This project would improve the East-West cycle route across York and encourage active travel around the City.

Hospital Fields Road forms an important part of the East-West cycle route and currently has no facilities except those which are associated with the ASL at the Fulford Road end and the link at the western end leading down to New Walk. Therefore, the introduction of segregated cycle facilities will help fill a key gap on this important strategic route which links the University of York to the Millennium Bridge.

Aims and Objectives:

The Aim of the Project is to:

Implement segregated cycle facilities along Hospital Fields Road.

The Objectives are:

Implement segregated cycle facilities - Implement segregated cycle facilities on Hospital Fields Road between the off-road path at the western end and Fulford Road junction at the eastern end.

Scope:

In Scope:

Geographical scope: Hospital Fields Road between the western end and Fulford Road junction at the eastern end.

Only the Adopted Highway covering footpath, carriageway, cycleway, or verge.

Consideration of civil construction solutions

Consideration of reallocation of adopted highway space between users e.g. cars and cyclists

Consideration of non-civil construction solutions

Consideration of removal of on-street parking, including consideration of TRO changes.

Consideration of LTN 1/20 guidance. Green-scoring options are preferred, but non green scoring options will be considered if they achieve the stated objectives.

Consideration of solutions that have an impact on traffic capacity, where necessary to achieve the objectives.

Out of Scope:

Surfacing of carriageway, pavements, and footpaths beyond what is necessary to implement a solution.

Procure or obtain land / extend adopted highway.

Improvements to provision of bus or motor vehicle usage.

Hospital Fields Road cul-de-sac, Fulford Road, New Walk riverside path.

Changes to the existing traffic signal junction at Fulford Road / Hospital Fields Road/ The Barracks.

Consideration of installation of new traffic signals.

Traffic modelling or Air Quality modelling

Consideration of changes to street furniture, or improvements to public realm, except those required to achieve the stated objectives.

Consideration of changes to improve public transport operation or infrastructure.

Outcomes and Benefits:

Improved cycling facilities, as measured by an evaluation of the scheme against LTN 1/20 assessment tools.

Dependencies and related works:

There are no dependencies on other projects.

Design Resource Procurement:

A contract is in place with a design resource provider and no further procurement is required to obtain design resource.

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Project Outline

Project Name	Tang Hall Lane / Foss Islands Path		
Project Manager	Richard Milligan	Date	03/02/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from an OIC Director Decision on “Local Cycling and Walking Prioritisation (7/5/20)”

This paper can be found attached as an Annex to the main report.

The text within that report states:

“make improvements to the access onto the Foss Islands Path near the crest of the humpback bridge”

Project Description:

This project aims to resolve issues for active travellers at the junction where the Foss Islands cycle path joins Tang Hall Lane which currently forms part of Route 66 of the National Cycle Network. The project will consider safety and amenity issues for active travellers.

Civil construction solutions and traffic management solutions will be explored to resolve this issue.

This project is necessary to address safety and amenity issues for active travellers using the Tang Hall Lane / Foss Islands Cycle path. The junction is potentially dangerous for cyclists turning both off and onto the road, as it abruptly joins the road just beyond the brow of a hump-back bridge with no warning for cyclists or vehicles respectively.

Aims and Objectives:

The Aim of the Project is to:

Resolve safety and amenity issues for active travellers on the cycle route along Tang Hall Lane at the point where it turns onto the Foss Islands Cycle Path.

The Objectives are:

Implement a solution to resolve safety and amenity issues - Feasibility work will determine options for rectifying existing issues. The ultimate objective is to implement the most appropriate solution.

Scope:

In Scope:

Geographical location: The section of the cycle route that is in close proximity to the junction from Tang Hall Lane onto Foss Islands Path.

Only the Adopted Highway covering footpath, carriageway, cycleway, or verge that is necessary to implement a solution

Consideration of civil construction solutions.

Consideration of non-civil construction solutions.

Consideration of traffic management solutions; for example, signage or road markings.

Consideration of LTN 1/20 guidance. Green scoring solutions are preferable, however non green scoring solutions can be considered where project objectives are met.

Consideration of solutions that affect traffic capacity, where necessary to achieve the objectives.

Out of Scope:

Geographical exclusions:

- Foss Islands Cycle Path ramp and the main path (NCN66) that heads under Tang Hall Lane
- Any section of Tang Hall Lane that does not form part of the cycle path/junction.

Surfacing of carriageway and footpaths beyond what is necessary to implement a solution.

Construction of new cycle path, pavement or road.

Consideration of solutions outside of the adopted public highway, or consideration of solutions that would require resolution of land ownership issues.

Changes to TRO's and/or restrictions.

Physical changes to the structure of bridges.

Consideration of traffic signalling options.

Consideration of changes to parking provision.

Traffic modelling or Air Quality modelling.

Consideration of improvements to street furniture or public realm except where necessary to achieve the project objectives.

Consideration of options that would prevent motor vehicle access along routes currently accessible.

Not looking to improve

- Congestion / Queues / Delays
- Bus Facilities
- Upgrade equipment
- Street Lighting

Consideration of options that improve public transport operation / infrastructure.

Outcomes and Benefits:

Improved safety, measured by a comparison of safety statistics over a 5-year period post construction.

Increased usage of the route, as measured by survey data post construction.

Dependencies and related works:

There are no dependencies on other projects.

Design Resource Procurement:

A contract for design resource is in place and can be utilised when required. No further procurement of design resource is necessary.



Project Outline

Project Name	Manor Lane / Shipton Road Improvements		
Project Manager	Richard Milligan	Date	03/02/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from an OIC Director Decision on “Local Cycling and Walking Prioritisation (7/5/20)”

This paper can be found attached as an Annex to the main report.

The text within that report states:

“make improvements to the junction to make Manor Lane safer to cross for pedestrians and cyclists”

Project Description:

This project aims to address issues for pedestrians and cyclists crossing both Manor Lane and Shipton Road (at Manor Lane). These crossings have large footfalls from school children, meaning it is extremely busy in the morning and early afternoon. This project aims to resolve safety and amenity issues at these crossings.

Currently these crossings do not safely accommodate the heavy footfall from school children at peak times (early morning and early afternoon).

The Manor Lane junction is wide and has very generous kerb radii – in the past large vehicles used the road to access former engineering works, but this has long since been replaced by residential usage. As a result, vehicles can turn into Manor Lane at speed from Shipton Road. This poses safety threats to active travellers using the road. The pavement is narrow on the south side, meaning it does not safely accommodate vulnerable pedestrians or large volumes of pedestrians.

Currently the speed limit at the central refuge crossing on Shipton Road is 40mph which, coupled with its relatively narrow width, introduces risks for any active travellers who may cross here.

By reviewing these crossings, safety and amenity issues could be addressed, encouraging safe active travel and maximising the take up of any improved facilities.

Aims and Objectives:

The Aim of the Project is to:

Resolve safety and amenity issues for active travellers at the Manor Lane / Shipton Lane pedestrian and cyclist crossings.

The Objectives are:

Implement a solution to resolve the safety and amenity issues for active travellers - Feasibility work will determine options for rectifying the existing issues. The ultimate objective is to implement the most appropriate solution.

Scope:

In Scope:

Geographical location: The two crossings over Manor Lane and Shipton Road (at Manor Lane)

Only the Adopted Highway covering footpath, carriageway, cycleway, or verge that is necessary to implement a solution.

Consideration of civil construction solutions.

Consideration of non-civil construction solutions.

Consideration of traffic signalling solutions.

Consideration of changes to TRO's and restrictions, including speed limits.

Consideration of any parking restrictions required to implement a solution.

Consideration of LTN 1/20 guidance. Green scoring solutions are preferred, however non green scoring solutions can be considered if they achieve the project objectives.

Consideration of solutions that reduce traffic capacity, where necessary to achieve project objectives.

Out of Scope:

Geographical exclusions:

- Any section of Shipton Road that is not immediately close to relevant pedestrian crossings
- Any section of Manor Lane except the junction onto Shipton Road
- The cycle route heading East towards Shipton Road from Rawcliffe Bar Park and Ride site
- The cycle route heading East from the Shipton Road crossing to Clifton Moor

Surfacing of carriageway and footpaths beyond what is necessary to implement a solution.

Improvements to provision of bus or motor vehicle usage beyond the rectification of the identified issue.

Changes to the adopted highway or consideration of solutions that require the resolution of land ownership issues.

Changes to street furniture or improvements to public realm except where required to achieve the objectives.

Consideration of options that would prevent motor vehicles access.

Consideration of solutions that improve public transport operation or infrastructure.

Outcomes and Benefits:

Improved safety at the Manor Lane / Shipton Road crossings. Measured by a comparison of accident data over 5 years post construction.

Increased use of the route by active travellers, measured by a comparison of survey data post construction.

Dependencies and related works:

There are no direct dependencies on this project.

Design Resource Procurement:

A contract is in place with a provider and no further procurement is required to obtain design resource.



Project Outline

Project Name	Orbital Cycle Route @ Lawrence / James / Regent St		
Project Manager	Richard Milligan	Date	03/02/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from an OIC Director Decision on “Local Cycling and Walking Prioritisation (7/5/20)”

This paper can be found attached as an Annex to the main report.

The text within that report states:

“make improvements at the James Street / Lawrence Street / Regent Street junction to clarify the status and raise awareness of the shared facilities.”

Project Description:

This project aims to resolve conflicts between cyclists and pedestrians at the point where the Orbital Cycle Route crosses from Regent Street over Lawrence Street onto James Street and vice versa. It specifically focuses on safety and amenity issues as the Orbital Cycle path abruptly crosses the Lawrence Street pavement and sightlines are blocked by adjacent properties.

There are safety issues between pedestrians and cyclists on the Orbital Cycle Route where Regent Street meets/crosses Lawrence Street and continues onto James Street. Regent Street has a modal filter at its northern end and the cycle route abruptly meets the rear of the Lawrence Street pavement and although there is some warning signage for cyclists or pedestrians it is low-key and probably missed by many users. Also due to the buildings either side on Regent Street, the

visibility is bad for both cyclists and pedestrians. These safety issues also give rise to amenity issues.

Aims and Objectives:

The Aim of the Project is to:

Resolve safety and amenity issues between cyclists and pedestrians at the Regent Street side of the aforementioned junction.

The Objectives are:

Implement a solution to resolve safety and amenity issues - Feasibility work will determine options for rectifying the existing issues. The objective is to implement the most appropriate solution.

Scope:

In Scope:

Geographical location: The section of the Orbital cycle route where Regent Street meets Lawrence Street as the cycle route crosses the pavement.

Only the Adopted Highway covering footpath, carriageway, cycleway, or verge that is necessary to implement a solution.

Consideration of amendments/additions to directional and safety signage at junction.

Consideration of civil construction solutions to resolve issues.

Consideration of non-civil construction solutions to resolve issues.

Consideration of changes to footways and off-carriage cycle ways.

Consideration of changes to heritage items.

Consideration of changes to parking provision where required to achieve objectives.

Consideration of LTN 1/20 guidance. Green scoring solutions are preferred, however non green scoring solutions can be considered if they achieve project objectives.

Consideration of solutions that may reduce traffic capacity, where necessary to achieve the objectives.

Consideration of solutions that may impact upon loading.

Out of Scope:

Geographical exclusions:

- Any area of Lawrence Street other than where Regent Street meets/crosses.
- James Street.
- Any section of Regent Street that is not immediately before the crossing over Lawrence St

Surfacing of carriageway and footpaths beyond what is necessary to implement a solution.

Improvements to provision of pavement or cycle route beyond the rectification of the identified issue.

Alterations to the extents of the public highway, or changes to land ownership.

Consideration of changes to the existing traffic signals.

Consideration of introduction of new traffic signals.

Consideration of solutions that restrict motor vehicle access.

Consideration of improvements to street furniture or public realm, except where required to achieve project objectives.

Consideration of improvements to public transport operation or infrastructure.

Not looking to improve:

- Congestion / Queue Lengths / Delays
- Upgrade equipment
- Street Lighting



Outcomes and Benefits:

Resolution of safety issues at the outlined junction of the Orbital Cycle Route – measured by Safety assessment carried out after work to confirm improved safety.

Increase the usage of the route by active travellers over a 5 year period from project completion. Measured through survey count data.

Dependencies and related works:

There are no dependencies on this project from other schemes.

Design Resource Procurement:

A contract for design resource is in place for this scheme and no further procurement is required to obtain design resource.



Project Outline

Project Name	Wheldrake to Heslington Pedestrian & Cycle Improvements		
Project Manager	Nigel Ibbotson	Date	02/02/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from a bid to the government for Active Travel Fund support. The relevant text within the bid states:

“The active travel options for residents of Wheldrake south of York are limited as the two access roads linking it to the city centre (A19 Selby Road and Elvington Lane) are high speed and narrow. An off road cycle/walk route provided between Wheldrake and Heslington via Wheldrake Woods and Low Lane (which would allow the route to cross the A64 using an existing grade separated minor road bridge) will enable residents to avoid these roads and will provide a shorter route which is within cycleable distance of the York urban area. People walking or cycling into the city centre would then use University Road to access the existing cycle route through Walmgate Stray/ Hospital Fields Road to travel to central York.”

Project Description:

The active travel options for residents of Wheldrake, South of York, are limited as the two access roads linking it to the city centre (A19) Selby Road and Elvington Lane are high speed and narrow. This project seeks to provide a pedestrian and cycle link between the village of Wheldrake and Main Street at Heslington. It also seeks to provide an off-road pedestrian and cycle path where possible.

The project was identified by officers and members, informed by the LCWIP scoping study which identified a high cycle flow around the

University and poor provision for cyclists and pedestrians wishing to travel between Wheldrake and Heslington including children in Wheldrake travelling to Fulford School.

Aims and Objectives:

The Aim of the Project is to:

Provide an off-road cycle path between Wheldrake and Heslington using existing permissive routes and stretches of new off-road routes.

Improve the amenity of the pedestrian and cycling corridor along this route to encourage further cycling/pedestrian modal shift to NMU (non-motorised use) in both directions.

Fulfil the grant funding requirements of the DfT where relevant.

The Objectives are:

Provide an off-road path or combination of off-road path and tracks for cyclists and pedestrians between Wheldrake and Heslington.

Provide a near continuous cycle lane between Wheldrake and Heslington villages.

Introduce “lightly segregated/widened cycle lanes” where feasible.

Introduce mandatory segregated/widened cycle lanes” where feasible.

Implement elements of LTN 1/20 wherever feasible.

Scope:

In Scope:

Geographical Scope:

Consideration of solutions on the 5 potential routes, as part of considering all options, as follows:

Route 1 - A combination of off-road and existing highway amendments to provide a cycle/pedestrian route commencing from Main Street/Church Close junction, Wheldrake, Main Street through

Wheldrake Lane, new right-hand turn/link alongside Pool Bridge Farm ditch to Langmill Stray, left on Long Lane, into Common Lane, left on Main Street, Heslington and finish at University Road, Heslington.

Route 2 - A combination of off-road and existing highway amendments to provide cycle/pedestrian route commencing from Main Street/Church Close junction, Wheldrake through Main Street, Dalton Hill, North Lane, Broad Highway to Dodsworth Farm. New section of path along boundary of Dodsworth Farm/Wheldrake Wood, between Wheldrake Wood and Langwith Great Wood then along boundary of Langwith Great Wood and Fir Tree Farm to connect with Langwith Stray. Right onto Langwith Stray, left on Long Lane, into Common Lane, left on Main Street, Heslington and finish at University Road, Heslington.

Route 3 – A combination of off-road and existing highway amendments to provide cycle/pedestrian route commencing from Main Street/Church Close junction, Wheldrake through Main Street, Dalton Hill, North Lane, Broad Highway to Dodsworth Farm. New section of path along boundary of Dodsworth Farm/Wheldrake Wood, between Wheldrake Wood and Langwith Great Wood then along boundary of Fir Tree Farm field to connect with Langwith Stray. Left/Right onto Langwith Stray, left on Long Lane, into Common Lane, left on Main Street, Heslington and finish at University Road, Heslington.

Route 4 – A combination of off-road and existing highway amendments to provide cycle/pedestrian route commencing from Main Street/Church Close junction, Wheldrake through Main Street, Dalton Hill, North Lane, Broad Highway to Wheldrake Wood. Left into Wheldrake Wood (following existing and enhanced path), right onto section of new path along boundary between Wheldrake Wood and Langwith Great Wood then along boundary of Langwith Great Wood and Fir Tree Farm to connect with Langwith Stray. Right onto Langwith Stray, left on Long Lane, into Common Lane, left on Main Street, Heslington and finish at University Road, Heslington.

Route 5 – A combination of off-road and existing highway amendments to provide cycle/pedestrian route commencing from Main Street/Church Close junction, Wheldrake through Main Street, Dalton Hill, North Lane, Broad Highway to Wheldrake Wood. Left into Wheldrake Wood (following existing and enhanced path), right onto section of new path along boundary between Wheldrake Wood and Langwith Great Wood then along boundary of Fir tree Farm field to connect with Langwith

Stray. Left/Right onto Langwith Stray, left on Long Lane, into Common Lane, left on Main Street, Heslington and finish at University Road, Heslington.

Consider speed restrictions and traffic calming measures, where necessary.

Local traffic modelling.

Consideration of LTN 1/20 guidance. Green scoring solutions are preferred, but non-green scoring solutions can be considered if they represent an improvement in line with project objectives.

Consider removal of ghost islands and turn boxes.

Consideration of land ownership issues and changes to adopted public highway boundaries.

Consideration of options which may cause reduced capacity at junctions, where necessary to achieve the objectives.

Consideration of changes to TRO (Traffic Regulation Orders), except those changes that would restrict motor vehicles access.

Out of Scope:

Consideration of changes to locations outside of the areas defined above.

City-wide / Strategic traffic modelling.

Air quality modelling.

Not looking to improve the following:

- a) Congestion.
- b) Bus facilities/routes.
- c) Reduce queue lengths.
- d) Improve traffic capacity.
- e) Upgrade equipment.
- f) Resurface any roads/footpaths not required as part of these works.

Crash barrier/speed mitigation works at Elvington Airfield.

Cycle parking facilities at Wheldrake and Heslington or along the route.

Bridge barrier improvements on Common Lane overpass to the A64.

University-wide cycle/pedestrian connections to this route.

Consideration of solutions that will restrict access to motorised vehicles users.

Improvement to public realm or street furniture other than those changes required to achieve the objectives.

Improvements to public transport operation or infrastructure.

Outcomes and Benefits:

Increase in cyclists and pedestrians using the route, measured by a comparison of surveyed user data compared to 2019 baseline data.

Improved cyclist and pedestrian safety/reduced incidents, measured by a comparison of accident figures over a five year period, post construction.

Dependencies and related works:

Sustrans are undertaking a feasibility study in a similar, but not equivalent, location. Whilst there are no direct dependencies at this point, there will be a degree of shared work between the two schemes.

Design Resource Procurement:

A procurement exercise will be undertaken to obtain design resource.

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Project Outline

Project Name	Fishergate Gytratory Ped and Cycle Scheme		
Project Manager	Nigel Ibbotson	Date	27/01/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from an OIC Director Decision on “Local Cycling and Walking Prioritisation (7/5/20)”

This paper can be found attached as an Annex to the main report.

The text within that report states:

“Fishergate Gytratory – further investigations of improvements for pedestrians and cyclists to make the gytratory less intimidating”

Project Description:

Provision of improvements to cyclist and pedestrian safety between the existing facilities at the Fulford Road / Maida Grove junction and the Paragon Street / Fisghergate Bar junction.

The project is needed because Fishergate and Fishergate Gytratory currently have fairly poor cycle infrastructure which acts as a barrier to many potential users on this radial route and creates a gap between existing facilities southwards on Fulford Road and northwards from Fishergate Bar into the city centre.

Several of the side roads off Fishergate and the gytratory have relatively poor pedestrian crossing facilities which discourage pedestrians from walking alongside this radial route and especially parents from walking their children to the two primary schools on this stretch.

Aims and Objectives:

The Aim of the Project is to:

Improve safety, amenity and accessibility for cyclists in the gap between existing facilities on Fulford Road and Fishergate Bar and to improve safety and amenity for pedestrians along the same stretch of road, especially at side road junctions.

The Objectives are:

Improve Safety - Improve safety for pedestrians and cyclists along this section of route.

Improve Amenity - Improve the amenity for pedestrians and cyclists along this section of route.

Scope:

In Scope:

Geographical Extents: Fulford Road / Maida Grove junction northwards through the 20mph section of Fishergate up to the Fishergate Gyratory system, then through Fawcett Street to link with existing facilities at the Paragon Street / Fishergate Bar junction.

Consideration of improvements to the Orbital Cycle Route crossing of Fishergate between Melbourne Street and Blue Bridge Lane

Investigation of potential link to the signed route between University of York and the City Centre (Heslington Road / Kent Street and off-road route along the western edge of The Barbican site) - (linking to this route only, no changes to this route itself)

Consideration of improvements outside Fishergate Primary School

Improvements will be considered at the section of Fishergate between Grange Street and Grange Garth junctions

Improvements will be considered at the 20mph gateway at southern boundary of St George's RC Primary School

Improvements will be considered to the current two-stage informal crossing at the western end of Kent Street

Consideration of Civil Engineering and built environment solutions

Consideration of (non-technology) physical measures to enforce existing restrictions.

Consideration of Changes to existing restrictions / TROs including changes to parking.

Only those locations within the adopted highway.

Traffic modelling (Microsimulation and/or Strategic modelling)

Consideration of LTN 1/20 guidance. 'Green' scoring solutions are preferable but not essential.

Consideration of options that reduce traffic capacity of the route (without preventing existing vehicular access) , where necessary to achieve the objectives.

Out of Scope:

Changes to the western and northern sides of the Fishergate Gyratory other than where specifically identified above.

Changes to zebra crossing outside St George's RC Primary School.

Resurface any roads/footpaths not required to implement the identified solution.

Drainage evaluation / changes except where such issues directly affect the identified objectives (eg if poor drainage affects a cycle lane).

Changes to existing traffic signals or introduction of new traffic signals.

Consideration of rising bollards or technology solutions to enforcement.

Changes to the adopted public highway extents or consideration of solutions that have land ownership implications.

Air Quality Modelling

Not looking to improve the following:

- Congestion

- Bus facilities/routes
- Queue lengths
- Traffic capacity

Changes to street furniture, except where necessary to implement a solution.

Consideration of options that will restrict motor vehicle access to areas currently accessible.

Consideration of improvements to public transport infrastructure of operations.

Improvements to the public realm not directly necessary to implement a solution.

Outcomes and Benefits:

Improved cyclist and pedestrian safety – Measured by incident figures over notional 2021 baseline over the next 5 years.

Increase in pedestrians and cyclists using the route - Increase over notional 2021 baseline over the next 5 years.

Dependencies and related works:

There are no direct dependencies on other projects / schemes.

Design Resource Procurement:

A Principal Designer is in place and feasibility work is currently ongoing. At present no decision is required in relation to procurement of design resource, however a decision will be required to appoint design resource after the feasibility stage if the scheme is to proceed to construction.



Project Outline

Project Name	Fulford Road – Frederick House Improvements		
Project Manager	Nigel Ibbotson	Date	03/02/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from an OIC Director Decision on “Local Cycling and Walking Prioritisation (7/5/20)”

This paper can be found attached as an Annex to the main report.

The text within that report states:

“Fulford Road – Measures to compliment the improvements which will be delivered by the developers of the Frederick House site”

Project Description:

Provision of measures to complement the improvements for cyclists and pedestrians which will be delivered by the developers of the Frederick House site.

The developers of the former Frederick House site are required to make improvements to the section of Fulford Road in the immediate vicinity of their site for pedestrians and cyclists.

This scheme complements those changes.

Aims and Objectives:

The Aim of the Project is to:

To improve safety, amenity and accessibility for cyclists and pedestrians on Fulford Road in the vicinity of the work being provided by the developers of the former Frederick House site.

The Objectives are:

Cycle route improvements – Subject to feasibility, Potential improvements could include:

- Upgrading existing Puffin Crossing to Toucan Crossing on Fulford Road.
- Link between end of developer-provided facilities at Kilburn Road and the above formal crossing
- Better links to Hospital Fields Road and Fishergate

Pedestrian route improvements - Pedestrian route improvements to complement the above cycle route improvements.

Scope:

In Scope:

Geographical location: Fulford Road between Hospital Fields Road and Cemetery Road junctions

Consideration of A new signalised pedestrian/cyclist Toucan crossing in place of the existing Puffin crossing on Fulford Road at Kilburn Road.

Consideration of off-road bi-directional cycle route linking Alma Terrace and Kilburn Road with the above Toucan Crossing

Consideration of LTN 1/20 Guidance. Green scoring solutions are preferred but non green scoring solutions can be considered if they meet project objectives.

Only changes within the adopted highway.

Consideration of civil construction solutions.

Consideration of options that would impact traffic capacity, where necessary to achieve the objectives.

Out of Scope:

Locations outside of the area defined above.

Resurface any roads/footpaths not required to implement the identified solution.

Drainage works other than those required to implement the identified scheme.

Air-quality modelling.

Changes to existing restrictions and TRO's, including speed limits and parking.

Consideration of changes that require the resolution of land ownership issues.

Consideration of new traffic signal installations (except where described above)

Consideration of options that would restrict motor vehicle traffic access.

Consideration of solutions that improve street furniture or public realm, except where required to achieve the objectives.

Outcomes and Benefits:

Improved safety of pedestrians and cyclists using the route, measured by a review of accident data 5 years post construction.

Increase numbers of cyclists using the route, measured by a comparison of survey data post construction.

Dependencies and related works:

This project is strongly dependent upon the development at Frederick House.

Design Resource Procurement:

A procurement exercise is required to obtain design resource support.



Project Outline

Project Name	St Georges Field Crossing		
Project Manager	Beth Old	Date	03/02/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

This project was identified as part of the CYC's 'ATF Tranche 2' successful bid to the DfT. The text included within the bid states:

"The scheme would provide a pedestrian/ cyclist crossing on Tower Street (dual carriageway) adjacent to the St Georges Field car park access road to allow pedestrians and cyclists using the existing riverside paths to link into pedestrian and cycle routes on the north side of the Inner Ring Road which is currently a barrier to movement."

Project Description:

Provision of a new signalised Toucan Crossing on Tower Street (dual carriageway) adjacent to the St Georges Field Car Park entrance, to allow pedestrians and cyclists using the existing riverside path to link into existing and proposed pedestrian and cycle routes on the north side of the Inner Ring Road.

Aims and Objectives:

The Aim of the Project is to:

Improve safety, amenity and accessibility of the city centre for cyclists, pedestrians and wheelchair users on routes into York's core pedestrianised area.

The Objectives are:

Toucan Crossing - A new signalised pedestrian/cyclist Toucan crossing on Tower Street, adjacent to the St Georges Field car park entrance.

Active travel network linkages - Link the above new crossing into existing pedestrian and cycle routes alongside the Inner Ring Road and along the riverside, to the rear of St George's Field car park. Ensure that work can be utilised by and is not abortive to future connections with the Castle Gateway scheme.

Scope:

In Scope:

Geographical location: At the entrance to St Georges Field Car Park.

Where feasible, New signalised cyclist/pedestrian toucan crossing on Tower Street adjacent to the St Georges Field car park entrance.

Changes to central margin as needed to implement crossing.

Consideration of LTN 1/20 guidance. Green scoring solutions are preferred. Non green scoring solutions can be considered if they achieve project objectives.

Consideration of options that would reduce traffic capacity, where necessary to achieve the objectives.

Local traffic modelling

Out of Scope:

Changes to road layout other than as needed to the centralised margin

Changes to street lighting

New cycle lanes or footpath construction.

Air quality modelling

Improvements for users other than cyclists and pedestrians.

Consideration of solutions that would restrict motor vehicles access.

Strategic or microsimulation traffic modelling.

Consideration of solutions that require changes to the extents of the adopted public highway, or consideration of land ownership issues.

Consideration of solutions that improve street furniture or public realm, except where required to achieve the project objectives.

Not looking to improve:

- Congestion / Queue lengths / Delays
- Bus facilities
- Upgrade Equipment

Consideration of improvements to public transport operation or infrastructure.

Outcomes and Benefits:

Increase in pedestrians and cyclists using the route, measured by comparison of survey data.

Improved pedestrian and cyclist safety, measured by a comparison of accident statistics post construction.

Dependencies and related works:

There is a strong dependency on the Castle Gateway scheme. Feasibility outputs are dependent upon certain stage of the Castle Gateway design process.

Design Resource Procurement:

In-house resource is fulfilling the design role for this scheme, supported by resource from an existing contract. No procurement is therefore required to obtain design resource.

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Project Outline

Project Name	Rougier St / Tanners Moat Gap		
Project Manager	Beth Old	Date	03/02/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from an OIC Director Decision on "Local Cycling and Walking Prioritisation (7/5/20)"

This paper can be found attached as an Annex to the main report.

The text within that report states:

"Rougier Street to Tanners Moat cycle gap – improvements at this junction to make it more pedestrian and cycle-friendly and to prevent vehicle use"

Project Description:

Provision of improvements to cyclist, pedestrian and wheelchair/mobility scooter user safety and amenity at the modal filter (cycle gap) between Rougier Street and Tanners Moat.

To minimise conflict between cyclists, pedestrians and wheelchair/mobility scooter users.

To prevent motor vehicle access through the modal filter.

To improve left turn into Tanners Moat from Rougier Street for cyclists.

Aims and Objectives:

The Aim of the Project is to:

To improve safety, amenity and accessibility for cyclists, pedestrians and wheelchair/mobility scooter users at the modal filter (cycle gap) between Rougier Street and Tanners Moat.

The Objectives are:

Improved Safety - Improve the safety of pedestrians, cyclists and wheelchair/mobility scooter users at this location.

Improved Amenity - Improve the amenity for pedestrians, cyclists and wheelchair/mobility scooter users at this location

Scope:

In Scope:

Consideration of LTN 1/20 guidance. Green scoring solutions are preferred, but non green scoring solutions can be considered if they achieve the project objectives.

Consideration of solutions to Improvements left turn into Tanners Moat from Rougier Street for cyclists

Consideration of Civil Engineering and built environment solutions

Consideration of physical measures to enforce existing restrictions.

Changes within the adopted public highway.

Consideration of changes that will impact traffic capacity, where necessary to achieve the objectives.

Out of Scope:

Changes to the traffic signal junction operation or layout.

Consideration of solutions that require changes to the boundaries of the adopted public highway or resolution of land ownership issues

Consideration of solutions that require structural changes to the adjacent bridge.

Consideration of changes that prevent motor vehicle access (any more than those current restrictions)

Consideration of changes to improve street furniture or public realm, except where required to achieve project objectives.

New cycle lanes.

Resurface any roads/footpaths not required to enable proposed solution.

Changes to existing restrictions / TROs.

Consideration of rising bollards or technology solutions to enforcement.

Not looking to improve the following:

- Congestion
- Bus facilities/routes
- Queue lengths
- Traffic capacity

Outcomes and Benefits:

Improved cyclist, pedestrian and wheelchair / mobility scooter user safety – measured by comparison of accident statistics post construction.

Increase in pedestrians, cyclists and wheelchair/mobility scooter users using the route – Measured by comparison of survey data post construction.

Dependencies and related works:

There are no direct dependencies on this project.

Design Resource Procurement:

A contract is in place for the provision of design resource support. No further procurement is required to obtain design resource support.



Project Outline

Project Name	Skeldergate Cycle Improvements at Buildouts
Project Manager	Beth Old
Date	03/02/2022

Purpose of this Document:

This document summarises key project information to allow a Member decision to be made in support of the current course of action.

Mandate:

The mandate for this project derives from an OIC Director Decision on “Local Cycling and Walking Prioritisation (7/5/20)”

This paper can be found attached as an Annex to the main report.

The text within that report states:

“Skeldergate – investigation of improved measures for cyclists at the two build-outs”

Project Description:

Provision of improvements to cyclist safety and amenity at the build-outs at Skeldergate.

To minimise conflict between road users at Skeldergate.

Aims and Objectives:

The Aim of the Project is to:

Improve safety, amenity and accessibility for cyclists on the route along Skeldergate, and to reduce and/or remove conflict at build-outs.

The Objectives are:

Cycle Improvements - Enable cyclists to safely pass the Skeldergate build-outs without conflict over right of way and road space from other road users.

Scope:

In Scope:

Consideration of changes to the 2 Skeldergate build-outs to improve cyclist safety

Consideration of LTN 1/20 guidance. Green scoring solutions are preferable. Non green scoring solutions can be considered if they achieve project objectives.

Consideration of changes to Road markings/signage.

Civil Engineering / construction solutions.

Changes within the bounds of the adopted highway.

Consideration of solutions that reduce traffic capacity, where necessary to achieve the objectives.

Out of Scope:

Locations outside of the area defined above

Improvements to pedestrian access

Not looking to improve the following:

- Congestion
- Bus facilities/routes
- Queue lengths
- Traffic capacity
- Resurface any roads/footpaths not required as part of works.
- Drainage

Changes, removal or addition of/to speed calming measures.

Consideration of changes to adopted highway boundaries or solutions that require the resolution of land ownership issues.

Consideration of solutions that prevent motor vehicle access.

Consideration of improvements to public realm or street furniture, except where required to achieve project objectives.

Outcomes and Benefits:

Improved cyclist safety / reduced incidents – Measured by a comparison of accident data post construction.

Dependencies and related works:

There is a strong dependency on a local ward scheme in the same area. Findings from the feasibility stage of the ward scheme will be considered as part of this project.

Design Resource Procurement:

A contract for design resource support is in place. No further procurement of design resource support is required.

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Emergency Active Travel Fund - tranche 2 survey

General

Q1. What is your local transport authority name?

City of York Council

Strategic case

Q2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.

City of York Council is seeking funding for a series of measures to make it easier and safer to travel around York using active modes. The programme set out in this form, and in York's previous tranche 1 application, has been formulated by:

- Assessing where bus services in York carry large numbers of passengers, and may struggle to cater for passenger volumes with social distancing measures in place
- Using York's LCWIP scoping study to identify movements where there are large numbers (or potential numbers) of cyclists and pedestrians, but where road conditions are poor for these modes.

York is a compact and flat city, and our LCWIP scoping study showed very large movements of cyclists between the west of York and the city centre, to the city's two universities and further education college. It showed that there were large numbers of car commuters to peripheral employment sites, many with quite short distance commutes. York has an extensive off-road cycle route network, but consultation with residents has sometimes shown awareness of this network is weak – people often don't know that they live near a cycle route – and if they do, may not know where that route goes. York is seen as a place where cycling and walking levels are high – but 70% of York residents say they "never" cycle. Some areas of the city have high levels of physical inactivity and poor health outcomes. Activity levels for children in York are below the national average, and this bid seeks to address this by improving routes to/from some secondary schools and also contains funding for a scheme to improve the environment and reduce the impact of vehicles around a school which could be rolled out across the city more generally in time.

As advised in the guidance, our application seeks to reallocate road space from vehicles to active modes – and does so to encourage utility cycling and higher levels of physical activity through walking and cycling. We have also been careful to advance solutions which do not disadvantage bus services, and where possible convey an advantage on bus services and their passengers – because the growth of York in the medium to long term depends on an effective bus network.

This application builds on work already delivered/ under construction in tranche 1 of EATF. We have already delivered improved, wider, cycle lanes on Tadcaster Road, the main radial corridor to the west of York, which leads to the city's further education college. We have delivered pop up facilities in two locations in York city centre (Coppergate and Castle Mills). We are pressing on with providing cycle lanes on Shipton Road, the main radial to the north of York and are improving cycle facilities on Malton Road, the main radial to the north east of York. To improve conditions for pedestrians and support a return of activity to York city centre the council has increased the fully pedestrianised area of York city centre by approx. 25% and increased the hours when traffic is banned in the city centre.

York has been committed to encouraging active travel for over 40 years. Our Local Transport Plans have always had ambitious plans to increase walking and cycling, and measures to do this are at the heart of new developments in York. A legacy of this activity is a well-developed network of on-street and off-street cycle routes. The city council see EATF as a great opportunity to bring forward more schemes in York's pedestrian and cycle programme, towards rolling out the measures which we have seen work on a subset of radials in the city to achieve coverage of all major radials in the city.

Q3. Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes.

York's schemes have been identified to cater for high public transport movements or to fill in gaps in the existing network provision which may currently discourage cyclists and/ or pedestrians and to provide an alternative to high volume bus movements and focus on areas of the city where physical activity levels/ health outcomes are poor. The schemes proposed in this bid are located as follows:

- A1237 outer ring road bridges – permanent provision of a cycle lane and improved footways over a 1km viaduct where provision is currently poor – linking suburbs on the northern and southern banks of the River Ouse, including a school on the southern bank and retail on the northern.
- Further improvements on the A19 Shipton Road, a 2 mile radial with pop-up cycle lanes being delivered through tranche 1 of the EATF. The additional funding will allow some of the existing pedestrian refuges on the road (which currently cause cycle lanes to be narrowed) to be replaced with signalised crossings and improvements to the main junctions on the road and will allow the scheme to become permanent.
- Measures in the city centre to improve access into and around the city centre to serve a larger footstreet area and ensure that the heart of the city is as accessible as possible for pedestrians/cyclists and disabled travellers. This scheme would include a range of measures such as improved signage, improvements to disabled crossing facilities, and a new toucan crossing catering for cyclists and pedestrians using the existing riverbank path, but wishing to travel across the Inner Ring Road into the south east of the city centre, an area being regenerated. There would also be the opportunity for a complimentary CYC funded scheme to provide Cycle/bus enhancements on the Inner Ring Road to be delivered in parallel to the EATF scheme if feasible following detailed design and consultation.
- Measures focused on improving the environment for cyclists accessing local villages, from Wheldrake to Heslington. To be complimented by a further CYC funded scheme on the principal roads to/ from the University of York in Heslington, a huge generator of bus trips now. This scheme also includes a scheme to provide an off-road cycle route to a village, Wheldrake, which will benefit commuters between Wheldrake and York city centre, including schoolchildren travelling to school in Fulford.
- Acomb Road/ York Road Acomb cycle scheme – a scheme to permanently improve conditions for cyclists on a main road (B1224) to the west of York which the LCWIP identifies as having the potential to carry large numbers of cyclists, including many children travelling to schools, but where there is very little provision. Length of road affected approx. 1.5 miles.
- School Zone Pilot. We work closely with schools to encourage more active travel trips across the city. There is significant concern about the impact of traffic on the environment and safety of pupils at drop off and pick up times at some schools in the city which we aim to address with this programme. After a successful trial of a people street concept at Carr Junior School in association with Sustrans last year we are including changes to Ostman Rd in Acomb as a pilot scheme in this application for potential future wider rollout across the city.

Q4. What prioritisation has been undertaken to identify these proposed scheme(s)? Please tick all that apply

Scheme(s) identified in Local Transport Plan

Scheme(s) identified by the Rapid Cycleway Prioritisation Tool (<https://www.cyipt.bike/rapid/>)

Scheme(s) identified using the Propensity to Cycle Tool (<https://www.pct.bike/>)

Scheme(s) identified through consultation with stakeholders

Other (please specify):

Schemes identified in York's own Cycle Strategy

LCWIPs

Q5. Which LCWIP does the scheme(s) fall under?

The schemes are informed by York's draft LCWIP scoping report. This identifies area where there is a need to improve provision for cyclists, but has not progressed to the point where specific schemes are identified

Q6. Please provide a URL to the LCWIP if available

The draft LCWIP Scoping Report is available on request..

Scheme 1

Q7. Scheme name

A1237 Ouse Bridge scheme

Q8. Total scheme cost (£)

£120,000

Q9. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

This route is a key link on both the pedestrian and cycle networks but is currently very sub-standard owing to the restricted space currently available on the bridges. The route has at its eastern end the residential areas of Rawcliffe and Clifton Without plus the employment, shopping and leisure facilities on the Clifton Moor Retail Park. At the route's western end there are the residential areas of Acomb and Poppleton, employment sites at York Business Park and Millfield Lane Industrial Estate. One of the city's larger secondary schools, whose catchment area extends to both sides of the River Ouse, is also located in the area and thus has a number of pupils on its roll who need to cross the river and the East Coast Main Line. As a result of the significant number of trip attractors located within easy cycling and walking distance there is great potential for movement across the existing viaduct which currently isn't used to its full potential because the current shared use path is a significant pinch-point on the pedestrian and cycling networks due to the restricted width. The path is immediately adjacent to a section of York's Outer Ring Road with a 60mph speed limit. There are relatively few crossings of the river and the rail line north of the city centre and the nearest alternative route, via Clifton Bridge, is not viable as it increases the journey length by up to 4 miles.

The carriageway width allocated to vehicles on the existing A1237 viaduct over the River Ouse and East Coast Main Line will be narrowed with the space released used to provide a cycleway at carriageway level on the "city centre" side of the viaduct. The speed limit on the road will be reduced and measures introduced to segregate Active Travel users from vehicles.

Q10. What measures are included in your proposed scheme(s)? 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.

Installing segregation to make an existing cycle route safer

Provision for monitoring and evaluation of schemes

Other (please specify):

Signage for pedestrians and cyclists will be reviewed to ensure it clearly publicises and raises awareness of the new facility and the journeys it enables.

Q11. For corridor schemes, please provide the route length in miles

0.8 miles

Scheme 2

Q13. Scheme name

Shipton Road cycle route enhancement

Q14. Total scheme cost (£)

£350,000

Q15. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

Installation of light segregation on Shipton Road. Reallocation of road space to cyclists at the Rawcliffe Lane Shipton Rd and Shipton Road/Clifton Green junctions, subject to co-design work with the communities, businesses and residents affected. Provision of pedestrian crossing facilities at Clifton Green incorporating into upgraded signalised junction.
Conversion of two pedestrian refuges on Shipton Road to toucan/ puffin crossings to give wider cycle lanes at these locations without compromising the safety of pedestrians.
Bus boarder build outs at bus stops so cycle lanes are continuous along length of Shipton Road (currently go around buses at laybys).

Q16. What measures are included in your proposed scheme(s)? 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.

New segregated cycleway (permanent)

Installing segregation to make an existing cycle route safer

Provision for monitoring and evaluation of schemes

Other (please specify):

Links to tranche 1 facilities on this road, and also a "park and pedal" scheme at Rawcliffe Bar park and ride site.

Q17. For corridor schemes, please provide the route length in miles

2 miles (in two directions)

Scheme 3

Q19. Scheme name
City Centre Accessibility

Q20. Total scheme cost (£)
£150,000

<p>Q21. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.</p>
<p>The scheme improves the accessibility of the city centre providing improvements for cyclists/pedestrians and wheelchair users on routes into the core pedestrianised (Footstreets) area. The scheme would provide a pedestrian/ cyclist crossing on Tower Street (dual carriageway) adjacent to the St Georges Field car park access road to allow pedestrians and cyclists using the existing riverside paths to link into pedestrian and cycle routes on the north side of the Inner Ring Road which is currently a barrier to movement. Separate to the EAT scheme the potential for the provision of a dedicated bus/cycle lane linking into the crossing will be investigated and delivered using Council funds if viable following further design/modelling and consultation. The scheme also includes improved signage and footway improvements to link ped/cycling routes into the extended Footstreets area.</p>

<p>Q22. What measures are included in your proposed scheme(s)? 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.</p>
<p>New segregated cycleway (permanent)</p>
<p>Provision for monitoring and evaluation of schemes</p>
<p>Other (please specify): New signalised toucan crossing over York's dual carriageway inner ring road.</p>

Scheme 4

Q25. Scheme name
Wheldrake to Heslington improvements for cycling and walking

Q26. Total scheme cost (£)
£550,000 (including £350k Council commitment to longer term delivery of cycling/walking improvement to the University area)

Q27. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@df.gov.uk.

The active travel options for residents of Wheldrake south of York are limited as the two access roads linking it to the city centre (A19 Selby Road and Elvington Lane) are high speed and narrow. An off road cycle/ walk route provided between Wheldrake and Heslington via Wheldrake Woods and Low Lane (which would allow the route to cross the A64 using an existing grade separated minor road bridge) will enable residents to avoid these roads and will provide a shorter route which is within cycleable distance of the York urban area. People walking or cycling into the city centre would then use University Road to access the existing cycle route through Walmgate Stray/ Hospital Fields Road to travel to central York. The project funded directly by the Emergency Active Travel Fund will be complimented by a scheme to be funded directly by the Council on University Road adjacent to Heslington Hall which will be progressed in parallel through detailed consultation with the local community. Owing to the sensitive location and number of key stakeholders to consult it is not anticipated that this Council funded element of the overall scheme will be delivered until early 2021/22.

Q28. What measures are included in your proposed scheme(s)? 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.

New segregated cycleway (permanent)

New permanent footway

Selective road closures using planters, cones or similar

Provision for monitoring and evaluation of schemes

Q29. For corridor schemes, please provide the route length in miles

Total route length 5.2miles inc. approx.1.6miles of new cycle route to link existing public highway.

Scheme 5

Q31. Scheme name

Acomb Road/ York Road, Acomb on carriageway cycle lanes

Q32. Total scheme cost (£)

£200,000

Q33. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

The scheme provides cycle lanes on both sides over a 1.5 mile length on the B1224 Acomb Road/ York Road Acomb. A co-design process with local community, residents and businesses will develop the detailed proposals. This may include:

Advisory cycle lanes to the Ridgeway/ Beckfield Lane roundabout, considering measures to improve safety for cyclist and pedestrians at the roundabout

Mandatory cycle lanes (with some breaks to accommodate on-street parking where no alternative exists), also interspersed with sections of advisory cycle lanes where the road narrows and adjacent buildings prevent highway widening.

The eastern end of the scheme then feeds into existing cycle facilities on the A59 Holgate Road/Poppleton Rd. The western end of the scheme links to the recently constructed Knapton and Rufforth cycle path which links two villages to the west of the city via a new grade-separated crossing of the A1237 Outer Ring Road.

Light segregation may be provided where appropriate to maximise user safety, particularly as it has the potential to cater for large numbers of school children travelling to Millthorpe, All Saints and York High schools and residents travelling between Acomb and the City Centre for employment, shopping or recreational purposes.

Q34. What measures are included in your proposed scheme(s)? 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.

New segregated cycleway (permanent)

Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)

Provision for monitoring and evaluation of schemes

Other (please specify):

In parallel with this scheme, measures will be taken forward through York's Access Fund programme to encourage increased physical activity in parts of Acomb and Westfield Wards where health outcomes have historically been poor.

Q35. For corridor schemes, please provide the route length in miles

Up to 1.5 miles (in two directions)

Finance case

Q37. Total DfT funding sought (£)

£850,000

Q38. Total DfT capital funding sought (£)

£663,000

Q39. Total DfT revenue funding sought (£)

£187,000

Q40. Total local authority contribution, if applicable, (£)

£600,000. The Council proposes to contribute £600k of Capital funding to the schemes identified in the programme. In addition the Council will use the long-running Access Fund programme (£450k in 2020/21) to support the schemes through publicity, promotion stakeholder and community engagement, provision of services such as cycle training (for children and adults). Some schemes could be delivered as elements of already programmed road resurfacing programmes. This allows DfT to achieve maximum value from EATF spend because funds do not need to be committed to resurfacing costs, erasing existing carriageway markings etc.

Management case

Q41. When do you expect to commence construction? (DD/MM/YY)

Construction of some measures will commence very shortly after award as enhancements to EATF tranche 1 schemes (e.g. the Shipton Road) or because they are being delivered as part of pre-existing resurfacing schemes. For other schemes the expectation is that construction will commence early in 2021, assuming a funding announcement by the end of August 2020.

Q42. When do you expect to have completed the work? (DD/MM/YY)

The schemes in this programme have been designed to be deliverable by 31/03/2021. Complementary projects such as the University Rd element of the Wheldrake/Heslington/University scheme are planned for 2021/22

Q43. Please describe the project review and governance arrangements in place, and any assurance arrangements, e.g. to ensure that accessibility requirements will be met

The programme and the schemes within it will be managed using York's existing, and proven, project management structures. These include a gateway system based on Green Book principles which is controlled by an Officer "Transport Board" which meets on a monthly basis. Where appropriate specific schemes will be progressed through the Executive Member Decision Session process. All schemes will be subject to road safety audits before they are implemented.

Q44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators

The schemes in this programme have been developed in consultation with local stakeholders, the principal local bus operator and ward councillors for the affected areas. Schemes have been carefully designed to minimise adverse impacts – for example on business or residential parking space – however where there are potential adverse impacts there will be consultation during the detailed design phase with affected groups (including local residents, traders associations, businesses and parish councils/ward councillors).

The scheme around University of York will be developed in consultation with the University who are supportive of the principles and outputs of the scheme.

As schemes are developed there will be consultation with groups representing mobility and sensory impaired people – particularly for measures such as replacement of pedestrian refuges with signalised crossings, or any measures which make changes to footways (although the preliminary scheme development for this bid suggests that there are very few adverse impacts on footways from the schemes in the programme).

Q45. Please state which design standards have been followed in developing your scheme (s)

This programme aspires to deliver schemes designed to the standards set out in LTN 1/20. York, like many UK towns and cities, has constrained sections of highway such as bridges, bus stops, junctions, conservation areas etc., which may make it difficult to achieve full compliance with LTN1/20 – however, years of implementing cycle and pedestrian schemes in York means that, when necessary, the Council has in-house experience to deliver effective cycle priorities where roadspace is constrained.

Q46. Consultancy spend should be limited and where needed, existing framework contractors should be used. Are you intending to use consultants?

Yes

If yes, please provide details

Capacity constraints within the CYC design team means that we will need to use consultants to design and assist in the delivery of schemes. The consultancy expertise we will call on will be sourced from existing contracts and framework agreements.

Commercial case

Q47. Is the authority ready to commence work and, if applicable, are contractors/ procurement / delivery partners in place?

Yes

Please provide details

In absolute terms the individual schemes are small in scale and can be delivered using City of York Council's in house engineering capability or framework contractors – some schemes may align with pre-existing resurfacing schemes. We have procurement routes already established for items such as armadillos, wands etc.

Monitoring and Evaluation

Q48. Has monitoring and evaluation been considered for all scheme(s)?

Yes

If yes please provide details

Although York is not proposing any schemes of >£2m value, for which M&E is compulsory, we will undertake an appropriate level of monitoring and evaluation for the schemes being taken forward based on the following:

- output report – specifically the interventions delivered through the EATF, length of priorities, equipment installed etc
- manual (and in some cases automated) counts of cyclists in the location. York has had a programme of cycle counts for many years, giving the city a baseline assessment of cycle use which few other local authorities have.
- Counts of pedestrians – particularly on the new crossings provided
- General stakeholder engagement around schemes – in particular residents on corridors which benefit from the measures and interest groups

Q49. Using the monitoring and evaluation guidance provided, please outline briefly how you will monitor and evaluate each permanent scheme costing at least £2m. (If no individual scheme is expected to cost over £2m, please state "not applicable")

Not Applicable

Declaration

Q50. Reporting Officer details

Name Tony Clarke
Telephone number 07795 283296
Email address tony.clarke@york.gov.uk

Q51. Senior Responsible Officer details

Name Neil Ferris
Telephone number 07798 840368
Email address neil.ferris@york.gov.uk

Q52. Section 151 Officer (or equivalent) details

Name Debbie Mitchell
Telephone number 01904 554161
Email address debbie.mitchell@york.gov.uk

Q53. Please add further details or clarification

CYC has put forward an ambitious programme delivering schemes to encourage residents and visitors to take up active travel options, particularly in this period when the capacity of the public transport network is constrained. It is essential for the economic prosperity of the city that as many people as possible take up these options so that the reduced capacity bus and rail services are available for travellers who do not have any other viable options. It is already clear from the relatively high demand in the city centre car parks at this early stage of recovery that we need to ensure that travellers are aware of the alternative options available and we remove as many pinch points on the active travel network as possible

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Decision: Local Cycling & Walking Prioritisation					
Type of Decision: Director		Key	N	Non-Key	Y
Portfolio Area that decision relates to:					
Leader (inc Policy, Strategy & P)	<input type="checkbox"/>	Finance & Performance	<input type="checkbox"/>		
Economy & Strategic Planning	<input type="checkbox"/>	Culture, Leisure & Com	<input type="checkbox"/>		
Environment & Climate Change	<input type="checkbox"/>	Health, Adult & Social Care	<input type="checkbox"/>		
Transport	<input type="checkbox"/>	Housing & Safer Neighbour.	<input type="checkbox"/>		
Finance & Performance	Y	Children, Young People & E	<input type="checkbox"/>		
Background					
<p>Following the Local Government elections in May 2019 the new administration approved an emergency budget amendment. This amendment included an allocation of £1M for improvements for cyclists and pedestrians. £500K of this funding has been devolved to ward members for specific improvements within their wards for cyclists and pedestrians leaving a further £500K for more general schemes.</p> <p>The wording of the budget amendment which specifically relates to the Cycling and Walking allocation states that “schemes will include removing hazardous pot-holes for cyclists, improvements to footways, pedestrian crossings, dropped kerbs, smart travel and cycle infrastructure.”</p> <p>Several cycle schemes have been put forward which are based on previous work undertaken to identify a strategic cycle route network and to sort the missing links into a prioritised list. The strategic network and original prioritised list were approved in 2012 and the prioritised list was amended in 2015 to take into consideration additional factors.</p> <p>Discussions have also taken place between officers and the Executive Member for Transport about schemes which should also be taken into consideration for potential funding. This takes on board some requests from external stakeholders which have been identified as quick-wins or tackling pinch-points on the network.</p> <p>It is difficult to identify schemes which would specifically benefit pedestrians due to many of the outstanding requests being located in sparsely populated areas where relatively few people would benefit. It is therefore proposed to increase the funding available to investigate and implement improvements to crossing facilities.</p> <p>The schemes which are proposed for inclusion are listed in Annex A.</p>					
Implications: Crime & Disorder	N	Equalities	Y	Other:	
Human Resources	N	Legal	N	Highways	Y
Financial	Y	ITT	N	Property	N
Decision Date: 7 May 2020					

Wards Affected:

All Wards	Y	Fishergate		Holgate		Rural West York	
Acomb		Fulford & Heslington		Hull Road		Strensall	
Bishopthorpe		Guildhall		Huntington & New Earswick		Westfield	
Clifton		Haxby & Wigginton		Micklegate		Wheldrake	
Copmanthorpe		Heworth		Osbalwick & Derwent			
Dringhouses & Woodthorpe		Heworth Without		Rawcliffe & Clifton			

Comments/Observations:**Decision:**

The Corporate Director of Economy and Place in consultation with the Executive Member for Transport approves the list of schemes outlined in Annex A and instruct officers to undertake feasibility and design work on the approved list.

Reason: To enable schemes to be worked up to a point where they can then be put out for public consultation prior to a final decision being made on their implementation where appropriate.

Decision Made by: Neil Ferris, Corporate Director of Economy and Place in consultation with the Executive Member for Transport.

Contact Details: Directorate of Economy and Place, West Offices
Tel No: 01904 551448, email: neil.ferris@york.gov.uk

On behalf of: Neil Ferris, Corporate Director of Economy and Place

To be implemented by: Andy Vose

On Completion – Signed off by:

Date: 7 May 2020



Neil Ferris, Director

Corporate Director of Economy and Place

Annex A

Local Cycling & Walking Prioritisation

The schemes which are proposed for inclusion are listed

- University of York - further investigations in partnership with University staff and students of improved links between the East and West campuses
- Improvements to a north-south link along the edge of the city centre but inside the inner ring road using High Petergate, Minster Yard, Deangate, Goodramgate, Aldwark, Hungate, Navigation Road and Walmgate
- Rougier Street to Tanners Moat cycle gap – improvements at this junction to make it more pedestrian and cycle-friendly and to prevent vehicle use
- Fishergate Gyratory – further investigations of improvements for pedestrians and cyclists to make the gyratory less intimidating
- Hospital Fields Road – investigation of potential for segregated cycle facilities between the off-road path at the western end and the Fulford Road junction at the eastern end
- Orbital Cycle Route – improvements at the James Street / Lawrence Street / Regent Street junction to clarify the status and raise awareness of the shared facilities
- Accessibility improvements – investigation of amendments to various barriers on the network to make them accessible to more people.
- Ramped path from riverside to Bishopthorpe Road opposite the Chocolate Works site – improvements to make this path wider and easier to use if at all possible
- Skeldergate – investigation of improved measures for cyclists at the two build-outs
- Fulford Road – measures to compliment the improvements which will be delivered by the developers of the Frederick House site
- Tang Hall Lane – improvements to the access onto the Foss Islands Path near the crest of the humpback bridge
- Improvements to the cycle route through the South Bank / Bishophill areas

- Manor Lane / Shipton Road – improvements to the junction to make Manor Lane safer to cross for pedestrians and cyclists
- Additional funding for pedestrian crossing investigations and implementation
- Cycle margin works at various locations (to be decided)

Some of the £500K funding may need to be kept to one side as the Executive Member has indicated he would like further discussions with other party representatives about whether a scheme for Sim Balk Lane should be funded or not.