

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

**To:** Councillor D'Agorne (Executive Member)

**Date:** Tuesday, 21 March 2023

**Time:** 11.00 am

**Venue:** The Craven Room - Ground Floor, West Offices (G048)

**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 Services by **5:00 pm on Thursday 23 March 2023**.

\*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 Friday 17 March 2023**.

**1. Declarations of Interest**

At this point in the meeting, Members are asked to declare any disclosable pecuniary interest or other registerable interest they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests.

**2. Public Participation**

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the Committee.

**Please note that our registration deadlines are set as 2 working days before the meeting, in order to facilitate the management of public participation at our meetings.** The deadline for registering at this meeting is **5:00pm on Friday 17 March 2023.**

To register to speak please visit [www.york.gov.uk/AttendCouncilMeetings](http://www.york.gov.uk/AttendCouncilMeetings) to fill in an online registration form. If you have any questions about the registration form or the meeting, please contact Democratic Services. Contact details can be found at the foot of this agenda.

### **Webcasting of Public Meetings**

Please note that, subject to available resources, this meeting will be webcast including any registered public speakers who have given their permission. The meeting can be viewed live and on demand at [www.york.gov.uk/webcasts](http://www.york.gov.uk/webcasts).

During coronavirus, we made some changes to how we ran council meetings, including facilitating remote participation by public speakers. See our updates ([www.york.gov.uk/COVIDDemocracy](http://www.york.gov.uk/COVIDDemocracy)) for more information on meetings and decisions.

- 3. Acomb Road Safety Update** (Pages 1 - 16)  
The purpose of this paper is to update the Executive Member on progress on Road Safety concerns identified on Acomb Road.
- 4. Active Travel Programme Update** (Pages 17 - 198)  
This report provides an update on the progress of the Active Travel Programme and asks the Executive Member to note this update.
- 5. Active Travel Programme – Hospital Fields Road Scheme** (Pages 199 - 328)  
This report summarises the findings received in the public consultation period. An analysis of the public consultation has been undertaken and presents options for delivery of the scheme and requests a decision to confirm which proposal will be delivered.
- 6. Resident Parking (Recommendations from Scrutiny)** (Pages 329 - 342)  
The purpose of this paper is to present and allow the consideration of the recommendations on the Digital Parking system from the Economy and Place Scrutiny Committee in November 2022.

## 7. Urgent Business

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

### Democracy Officer:

Robert Flintoft

Contact details:

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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





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**Decision session**

**21<sup>st</sup> March 2023**

**Executive Member for Transport**

Report of the Director of Environment, Transport and Planning

**Acomb Road Safety Update**

**Summary**

1. The purpose of this paper is to update the Executive Member on progress on Road Safety concerns identified on Acomb Road.

**Recommendations**

2. The Executive Member is asked to:

- i) Note the recommendations and progress against recommendations;

Recommendation 1 – Promote and relaunch the existing campaign to recruit a school crossing patroller on Acomb Road;

Recommendation 2 – Work with HR to review school crossing patrol role and terms and conditions;

Recommendation 3 – Review the policy for pedestrian crossings and bring to an Executive Member decision session;

Recommendation 4 – Collect speed data currently on Acomb Road to determine the level of compliance with the 30mph limit;

Recommendation 5 – Add the section of Acomb Road in the vicinity of the crossing points to Acomb Primary school and West Bank park to the Speed Limit review programme to see whether the speed limit can be reduced to 20mph;

Recommendation 6 – Ensure that speed limits review form part of the considerations of the Acomb Road Active Travel scheme;

Recommendation 7 – Note Ward scheme to improve conditions for cyclists and Safer route to school schemes on Hamilton Drive;

Recommendation 8 – Ensure the 30mph speed limit issue is reviewed as part of these schemes on Hamilton Drive;

Recommendation 9 – Explore the feasibility of crossing improvements on Acomb Road including collecting the data on pedestrian and traffic movements to see if this meets the criteria in Department for Transport guidance and Council policy for a safe place for a pedestrian crossing;

Recommendation 10 – Do the traffic modelling to review the impact of a banned right turn from Grantham Drive onto Acomb Road;

Recommendation 11 – Add a review of the lining on West Bank to the annual review for 23/24;

Recommendation 12 – Implement signage improvements where identified;

**Reason:**

To respond to resident concerns around road safety in the area;

**Background**

3. In December 2022 resident groups and Ward Councillors approached the Executive Member for Transport and Officers for an onsite discussion regarding road safety issues relating to walking routes to Acomb Primary School including Acomb Road.
4. This was to highlight the ongoing road safety issues and in response to the decision at the November 2022 Executive meeting when the Acomb Road Active Travel scheme was paused until funding could be secured to progress the scheme.
5. Acomb Road was proposed for exploration of an Active Travel scheme by officers and members, informed by the LCWIP scoping study which identified a potential high cycle flow on this corridor. In August 2020, Acomb Road was included in the Council's Active Travel Fund tranche 2

bid. An amount of funding was awarded by the Department for Transport for the Council's proposed schemes.

6. Due to insufficient funding the scheme was not progressed at this stage awaiting further funding opportunities, enabling the available active travel programme funding to be used to progress more affordable schemes from the same bid. Funding to develop a design on Acomb Road forms part of the tranche 4 Active Travel Fund bid for development funding submitted in February 2023 and a decision is due in late March 2023.
7. Sections of Acomb Road were resurfaced in 2021. In some areas the lining wasn't reinstated in anticipation of the forthcoming Active Travel scheme and to avoid the need to remove lines which would potentially damage the newly-laid surface.
8. A site visit was undertaken on the 15<sup>th</sup> December which was attended by residents, local Ward Councillors, the Executive Member for Transport and Officers from the Transport and Communities teams.
9. Follow up site visits have been made and further work has been done to determine the best way to mitigate the short and longer term issues that have been described and observed.
10. Officers have been advised that two petitions are forthcoming in relationship to the issues in this report. These have not yet been received.
11. **Map 1** shows the extent of the area identified at the site visit.



**Map 1. Area around Acomb Primary school**

12. The site visit route started at Acomb Road during school drop off time observing the desired routes of pedestrians south across Acomb Road then after this peak in pedestrian movement, moving west to Moorgate, south along Moorgate to Hamilton Drive. East along Hamilton Drive and back to Acomb Road through West Bank Park. West Bank, which leads to the primary school, was also discussed.

### **Residents feedback**

13. At the site visit and as part of subsequent feedback from the “Parent Safer Roads campaign” made representations on a number of different aspects of safety in the area. The focus is requesting “immediate action” as the road safety in this area is a “serious threat to our children”.
14. The key campaign objectives are:



- “The installation of pedestrian crossings on both Acomb Road and Hamilton Drive, to give children and their families a safe way to cross these key routes to school and around our community”;
- “The introduction of 20mph zones around the school on both Acomb Road and Hamilton Drive, in the case of Hamilton Drive bringing arrangements in line with those already in place for Hob Moor School and Our Ladies Queen of Martyrs”;

15. It was also noted that there was dissatisfaction with the November 2022 Active Travel Projects decision. It was requested that a percentage (15%) of funding be reallocated to support short term measures on Acomb Road and Hamilton Drive as the current conditions “pose a very dangerous threat to our children,” and take a partial approach to implementation of that “Very high priority” scheme allowing for “urgent safety measures” to be introduced.

### **Safety of pedestrians and cyclists, particularly children, around the Acomb Road area**

16. The site visit focused first on the crossing of Acomb Road.
17. During the morning school drop off there are a significant number of pedestrians, with a large proportion being children, crossing from the North side of Acomb Road to the refuge in the middle of the carriageway and on to the South side of Acomb Road (see **Map 2** below).



**Map 2. Pedestrian Desire-line**

18. At the site visit the residents were clear that they felt there were safety issues for children crossing at any time of the day. The pedestrian flows at school opening and closing times show a large increase.
19. During the site visit and the subsequent site visit by Officers it was noted that the pedestrian and vehicular movement flow increased during the school drop off period and reduced significantly afterwards to a level consistent with this type of route across the City.
20. At present, when analysing the need for a pedestrian crossing the council has a policy based on surveys of pedestrian and vehicle volumes and there is a concern that this doesn't take into account suppressed demand (the number of pedestrians who would cross if the facility was there). The policy will be the subject of a review and will go to a decision session of the Executive Member for Transport.
21. This location historically had been serviced by a school crossing patrol, however, the last patroller left the role 18 months to 2 years ago and there has been no interest shown by members of the public in subsequent recruitment campaigns. Another recruitment campaign is currently ongoing, in collaboration with the school. Postcards and flyers have been

left in libraries, local church and community hubs and a banner will imminently be placed at the school to try to increase interest and to advertise the vacant role.

- 22. Recommendation 1 – Promote and relaunch the existing campaign to recruit a school crossing patroller on Acomb Road.**
- 23. Recommendation 2 – Work with HR to review school crossing patrol role and terms and conditions.**
- 24. Recommendation 3 – Review the policy for pedestrian crossings and bring to an Executive Member decision session.**
25. There were general comments on speeds on Acomb Road and a desire for the limit on Acomb Road (extent to be determined - in the vicinity of the crossing points to Acomb Primary school and West Bank park) to be reduced to 20mph.
26. Acomb Road is a key distributor route as it forms part of the primary route between Acomb and the city centre and from a wider perspective is key to expedient movement of traffic across the City. The view is that a reduction from 30mph to 20mph in the absence of any form of traffic calming measures in the area is unlikely to be adhered to due to the nature of the road and enforcement would be challenging. Alongside the review of speed limits, further traffic calming measures will be explored.
27. The most recent speed survey was carried out in 2021, this was at the end of Hobgate near the police station mean speeds of 24mph. A survey was undertaken in 2016 and mean speed Westbound 27.5mph, Eastbound 26.8mph. On the 800 metre stretch between the Hebden Rise and Lindley Street junctions, Police records show there have been five injury accidents in the last three years with no obvious clusters. Three involved a collision with a cycle and one near Murray Street involved a pedestrian. This number of accidents is not considered particularly unusual for an urban B-road. Up to date speed surveys will be done on the current speed limit of 30mph.
28. This section of Acomb Road will be added to the speed limit programme to see whether the limit can be reduced. When Acomb Road was last resurfaced part of the centre line was not reinstated. This was in anticipation of the Acomb Road Active Travel scheme and avoided a situation where lining needed to be removed shortly afterwards, which had

the potential to damage the newly-laid road surface. Previous studies have shown that the lack of a centre-line can help to reduce speeds on a road, however, complaints have been received which state that the opposite effect has been seen and speeds may well have increased. This will be considered as part of the review.

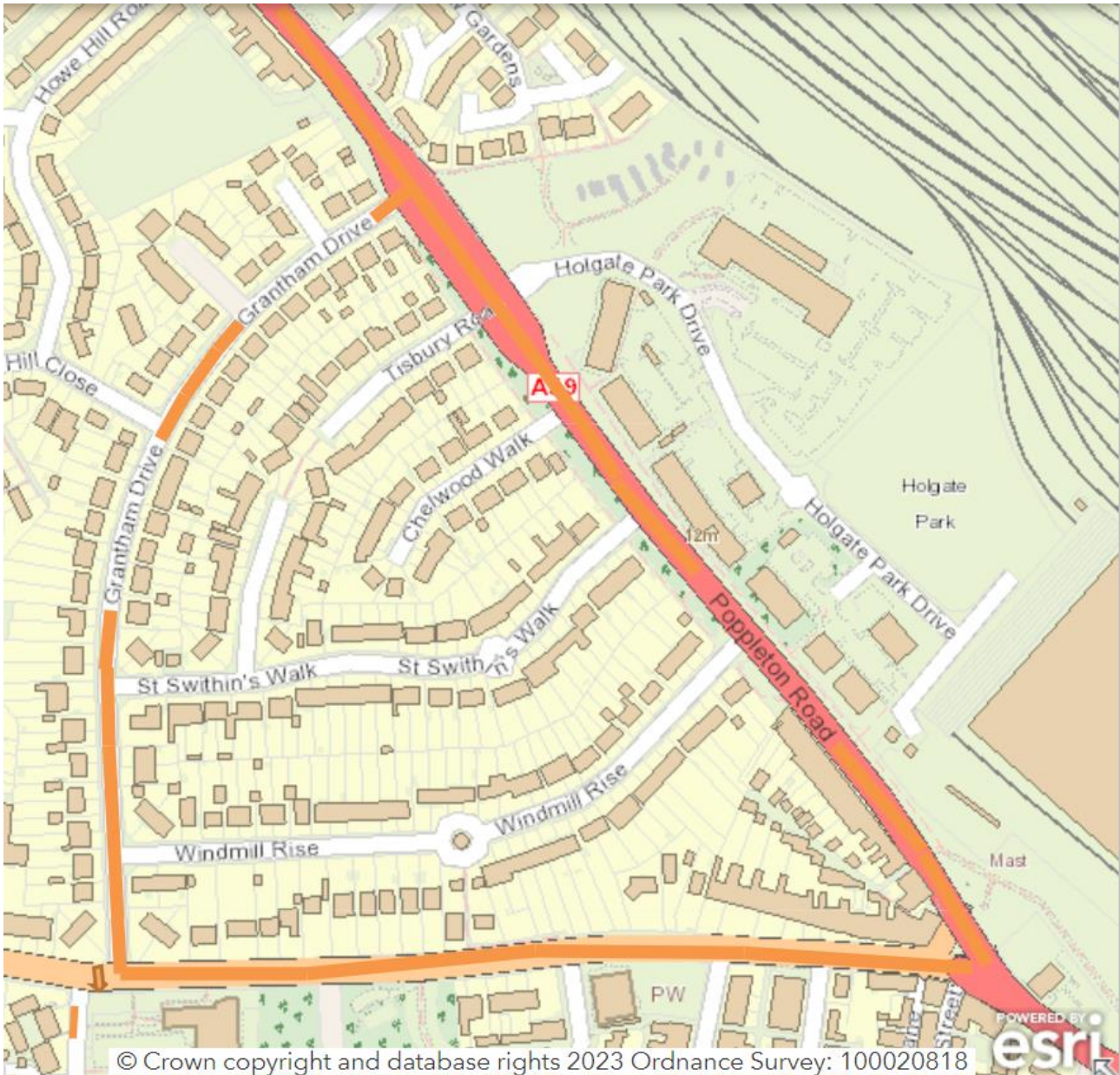
29. As part of the longer-term Active Travel scheme, there will be an opportunity to review the speed limit based on the design that comes forward and will provide a further opportunity to review, if the conclusion is that.
- 30. Recommendation 4 – Collect speed data currently on Acomb Road to determine the level of compliance with the 30mph limit;**
- 31. Recommendation 5 – Add the section of Acomb Road in the vicinity of the crossing points to Acomb Primary school and West Bank park to the Speed Limit review programme to see whether the speed limit can be reduced to 20mph;**
- 32. Recommendation 6 – Ensure that speed limits review form part of the considerations of the Acomb Road Active Travel scheme.**
33. There was also identified a break in the 20mph zone (to 30mph) on Hamilton Drive. There is a Ward scheme in progress to look at improvements for cyclists and a safer routes to school scheme identified for Our Lady Queen of Martyrs school. These projects will enable a review of the environment on Hamilton Drive and the speed limit issue can be addressed.
- 34. Recommendation 7 – Note Ward scheme to improve conditions for cyclists and Safer route to school schemes on Hamilton Drive.**
- 35. Recommendation 8 – Ensure the 30mph speed limit issue is reviewed as part of these schemes on Hamilton Drive.**
36. Whilst the obvious short-term improvement on Acomb Road is a school crossing patrol, this has been challenging to achieve so other solutions are being considered. Including:
  - Exploring the feasibility of crossing improvements on Acomb Road by collecting the data on pedestrian and traffic movements to see if this meets the criteria in Department for Transport guidance and Council policy for a safe place for a pedestrian crossing and/or other

intervention (including enlargement of the pedestrian refuge, repeater wig-wag signals), with potential Ward funding support. This work has been commissioned. The proximity of the desired pedestrian route to junctions and the bus stop on the Eastbound carriage way make this complex and moving a crossing further West or East along Acomb Road may not have the desired result as pedestrians may revert to the current desire line;

- Make a change to traffic movements from Grantham Drive. After the site visit, further work was done on nature of journeys around the Acomb Road and Grantham Drive (see **Map 3**). Grantham Drive connects Poppleton Road and Acomb Road and vehicles commonly use this route when travelling between the two. Vehicle manoeuvre issues raised at the site visit included the right turn from Grantham Drive onto Acomb Road as this brings the vehicle to the desired crossing point. It has been suggested that the right turn out of Grantham Drive onto Acomb Road could be banned, but this may well displace vehicles onto other parts of the network in the local area.

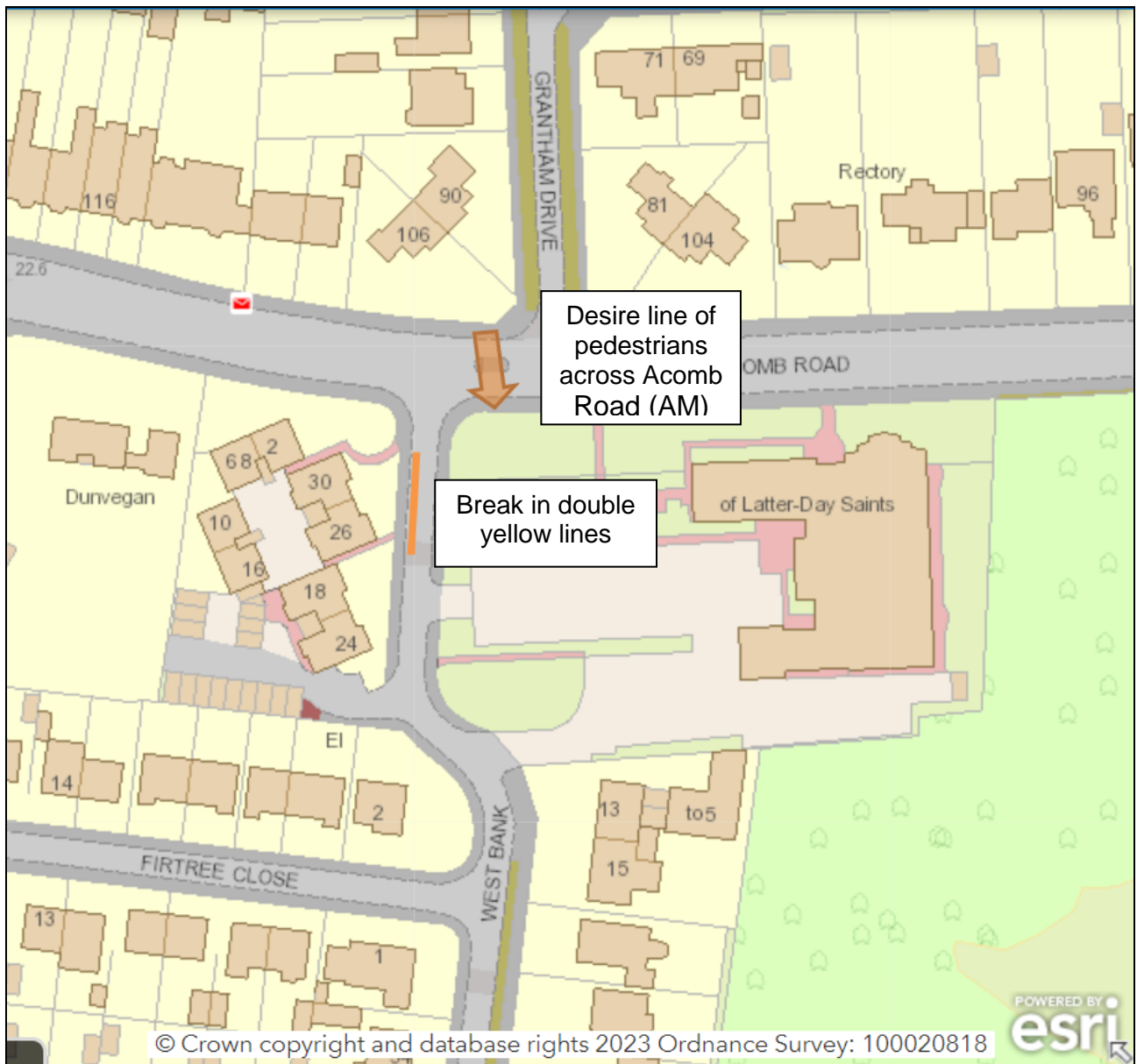
**37. Recommendation 9 – Explore the feasibility of crossing improvements on Acomb Road including collecting the data on pedestrian and traffic movements to see if this meets the criteria in Department for Transport guidance and Council policy for a safe place for a pedestrian crossing;**

**38. Recommendation 10 – Do the traffic modelling to review the impact of a banned right turn from Grantham Drive onto Acomb Road.**



**Map 3: Highlights how Grantham Drive connects to Poppleton Road and Acomb Road.**

39. West Bank acts as the access road to the Primary school. On West Bank it was observed that there is a break in the double yellow lines where vehicles are often parked (see **Map 4**). The purpose of this break is to provide further parking for the flats on the corner of West Bank and Acomb Road. There is an issue when cars are parked on this small stretch as the pinchpoint it creates reduces West Bank down to one lane. It therefore creates a conflict if vehicles are heading north to Acomb Road at the same time as vehicles are turning into West Bank from Acomb Road. This not only creates a pinchpoint for motorised vehicles but also, cyclists making journeys to and from the school.



**Map 4: Desire lines for pedestrians (AM school drop off) and indicative area where double yellow lines stop.**

40. **Recommendation 11 – Add a review of the lining on West Bank to the annual review for 23/24**

41. Issues and potential improvements with respect to signage and lining on Acomb Road and in the area were identified at the site visit with residents and during the subsequent site visit. Including:

- The height of the school sign on the westbound approach to the junction;
- Improved gateway signage for the 7.5 tonne limit on Moorgate;

**42. Recommendation 12 – Implement signage improvements where identified.**



## **Council Plan**

43. This report is supportive of the following priorities in the Council Plan which focuses on key outcomes that include:

- Good health and wellbeing
- Getting around sustainably and
- A greener and cleaner City of York Council safe communities and culture for all.

## **Implications**

### **Financial**

44. There are no specific financial implications arising from the report. The cost of signage and lining improvements can be met within existing budgets. The financial implications of any longer term improvements will be considered as part of the decision making process for those schemes.

45.

### **Human Resources (HR)**

46. HR will support the service to review if anything can be done to make the role of School Crossing Patroller more attractive.

### **Legal**

47. The proposed items referred to above will have legal implications when they are progressed, such as the need to make Traffic Regulation Orders pursuant to the Council's statutory powers.

### **Equalities**

48. The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant

protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions. Equalities Impact assessments will be carried out where work is taken forward as a result of this paper.

### **Crime and Disorder**

49. There are no implications around the decisions in this report.

### **Information Technology (IT)**

50. There are no implications around the decisions in this report.

### **Property**

51. There are no implications around the decisions in this report.

### **Other**

52. There are no other implications identified.

### **Risk Management**

53. The risks associated with the delivery of the outcomes of this report are highlighted in the body of the report.

**Contact Details**

**Author:**

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Head of Highways and  
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**Chief Officer Responsible for the  
report:**

James Gilchrist  
Director of Transport, Planning and  
Environment

**Report  
Approved**

**Date** 10/03/2023

**Wards Affected:** All wards

**All**

**For further information please contact the author of the report**

**Background Papers:**

None

**Annexes**

None

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**Decision Session – Executive Member for Transport****21 March 2023**

Report of the Assistant Director for Environment, Transport and Planning

**Active Travel Programme Update****Summary**

1. This report provides an update on the progress of the Active Travel Programme and asks the Executive Member to note this update.
2. An update on the recent Active Travel Fund Tranche 4 funding bid submission to Active Travel England is also included within this report, and the Executive Member is asked to note this update.
3. This report also provides a Project Outline document defining the “A19 Active Travel Phase 1” scheme and asks for a decision from the Executive Member to approve this Project Outline.
4. Additionally, this report provides a summary of a recent consultation undertaken on the Riverside Path (Jubilee Terrace – Scarborough Bridge) scheme and seeks a decision to approve the proposed next steps for the scheme.

**Recommendations**

This section should set out clearly the author’s recommendation for a particular option and the reasons why.

5. The Executive is asked to:
  - 1) Note the update on the progress of the Active Travel Programme contained within this report.

Reason: To provide information to the public and the Member on the current status of the Active Travel Programme.

- 2) Note the update contained within this report covering the recent ATF4 bid submission.

Reason: To provide information to the public regarding the request for funding submitted to Active Travel England.

- 3) Approve the “A19 Phase 1 Interventions” Project Outline (Option 1).

It should be noted that a decision on the implementation of the crossing is not being sought at this time. A further public decision on the proposals will be presented after feasibility work has been completed.

Reason: To agree the scope of the project, to ensure it is aligned with stakeholder expectations.

- 4) Note the results of the Riverside Path Consultation, the initial feasibility work undertaken by Aecom and the current funding gap.

Reason: To understand the options for improving the route and the priorities for the local residents.

- 5) Approve the progression of Option 2 to deliver the scheme on a phased basis commencing with the higher priority affordable items (lighting & CCTV) and undertake further development work within the current budget.

Reason: Progressing with Phase 1 of the path upgrade (lighting and CCTV) allows progress to be made on-site whilst further work is undertaken on the feasibility of the full scheme.

## **Active Travel Programme Update**

### **Background**

6. This section contains an update on the progress of the Active Travel Programme.
7. A summary of the progress of all schemes within the programme can be found as Annex C to this report. Additional information on key projects is highlighted below.

### **Consultation**

8. Each individual scheme within the programme is subject to its own consultation process. An indication of the status of consultations for each scheme can be found in Annex C.

## **Analysis**

### Wheldrake / Heslington Active Travel Path Update

9. In the November 2022 Executive Session (Background Paper 2), the Wheldrake / Heslington Active Travel Path scheme was paused pending further funding. There was however a decision to:

“Officers are now instructed to enter discussions with landowners and bring to a member decision session.”

10. This instruction has been carried out and letters have been sent to relevant landowners to start these discussions.
11. At the time of writing, a response has been received from one of the landowners. The details of this confidential communication cannot be shared in this report, however the broad substance of the response was that the landowner was open to further discussion on the detail of the scheme.
12. As noted elsewhere within this report, this scheme has formed part of CYC’s recent bid to Active Travel England for funding support to undertake development work. Should this request for funding be successful, the scheme will be progressed and feasibility work will be resumed. Discussion with land owners will continue.

### A19 Shipton Road Active Travel Corridor Scheme

13. In the November 2022 Executive Session (Background Paper 2), the A19 Shipton Road Active Travel Corridor scheme was split into 2 phases.
14. The first phase of works relates to smaller scale interventions identified by the local community and is named “A19 Shipton Road Phase 1 Interventions” on the programme.
15. This report seeks approval for the scope of this scheme, and this information can be found in the project outline document attached as

Annex E.

16. The second phase of the scheme relates to the full corridor works and retains the same objectives and scope as previously identified. This phase of the works has been paused pending further funding.
17. Feasibility work has been completed on the full corridor scheme, however consultation cannot start until funding is identified to progress the scheme.

City Centre North South Cycle Route

18. In the November 2022 Executive Meeting a decision was made to confirm funding for this scheme as part of the Phase 1 works, and to award a contract for the progression of feasibility and design work.
19. This contract has now been awarded and the feasibility work has begun. It is expected that the first stage of this feasibility work will be ready for a public consultation in June 2023.
20. A separate ward scheme is also underway to consider improvements to pedestrian routes at the Aldwark / Ogleforth junction. A raised table at the junction has been considered, however a road safety audit has indicated that this is not a viable solution. Alternative solutions are currently being explored.

City Centre Cycle Parking Improvements

21. A Cycle Parking Design Standard has been created to inform the principles on which the scheme design should be based. This design standard is currently part of a targeted consultation process that is due to complete by March 27<sup>th</sup> 2023. This consultation is also seeking input on proposed locations for new cycle parking infrastructure.
22. This feedback will be taken into account during the ongoing feasibility work that is due to be completed in April 2023.
23. Following the completion of this feasibility work, a full public consultation will be undertaken on specific proposals. The current aim is to carry out this consultation in June 2023, followed by a public decision in approximately August 2023.

**Active Travel Fund Tranche 4 Bid**



## **Background**

24. On the 6<sup>th</sup> of February 2023 Active Travel England (ATE) invited Local Authorities to submit bids for funding support as part of the 'Active Travel Fund Tranche 4' opportunity. The letter received from ATE is attached as Annex A to this report.
25. The deadline for submissions of bids to this fund was the 24<sup>th</sup> of February 2023.
26. Prior to the official announcement of the funding opportunity on the 6<sup>th</sup> of February, ATE confidentially contacted Local Authorities with advanced notice of the intention to announce the fund, providing sufficient information to start formulating a bid. This initial communication was sent to Local Authorities on the 10<sup>th</sup> of January 2023 and has been followed up by further briefings and Q&A sessions from ATE.
27. Unfortunately, the timescales provided were not sufficient to allow an opportunity for a public consultation or a public decision to be made on the content of the bid, or indeed on the choice of schemes to be included within the bid.
28. This report summarises the content of the bid that was submitted to ATE on 24<sup>th</sup> February; lays out the rationale for the choice of schemes that were included; and covers the implications for York's Active Travel Programme.
29. The submitted bid can be found in Annex B. A summary of the scheme contained and omitted from the bid can be found in Annex D.

## **Consultation**

30. The timescales available to submit a bid for funding did not allow an opportunity to undertake a public consultation.
31. The bid was created by officers in consultation with the Executive Member for Transport and was supported by the Leader of the Council.

## **Analysis**

32. In the November 2022 Executive Meeting (Background Paper 2), a decision was made to prioritise the Active Travel Programme into 2

phases. Phase 1 projects were assigned sufficient funding to proceed, whereas those projects prioritised as Phase 2 were paused pending further funding. It was highlighted that future funding opportunities would likely become available from ATE and other sources.

33. It should be noted that this current funding opportunity is not seen as the only available potential source of funding for Phase 2 schemes. If a Phase 2 scheme was not included within this bid, alternative funding opportunities will still be explored.
34. The 'indicative allocation' for York is £367,698, with Local Authorities encouraged to bid for more than this amount, up to 300% of this value, which is £1,103,094. The total amount of all schemes contained within our bid exceeds this amount, at £2,961,000. This was a deliberate choice and reflects the level of ambition that is present on matters of Active Travel, including a desire to improve York's self-assessment level. Despite this approach, there is still a practical upper limit on the amount that York can realistically bid for, and therefore it is not sensible to include a bid for every potential active travel scheme currently identified.

#### Rationale for deciding which schemes to include in the bid

35. There was a requirement within the bid to differentiate between schemes that are 'for construction', and those that are 'for development', with construction-ready schemes being more likely to attract funding. As such, the primary factor that determined if a scheme should be included within the bid was an evaluation of how well progressed the scheme was, and therefore how deliverable the scheme was likely to be.
36. Another primary factor that was considered when deciding which schemes to include in the bid was the specific eligibility criteria identified by ATE. For example, schemes that were identified as scoring well on specific LTN 1/20 assessment were more likely to be successful and were therefore prioritised within the bid.
37. York's draft Local Cycling and Walking Infrastructure Plan (LCWIP) was also considered when determining which schemes to include within the bid. Ideally those schemes listed within the LCWIP should be prioritised, however this consideration was taken into account with reference to the need to bid for construction-ready schemes.
38. Attention was also given to the guidance provided by ATE in the bid invitation letter (Annex A), specifically 'Table 1 – Types of scheme

proportionate to local authority capability levels' and 'Table 2 – Examples of the sort of schemes that are more / less likely to attract funding'.

Schemes included within the bid

39. People Streets at Ostman Road – This scheme is currently 'shelf-ready' in terms of deliverability. Feasibility work has been completed, consultation has been completed, a public decision has been obtained on the solution to be implemented, and the commissioning of detailed design is underway. The only significant barrier to delivery currently present is the absence of sufficient funding to construct the scheme.
40. All relevant details of this scheme can be found in Background Paper 3.
41. Manor Lane / Shipton Road – This scheme has completed Feasibility work and is due to go through public consultation and public decision. Feasibility work indicates that this scheme is likely to be readily deliverable with few significant obstacles likely to emerge.
42. The current budget assigned to this scheme is only sufficient to deliver approximately half of the scheme, hence the opportunity to apply for additional government support to delivery the full benefits.
43. A full description of the proposed scheme can found in Background Paper 1. The aforementioned Feasibility report will be released as part of the upcoming consultation and public decision process.
44. Jubilee Terrace to Scarborough Bridge Riverside Path – Due to the fact that a significant amount of feasibility work has already been undertaken, this scheme is a good fit for construction funding support.
45. It is noted that the funding required to deliver this scheme is significant, and in excess of the 'indicative value' assigned to CYC by ATE for ATF4 support.
46. Tang Hall Lane / Foss Islands Path – Similarly, this scheme has progressed through feasibility work and there is a certain level of confidence that the scheme is deliverable on the ground.
47. A consultation and decision session is still due to be undertaken, and this will be able to progress if sufficient funding support is obtained.

48. Development Bids – 5 schemes were included within the bid for ‘development’ support. This means that funding was sought to undertake feasibility work for the scheme, but not for full construction.
49. These 5 schemes include ‘Haxby to Strensall Village Active Travel Route’, ‘Wheldrake / Heslington Path’, ‘Acomb Road Scheme’, ‘Fulford Road / Frederick House’ and ‘Monkgate Roundabout’
50. Details of all the bid submissions can be found within the bid itself, at Annex B.

## **A19 Phase 1 Active Travel Scheme**

### **Background**

51. In the November 2022 Executive Meeting (Background Paper 2) a decision was made to split the ‘A19 Shipton Road Cycle Route’ scheme into 2 phases. The first phase, ‘A19 Shipton Road Phase 1 Interventions’ was assigned £100k of funding.
52. This report proposes a scope of works for this scheme and asks for a decision to approve the Project Outline document found in Annex E to this report.
53. This decision will ensure that officers are progressing a scheme that aligns with the Executive Members expectations.

### **Consultation**

54. The Project Outline was created in consultation with the Executive Member and input from Councillor Smalley. Councillor Smalley’s comments on the attached document were in support of the proposals. He indicated that it fits what had been discussed with local residents, and agreed with a suggestion to future proof the crossing so that it can be turned into a Toucan in the future if needed.
55. The Project Outline was then circulated to Councillors for the Rawcliffe and Clifton Without Ward, and Parish Councillors for the Clifton Without Parish Council and Rawcliffe Parish Council.
56. Feedback from Parish Councillor Hagon indicated that “Nearly everyone wanted the junction - very few said it wasn’t needed”.

57. Further feedback from Councillor Hagon indicated that there was some debate within the community about the preferred location of the crossing, either north or south of the Fylingdale Avenue junction.
58. Comments supporting locating the crossing to the north of the junction included:
  - “School children will use it more and dog walker too if it’s there”
  - “It won’t be directly in front of residential property”
  - “It will help cars exit Fylingdale Avenue, slowing down speeding traffic”
  - “if to the south, it will be harder to turn right out of Fylingdale Avenue, and it will be near the bus stop which might cause accidents as cars try to overtake stationary buses”
59. Comments supporting locating the crossing to the south of the junction included:
  - “The bus stop to town and Aldi are that way, so it will be used more by putting it there”
  - “The footpath to the north is too narrow”
60. Other comments included “How far will the crossing be from the junction”, “A speed reduction on Shipton Road would affect my opinion” and “what about a mini roundabout on the junction to slow traffic down?”
61. It should be noted that a decision on the location of the crossing is not being sought at this time. A further public decision on the proposals will be presented after feasibility work has been completed.
62. A public consultation was not undertaken on this project outline, however a public consultation will be undertaken when preliminary design work has been completed.

## **Analysis**

63. This project aims to improve pedestrian access across the A19 Shipton Road for people travelling between Fylingdale Avenue and Northolme Drive in both directions.
64. The nearby residential streets, hospital and other local amenities are located on each side of the A19, resulting in a pedestrian desire line across this main arterial route.
65. Provision of a standalone signalised pedestrian crossing over the A19 will improve safety, convenience and amenity of the pedestrian route at

this location.

66. Primary risks to the scheme involve the requirement to divert utilities, which could significantly impact scheme costs. This will be considered during the feasibility stage to effectively manage this risk.
67. It is unlikely that the scheme described within the Project Outline will score highly against any of the assessment criteria within LTN 1/20. This is due to the fact that the scheme does not contain any cycling infrastructure. This scheme is primarily intended to serve pedestrian use, as described within the scheme objectives.
68. Although this is not a cycling scheme, walking is a mode of active travel, and pedestrians are at the top of the Road User Hierarchy. This scheme can therefore be considered a valid use of active travel.

## **Riverside Path (Jubilee Terrace – Scarborough Bridge)**

### **Background**

69. The riverside path is a key route on the pedestrian and cycle network connecting the west of the city from Jubilee Terrace to the city centre and the Scarborough Bridge river crossing.
70. Following an initial feasibility review a public consultation exercise was undertaken in December 2022 and January 2023 to seek feedback from local residents and users of the riverside path to understand their priorities for any improvements.
71. The feasibility study has identified that a scheme to deliver the aspirations of the community would cost approx. £2.39m including contingency and risk allowances. A bid for additional funding has been submitted to Active Travel England however an announcement is pending. An option for delivering the highest priority improvements in the short term is presented in the report.
72. Upgrades to the cycle and walking network in the local area will be made as part of the York Central development, including the introduction of alternative high-quality routes unaffected by river flooding. However, the importance of the existing riverside route to residents and cyclists will remain for residents in the area. The council has acquired the land and set aside £600K to make improvements to the path.

73. Consultants were commissioned in 2022 to undertake a feasibility study and assist with a public consultation exercise. Key areas for consideration include improved lighting, CCTV, seating, security, widening or segregating the path, reducing the impact of flooding and surfacing.
74. The initial work has identified a number of potential improvements which have been estimated to have a total cost of £2.39m. This estimate includes significant contingency allowances, for example for flood compensation storage, within the estimates but it is clear that the current allocation is insufficient to deliver the full aspirations of the local community. A bid for £1.758m has recently been submitted to Active Travel England to enable the full scheme to be delivered.

## **Consultation**

75. Following initial feasibility work a public consultation exercise was undertaken in December 2022 and January 2023 to seek feedback from local residents and users of the riverside path to understand their priorities, concerns about the existing path and gather feedback on potential options for path improvements. The feedback received will help shape a detailed design and inform a planning application for the scheme when funding is secured.
76. The consultation began on Friday 2 December 2022 and concluded at 11:59pm on Sunday 8 January 2023. Members of the public and stakeholders were asked to submit their comments online at [www.york.gov.uk/RiversidePath](http://www.york.gov.uk/RiversidePath), or via email or post. There were also two public drop-in events, where attendees could fill out and submit hard copy response forms. These took place at St. Barnabas Church (Jubilee Terrace, Leeman Rd, York, YO26 4YZ) on the dates and times shown below:
  - a. Saturday 10 December, 10:30am to 3:30pm.
  - b. Tuesday 13 December, 12:30pm to 7pm.
77. The consultation information used on the website and at the exhibitions is attached at Annex F.
78. Between 30 and 40 people attended the exhibitions on each day. A total of 444 consultation responses were received. This is made up of 441 responses via the online or hard copy response form, and three detailed response emails. Five hard copy response forms were received after the close of the consultation. They are not included in the analysis in the

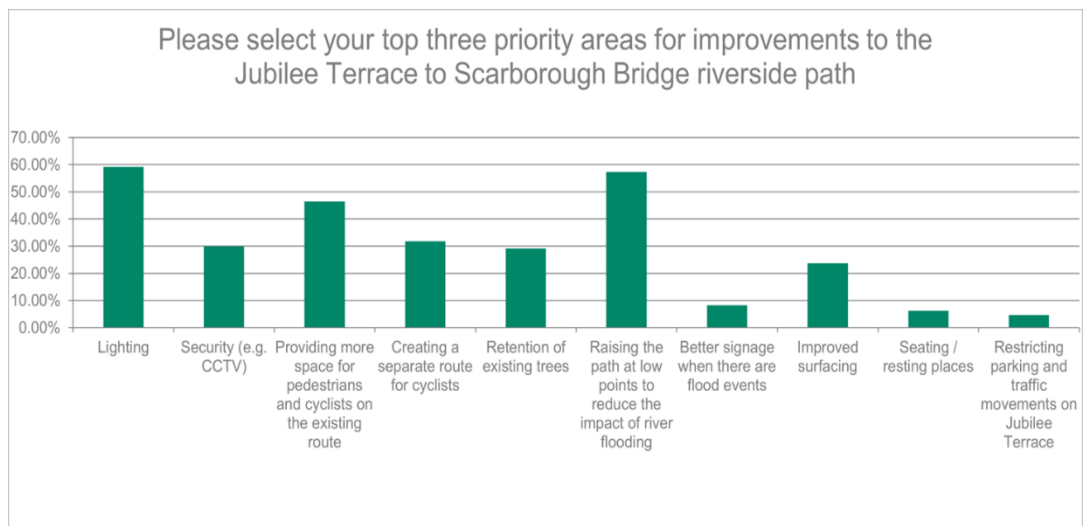
consultation report, but have been read and considered by the project team.

79. The consultation report contains a breakdown of the responses, including quantitative and qualitative data identifying common themes. It also includes a brief summary of the type of respondent, including their stated use of the path, frequency of use, as well as other demographic data.

### **Summary of Consultation Responses**

80. The detailed results of the consultation are included in the Consultation Report in Annex F. A summary of the key items is included in the following paragraphs.
81. The responses were fairly evenly split across people who identified as male or female and people who cycled and walked. Approx. 20% of the respondents indicated that they had a mental or physical disability.
82. The path is used for a variety of purposes with getting to work and leisure being the highest responses. 83% of the respondents indicated that they strongly support the plans to improve the path.
83. There were a variety of areas identified as needing improvement with lighting, usability during flood events, the condition of the path and the availability of space for different users being identified by the most respondents.
84. Nearly 100 respondents identified other areas needing improvement with the most common themes being maintenance, the underpass under Scarborough Br and the provision of benches and resting places.
85. When asked to identify their top three priorities lighting, providing more space for pedestrians and cyclists on the existing route, and raising the path to reduce impact of flooding came out the highest.





86. The results were different between genders and disabled users but the highest 3 priorities remained the same. However more female and gender-neutral respondents identified CCTV/security as a higher priority than male respondents. More male respondents identified raising the path as a higher priority than female respondents.
87. Widening of the path had generally higher positive support (214) compared to the separate path (132) but with some respondents identifying concerns about conflict between users and impact on trees. 75 respondents identified a clear preference for the separate path option.
88. When asked for whether there were any other items which should be considered maintenance was the most common followed by improvements to the Scarborough Br underpass and flood signage.

### Feasibility Study - Summary

89. Aecom were commissioned to undertake a feasibility study investigating potential improvements to the Riverside Path. The feasibility report is attached as Annex G and it includes drawings.
90. The feasibility study had the following objectives which were to be reviewed following the consultation phase:
- Improved Lighting
  - Improved Security – CCTV / Lighting
  - Improved Environment – Including review of NR fence
  - Improved Accessibility – Barrier upgrade
  - Improved Drainage – Surface water drainage
  - Improved Removal of Flood Water / Silt – Drainage / Warping

- g. Increased availability of the route (Jubilee Terrace to Scarborough Br / Post Office Lane) during high river levels.
- h. Increased capacity (Width / Layout?) – Consideration of widening existing route or separating peds / cyclists entirely (eg changing existing route to be for cyclists only and providing dedicated pedestrian route closer to the river bank)
- i. Delivery without closing the route
- j. Improved Management of Pedestrian / Cyclist conflicts at Scarborough Bridge arch. Realignment, signage, barrier arrangements etc.

91. There are two main character areas of the path
- a. Jubilee Terrace – 150m length of single carriageway cul-de-sac
  - b. Cinder Lane Foot / Cycle Path – 600m length of approx. 3m segregated path.
92. There are a number of issues and constraints along the path:
- a. Flooding at Low Point – route affected on an average of approx. 10 days a year
  - b. High number of users – over 1000 cyclists and 1500 pedestrians using the route on a daily basis.
  - c. Inconsistent lighting
  - d. Lack of CCTV
  - e. Lack of seating / rest areas
  - f. Tree line close to the existing path, which could restrict opportunities to widen the path in some locations.
  - g. Poor alignment at the Scarborough Bridge underpass and narrow arch.
93. A Cycle Level of Service Assessment (CLoS) was undertaken for the path assessing the route for five key requirements (cohesion, directness, safety, comfort and attractiveness). The path has been split into two sections for the assessment (on carriageway (1A) and off road (1B)).
94. In summary, the existing sections fail to meet the 70% or above threshold specified within the CLoS Audit criteria. Section 1A scores are lower due to lack of continuity, markings / signage and high levels of kerbside activity. Whereas Section 1B scores are lower due to lack of sufficient width for cyclists, poor lighting and surface quality, with the results as follows:
- a. Section 1A: **54%**
  - b. Section 1B: **68%**

95. A number of key constraints and risks were identified during the feasibility stage which will require further work during the detailed design stage:
- Potential impact on flood storage
  - Potential impact on trees of path widening
  - Potential impact on Network Rail Fence

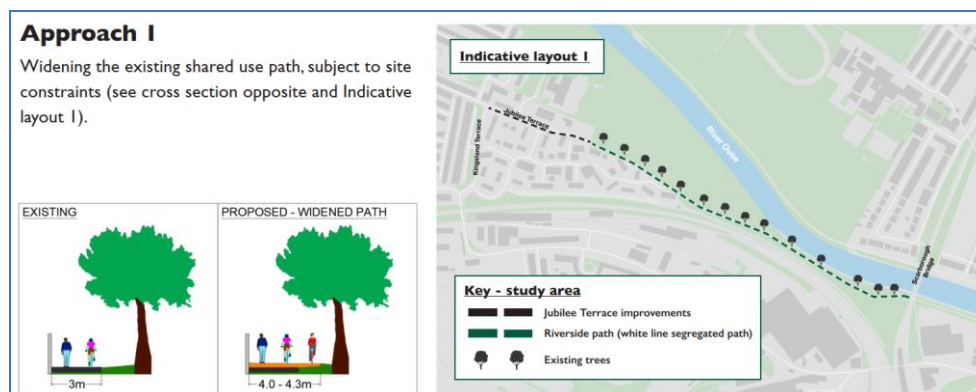
## Feasibility Options

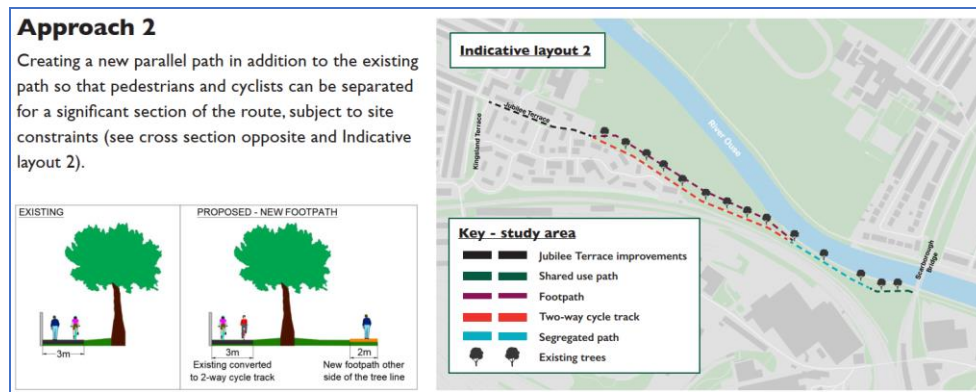
### Section A – Jubilee Terrace

96. Proposals within Section A - Jubilee Terrace were identical in either option, with the aims of reducing vehicle dominance through reduction and formalisation of parking, increased conspicuity of the cycle route through signage and road markings strategy, additional wayfinding / flood level signage, speed reduction measures and improved pedestrian crossing facilities.

### Section B – Cinder Lane Path

97. Proposals in Section B – Cinder Lane Path followed two approaches as depicted below:
- Approach 1 – Widening the existing shared use path
  - Approach 2 – Provision of a separate path over a section of the route





98. Other specific measures identified during the concept / feasibility design process included:

- a. Upgrade existing lighting or install new lighting where required (including under Scarborough Bridge)
- b. Reduce conflict between pedestrians and cyclists at Scarborough Bridge underpass
- c. Install additional low level bollard lighting on a footpath if this approach is taken forward
- d. Install CCTV in key locations along the path
- e. Raise path level at localised low points (on both sides of Scarborough Bridge)
- f. Provide better advance warning systems to let people know when sections of the route are likely to be flooded
- g. Additional seating / benches along the path
- h. Improved pedestrian crossings to / from St Barnabas Primary School
- i. Introduce Traffic Regulation Orders to reduce parking space availability on Jubilee Terrace and reconsider reallocation of road space.

99. A Cycle Level of Service Assessment (CLOs) was undertaken on the options indicating that the assessment would be above the threshold for both approaches:

- a. Section 1A – 70%
- b. Section 1B – Approach 1: 88%
- c. Section 1B – Approach 2: 92%

100. Initial work has been undertaken to understand the options and costs of raising the low section of the path to reduce the number of times a year it is affected by flooding. If the path was raised to a similar level to the Scarborough Bridge underpass then the impact of the flooding could be reduced from approx. 9 days to approx. 3 days a year (based upon the

last 10 years of river level data). However, there is the potential need, subject to Environment Agency approval, for flood storage to be provided in the area to compensate for the removal of flood storage volume where the path is raised. Further hydraulic modelling and discussion with the Environment Agency is required before the extent of flood compensation is confirmed.

## Cost Estimate

101. Budget cost estimates have been prepared for the approaches identified in the feasibility report.

Element and Potential Phase	Riverside Path (Scarborough Br to Jubilee Terrace) Indicative Cost Estimates	Cost Estimate
		(inc uplifts & 25% risk)
	<b>Feasibility Study/Surveys etc.</b>	<b>£50,000</b>
-	-	
<b>1</b>	Whole route Street lighting	£121,000
	Supplementary CCTV	£81,000
	<b>Sub Total 1</b>	<b>£202,000</b>
<b>2</b>	Raising of low point (either side of Scarborough Bridge)* approx 250m length, including reconstruction of NR fence (~275m)**	£683,000
	Estimated cost of compensatory flood storage (tbc) ***	£277,000
	<b>Sub Total 2</b>	<b>£960,000</b>
<b>3</b>	Widening of the existing shared use path (west of Element 1)* approx.400m length including reconstruction of remaining NR fence (~125m)	£752,000
	Estimated cost of compensatory flood storage (tbc) ***	£270,000
	<b>Sub Total 3</b>	<b>£1,022,000</b>
<b>4</b>	<b>Jubilee Terrace Area</b>	£154,000
	<b>Sub Total 4</b>	<b>£154,000</b>
	<b>GRAND TOTAL Approx. (Sub Totals 1-4 and assuming widening of existing path)</b>	<b>£2,388,000</b>

## Analysis

102. There is insufficient funding to deliver the full community ambition for the path improvements: Funding available £600k, Cost Estimate approx. £2,390k. Two of the higher priority items, raising and widening of the path, are not affordable within the current budgets. The following options have been considered to progress the project. Note: A bid for additional

funding has been submitted to Active Travel England which if received in full would enable the full scheme to be implemented.

103. There is strong support for improvements to the Riverside Path to enhance the link between the Leeman Rd island community and the city centre/Scarborough Bridge.
104. Option 2 delivering the scheme on a phased basis would enable the higher priority affordable items to be delivered in 23/24 as a first phase subject to planning and approvals with the remainder progressed when funding is available. The consultation identified improved lighting as one of the highest priorities for the route followed by raising the path and widening the path. CCTV coverage was also supported by a significant proportion of respondents. It is proposed that these elements of the scheme would be delivered in line with the priorities identified if funding was not available to deliver the full scheme. Subject to detailed design and consideration of the impact on trees it is proposed to progress a widened path scheme. If funding becomes available to deliver the full scheme a further report will be presented to the Executive Member to gain approval for the layout prior to progressing to implementation. There is a risk that delivering elements of the overall scheme independently will result in additional costs and potential abortive work if the full scheme is delivered at a later date. The design of early phases will be future proofed as much as possible to minimise these risks.
105. Option 3 would enable the cost of the scheme to be more accurately established which would help with the submission of future bids for funding. However, this option would not meet the aspirations of the community for improvements and would mean some of the affordable elements would not be delivered and existing funding allocations would not be used for any immediate benefit for the residents in the area.
106. Option 4 would not make use of existing funding allocations and not meet the aspirations of residents in the area.
107. Option 2 is therefore recommended to be progressed.

## **Options**

108. Option 1 – Approve the “A19 Phase 1 Interventions” Project Outline attached to this report as Annex E.

109. Option 2 – Riverside Path – Deliver the scheme on a phased basis progressing the higher priority improvements that can be afforded within the budget available as phase 1 and developing further phases for delivery when funding is identified. (Recommended)

Option 2 (costing up to £550k) using the existing funding would enable, Phase 1 to be progressed. In this option The lighting would be improved following detailed assessment and the provision of CCTV would be investigated and delivered if affordable and permitted. It would also include further development work to be undertaken to provide more certainty for the flooding and tree impacts costs. In addition, some of the lower cost elements identified in the consultation, such as improved signing, would also be investigated and delivered. It would not be proposed to deliver the changes to the Jubilee Terrace section in this option as it was identified as the lowest priority in the consultation.

Opportunities for further funding to deliver the raising and / or widening would also be investigated.

110. Option 3 – Riverside Path – Undertake further design work but delay the delivery of any improvements until sufficient funding was identified to deliver some or all of the scheme.

This option (costing approximately £50k) would enable further design work to be undertaken to provide more cost certainty, particularly for the flood compensation element. This would potentially reduce the funding ask for the scheme. However this option would not deliver any improvements to the area in the short term.

111. Option 4 – Riverside Path – Do Nothing

This option would terminate the scheme at this stage recognising that the funding was insufficient to deliver the full enhancement for the area.

## **Council Plan**

112. Delivery of the Active Travel Programme supports the key Council Objective of “Getting Around Sustainably” and “Good health and wellbeing”.
113. The Riverside Path proposals relate well to many of the Council’s key core outcomes, as set out in the Council Plan 2019-23 and the Local Transport Plan.

- a. An open and effective council: listening to residents to ensure it delivers the services they want and works in partnership with local communities.
- b. A greener and cleaner city: providing improved links to promote sustainable travel
- c. Good health and wellbeing: promotion of cycling and walking to improve health and wellbeing of residents

## Implications

- **Financial**

The recommended options outlined in the report are within the allocated capital budgets. The capital budget for the riverside path is £600k and element 1 can be delivered within this budget. Further funding will need to be identified to deliver the other elements. The A19 Phase 1 Interventions project scope is within the £100k budget allocated for this scheme phase.

- **Human Resources (HR)**

**There are no Human Resources implications**

- **Equalities**

The Council needs to take into account the Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions).

An Equalities Impact Assessment has been carried out and is annexed to this report at Annex H.

- **Legal**

*Procurement*

Any proposed works and services will need to be commissioned via a compliant procurement process under the Public Contract Regulations 2015 and the council's Contract Procedure Rules. The Commercial Procurement team will need to be consulted alongside



Legal Services, and the Insurance team so appropriate documents, contracts and processes can be completed. A procurement strategy will be completed to determine the best route to market and to ensure the council is achieving value for money whilst delivering the contract.

#### *Grant funding*

Legal Services will carry out a review of any proposed grant funding arrangements and in respect of the UK Subsidy Control Rules (previously State aid) to confirm whether any mitigating actions need to be taken prior to entering into the arrangements.

#### *CCTV*

Officers will need to consider the provisions of the General Data Protection Regulations 2018, the Regulation of Investigatory Powers Act 2000 and the Protection of Freedoms Act when deciding where to position CCTV cameras.

- **Crime and Disorder**

The aim of the recommended option for the Riverside Path scheme is to improve the safety of local residents, particularly at night.

- **Information Technology (IT)**

The Riverside Path scheme will involve connection to the council's CCTV network which will be delivered through existing supply contracts in consultation with the Head of IT.

- **Property**

**There are no Property implications**

### **Risk Management**

114. The Active Travel Programme is managed in line with the Corporate Risk Management Strategy and each individual project is subject to risk management in line with appropriate project management methodologies.

115. 'The A19 Phase 1 Interventions' scheme is currently funded from Active Travel England sourced funding. The Project Outline proposed as part of this report describes a project that does not match the commitments made to Active Travel England.

116. There is a risk that Active Travel England will not support the proposed scheme and deem that is not in line with their expectations of what their funding would contribute towards.
117. The implications, should this risk cause materialise, is a potential reduction in future funding support.
118. Contact has been made with ATE to attempt to discuss and address this concern, however this discussion has not yet happened.
119. The key risks for the Riverside Path relate to resolving the funding gap and the extent of the flood compensation requirements. In mitigation Option 2 proposes to phase the project to match the funding available and undertake further work to confirm the requirements for flood compensation storage prior to implementation.

## **Contact Details**

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**James Gilchrist**  
**Director of Environment, Transport and**  
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**Report**  **Date** [10/03/2023]  
**Approved**

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**Wards Affected:**

**All**

**All**

**For further information please contact the author of the report**

### **Background Papers:**

Background Paper 1 – February 2022 Executive Member Decision Session -  
<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MIId=12734&Ver=4> (Item 48)

Background Paper 2 – November 2022 Executive Meeting Report -  
<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MIId=13292&Ver=4> (Item 49)

Background Paper 3 – November 2022 Executive Member Decision Session Report (Item 37) -  
<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=738&MIId=13551&Ver=4>

Background Paper 4 – July 2022 Executive Member Decision Session –  
<https://democracy.york.gov.uk/mgAi.aspx?ID=62826#mgDocuments>

## **Annexes**

- Annex A – ATF4 Bid Invitation Letter
- Annex B – Active Travel Fund Tranche 4 Bid
- Annex C – Active Travel Programme Summary
- Annex D – ATF4 Bid Scheme Summary
- Annex E – Project Outline – A19 Shipton Road Phase 1 Interventions
- Annex F – Riverside Path Consultation Report
- Annex G – Riverside Path Feasibility Report
- Annex H – Equalities Impact Assessment

## **List of Abbreviations Used in this Report**

- ATE – Active Travel England
- DfT – Department for Transport
- CYC – City of York Council
- ATF4 – Active Travel Fund Tranche 4
- LCWIP – Local Cycling and Walking Infrastructure Plan
- NR – Network Rail



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6 February 2023

Dear Neil Ferris,

### **Active Travel Fund 4: Local Authority Funding for 22/23**

This letter follows my letter dated 10<sup>th</sup> January inviting your authority to submit bids for Active Travel Fund 4, a capital funding opportunity to support uptake of active travel for everyday trips.

I would like to thank you and your teams for your hard work and collaborative approach over the past few weeks while we have prepared for ATF4 under embargo. I am pleased to say that today we formally announced the funding round. £200m is available for local authorities in 22/23 to build priority walking, wheeling and cycling schemes.

As you are aware, the majority of this funding is for construction of new schemes to progress existing walking, wheeling and cycling networks (for example missing crossings or links). We are happy to consider schemes that may have been developed in previous years or have been unsuccessful in previous funding rounds. We will also offer development funding for early-stage or complex schemes which require further extensive modelling and/or consultation but are not yet ready for construction. This will help Active Travel England to develop a more complete picture of forward project pipelines for investment and construction in later years and build a clear case for funding up to 24/25.

The closing date for bids remains 24<sup>th</sup> February. This is to ensure we can make payments by the end of this financial year. Your teams have already received full guidance and briefing on the application process and, alongside your indicative allocation set out below, we hope this will allow you to prepare robust bids by the deadline.

The indicative allocation for **York** is **£367,698**.

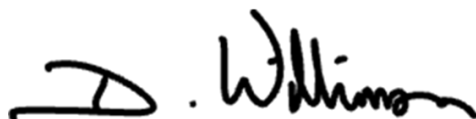
You are encouraged to bid for more than this allocation (to a maximum of 300% the indicative allocation) where you have high quality schemes ready for construction. Exceptionally strong bids may be eligible to attract funding above the indicative

allocation. ATE will consider funding any scheme that has high potential to increase walking, wheeling and cycling trips, with a particular emphasis on walking and wheeling. **Annex A** defines what sorts of scheme we consider proportionate to local authority capability levels and is based on the self-assessment process which your authority undertook last summer. In **Annex B**, we have provided examples of the sorts of schemes that are more / less likely to attract funding, which I hope you will find useful.

Please note that all schemes must comply with Manual for Streets, LTN 1/20, and the DfT Inclusive Mobility Guidance. Authorities will be required to show that their designs consider a range of users. For example, in response to research indicating women often do not feel safe walking, wheeling or cycling; we expect to see schemes that take this into account and ensure women feel safer and more confident using active travel modes. We will consider any scheme that reflects the desired outcomes of Gear Change. Examples include a town/city centre placemaking scheme, protected cycle track/junction, a rural path, a network of quiet routes to schools or other popular destinations, or other proposals such as addressing a collection of existing smaller design issues on your network.

Once again, I'd like to thank you and your teams for your hard work and for your patience. The whole team at ATE looks forward to working together with you over the coming months and years.

Best regards,

A handwritten signature in black ink that reads "D. Williams". The signature is written in a cursive style with a large, stylized initial "D".

Danny Williams  
Chief Executive  
Active Travel England

## Annex A – Types of scheme proportionate to local authority capability levels

Type of scheme	Sub-category	What does this scheme sub-category look like?	Applicable to authorities only in the following capability 'levels'
New segregated cycling facility*	High complexity	Urban, high density, complex junctions, side roads	2,3,4
	Medium complexity	Suburban, medium density, fewer junctions/turning movements	2,3,4
	Low complexity	Out of town location, low density, few/no junctions	1,2,3,4
New junction treatment**	High complexity	Separation in time and space for all active travel movements, protected junctions.	2,3,4
	Medium complexity	Protection of key movements for walking and cycling across a junction.	1,2,3,4
	Low complexity	Minor advantages to enable defensive positioning.	1,2,3,4
New permanent footway	High complexity	Large-scale town centre pedestrianisation including area-wide traffic and car parking removal	2,3,4
	Medium complexity	Conversion of carriageway to footway on a medium to large scale	2,3,4
	Low complexity	Addressing severance in existing walking routes	1,2,3,4
New shared use (walking & cycling) facilities	Medium complexity	Provision of a traffic-free rural or suburban route linking settlements as an alternative to hostile road conditions.	2,3,4
	Low complexity	An off-road route for example through parks or green spaces. Schemes should connect settlements and/or tackle severance in walking/cycling networks	1,2,3,4
Improvements to make an existing walking/cycle route safer	Medium/high complexity	Use of permanent kerbs, side road treatments, junction improvements for walking/cycling	2,3,4
	Low complexity	Installation of infrastructure (e.g. wands), or changes to speed limits to improve conditions for walking and cycling.	1,2,3,4
Area-wide traffic management (including by TROs (both permanent	High complexity	Large scale, area-wide traffic removal in a highly populated/town centre location OR very large scale fast/heavy traffic removal from rural 'quiet lanes'	3, 4

and experimental))	Medium complexity	Area-wide through traffic removal on a smaller/less ambitious scale, including smaller town centres.	2,3,4
	Low complexity	Modal filtering that is not part of an area-wide scheme	1,2,3,4
Bus priority measures that also enable active travel (e.g. bus gates)	Medium complexity	A bus priority measure that significantly improves conditions for walking and cycling as a result (e.g. as a result of the bus gate, x miles of road is now suitable for cycling in mixed traffic as described at table 4.1 LTN1/20).	2,3,4
Provision of secure cycle parking facilities	Medium complexity	Large-scale provision of free and publicly accessible on-street cycle parking or secure parking at schools/workplaces/hospitals/transport interchanges.	1,2,3,4
	Low complexity	Sheffield/Hornsey stands or similar in public places	1,2,3,4
New road crossings	Low complexity	Crossing addresses a severance issue and will create a continuous walking/cycling route (e.g. new signalised crossing of a main road between LTN cells)	1,2,3,4
	Low complexity	E.g. Introducing a pedestrian phase on existing signalised crossing, side road treatments, only if part of high propensity walking route	1,2,3,4
Restriction or reduction of car parking availability (e.g. controlled parking zones), <i>usually only as a component of other schemes.</i>	Low complexity	Introduction of a controlled parking zone in a way that will specifically be of benefit to walking and cycling, including as part of wider scheme proposals for an area. Examples might include the elimination of pavement parking to improve walking connectivity, or as a complimentary traffic management measure to reduce overall number of car parking spaces and/or reduce commuter parking in residential areas (e.g. close to destinations such as shops/NHS sites/transport interchanges).	1,2,3,4
School Streets	Low complexity	Timed restriction of motor vehicle access to a road or roads outside or close to a school, including in rural areas	1,2,3,4



**Annex B – Examples of the sorts of schemes that are more / less likely to attract funding**

Scheme	More likely to be successful	Less likely to be successful
<b>Rural walking or cycling track</b>	A route between a village and the next town, local school or other key destination (employment, retail or leisure)	A route with low propensity to walk or cycle, e.g., low demand, no sizeable destinations on the route or does not fit within a wider network
<b>Shared use path (urban or rural)</b>	Safe and accessible route linking settlements as an alternative to hostile road conditions, including off-road routes (ensuring any existing barriers are made accessible)	Shared use with <3m widths or mixing cycling on footways with high footfall (e.g. high streets and canal towpaths).
<b>Crossings near schools</b>	A network of crossings on key routes to local schools that create quieter routes	One crossing near a school that is not on a desire line
<b>An urban cycle track crossing multiple complex junctions</b>	High capability authority (e.g. level 2/3); appropriate side road and junction treatments	Low capability authority (e.g. level 1); scheme limited to mainly carriageway stretches between junctions; high cost in relation to uplift in cycling rates
<b>Area-wide traffic management schemes</b>	Traffic management to create neighbourhood networks	Speed limit changes and parking restrictions only

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# ATF4 Capital Funding Proforma - Programme level

## Details about your Authority

Q1. What is the name of your transport authority?

York Unitary Authority

Q2. Please provide the following contact information for the Reporting Officer at your authority

**Name** Christian Wood  
**Telephone number** 01904 551652  
**Email address** christian.wood@york.gov.uk

Q3. Please provide the following contact information for the Senior Responsible Officer at your authority

**Name** Michael Howard  
**Telephone number** 01904 553478  
**Email address** michael.howard@york.gov.uk

Q4. Please provide the following contact information for the Section 151 Officer (or equivalent) at your authority

**Name** Debbie Mitchell  
**Telephone number** 01904 554161  
**Email address** debbie.mitchell@york.gov.uk

## Overview of Authority bid

Q5. What is the total amount of capital funding your authority is seeking from Active Travel England Active Travel Fund 4 for 22/23?

2989000

Q6. Please provide the names of all schemes you are seeking funding for. Please include the location of the scheme (e.g. River Tyne Scheme – Hexham) and put the schemes in order of priority.

Please provide the same name and priority order as in the 'scheme level' survey.

- Scheme 1** People Streets / Ostman Road
- Scheme 2** Manor Lane / Shipton Road
- Scheme 3** Jubilee Terrace to Scarborough Bridge
- Scheme 4** Tang Hall Lane / Foss Islands Path
- Scheme 5** Acomb Road
- Scheme 6** Monkgate Roundabout
- Scheme 7** Wheldrake / Heslington Path
- Scheme 8** Haxby Station to Strensall Village
- Scheme 9** Fulford Road / Frederick House
- Scheme 10** -
- Scheme 11** -
- Scheme 12** -
- Scheme 13** -
- Scheme 14** -
- Scheme 15** -
- Scheme 16** -
- Scheme 17** -
- Scheme 18** -
- Scheme 19** -
- Scheme 20** -
- Scheme 21** -
- Scheme 22** -
- Scheme 23** -
- Scheme 24** -
- Scheme 25** -
- Scheme 26** -
- Scheme 27** -
- Scheme 28** -
- Scheme 29** -
- Scheme 30** -

Q7. Please provide an overview of how the programme of schemes you are bidding for delivers on your local strategic objectives for active travel investment. (500 words max).

Please answer in a brief, bullet point format where possible

Your response should reference your authority's LCWIP or equivalent network plan and other wider plans, e.g., for local development, public health, carbon reduction and economic development.

City of York Council Plan for 2019-2023

- Getting around sustainably - All schemes presented in our bid will encourage walking, wheeling and cycling by making them safer and more appealing travel options.
- Good health and wellbeing –All schemes presented in our bid will encourage adults and children to make more active and healthier travel choices. E.g. the People Streets at Ostman Road scheme will encourage primary and infant school children to walk, cycle or scoot to school, increasing their levels of activity and health.
- A greener and cleaner city – All schemes presented in our bid will contribute to this goal, through encouraging a shift from commuting by car to more sustainable modes. Walking, wheeling and cycling will be made more appealing, e.g. the People Streets at Ostman Road scheme will involve planting additional trees along Ostman Road, plus various elements of shrubbery and public realm improvements. Such improvements will encourage the public to take pride in the area, and discourage littering and vandalism.
- Safe communities and culture for all – All schemes presented in our bid will contribute to this goal, through making walking, wheeling and cycling trips feel safer. E.g. the Jubilee Terrace to Scarborough Bridge Riverside Path scheme seeks to make improvements to an existing active travel route which will include;
  - o path widening and better segregation between pedestrians and cyclists,
  - o improved lighting along the route
  - o installation of CCTV to discourage antisocial behaviour and make residents feel safer
  - o improved drainage and removal of low spots which were previously prone to flooding.

10 Year Strategies

- York Climate Change Strategy - We are committed to building inclusive, healthy and sustainable communities by promoting the positive social and economic benefits of climate action and by supporting individuals who need it the most. We aim to reduce our carbon emissions associated with transport by 71% by 2030. Specific objectives include:
  - o Reduce overall travel miles
  - o Increase uptake of active travel and public transport
- Health and Wellbeing Strategy - Our goal is to reduce sedentary behaviour and increase physical activity by 5% across the whole population.
- Economic Strategy – Our aim is to support the next generation to create a fairer, greener and cleaner economy.

LCWIP

- York's LCWIP is currently in the network development and prioritisation phases. A draft baseline report has been produced which takes into consideration outputs from the Propensity to Cycle tool, data from the 2011 census which identifies OD pairs of cyclable distance, travel plan data and potential trips to some of our larger trip attractors and Local Plan strategic sites.
- Both the Acomb Road and Monkgate Roundabout schemes currently form part of routes identified in the top 10 strategic cycle routes in the LCWIP baseline report.
- The draft Local Transport Strategy has recently been approved and will now go through consultation.

Q9. Please describe how you will consider protected groups for the programme of schemes you are bidding for (max 500 words).

Please answer in a brief, bullet point format where possible

Your response should include details of the following: How you intend to identify the protected groups who may be impacted by the schemes outlined in your bid? How you intend to consult and implement feedback from these groups? How will you ensure that you have fully assessed the impact of the scheme on protected groups? How will you ensure that accessibility requirements will be met? This should include accessibility throughout construction and the impact on the wider area. Any evidence of how this has been achieved previously will be valuable in supporting this narrative.

- Equality Impact Assessments are undertaken for each project in order to identify both positive and negative impacts on groups with protected characteristics. These then help us to shape and design the scheme.
- The council have recently set up a Disability Independent Advisory Group (DIAG) to enable improved engagement and co-production with residents and visitors to the city and to enable their ideas/comments to feed into scheme design at an early stage and during construction.
- The council have also recently set up an internal group to support disabled employees called the DSN. As well as supporting employees who work for the council, the DSN will help to inform the council on internal and external consultations and feed into Equality Impact Assessments.
- As standard practice, we publicly consult on schemes once we have concept designs, and in this consultation we include surveys asking for feedback on how the scheme will affect each person. These surveys are online, but paper letters are also sent out to a project's most relevant public stakeholders (e.g. local residents) with details of who to contact if a paper copy or any other mitigations are needed. Surveys are also advertised on social media and the council website to reach more people who may have a protected characteristic.
- As part of these surveys, we include an About You section where we gather details on the demographics of our responders. Using this, we can see that real people with protected characteristics have completed the survey, and that they have/haven't pointed out accessibility issues. If accessibility issues are raised, these issues are noted and addressed in the next stage of the scheme (e.g. Detailed Design, Construction).
- In our standard external consultation contact list, we include representative groups of the relevant protected characteristics, such as Age UK York, Mysight York, Be Independent, Pocklington Trust, York Blind and Partially Sighted Society, Wilberforce Trust, York Disability Rights Forum, York People First. These groups are sent the link to the survey, and are invited to provide more detailed feedback on the scheme's designs or consultation process from the perspective of their represented group. If desired, we offer them meetings to discuss their thoughts. Their comments are then taken into account when progressing schemes.
- Case Study – Jubilee Terrace to Scarborough Bridge Public Consultation (2/12/22 – 8/1/23) An online survey asking for feedback regarding various aspects of the scheme design was created. Paper copies of this survey were made available at 3 locations close to where the scheme would be implemented. Plus, 2 drop-in events were held in the targeted location on different days to gather feedback personally. Feedback gathered from this consultation included priorities for improvements between men and women. It was found that local women prioritised lighting improvements, to feel more safe walking in low light. Therefore, designs took this into account and have worked significant lighting improvements into the scheme.

## Bid conditions

Q10. As outlined in the bid invitation letter, to be eligible for funding, all schemes must be supported by local authority leaders.

Do all the schemes being submitted for your transport authority have specific support from your authority leaders?

Yes

Q11. All schemes must be developed in consultation with local communities. This does not mean that the bid itself needs to be put out to consultation. Effective consultation is a condition of funding and may result in the downgrading of your authority's self-assessment tier rating if not fulfilled.

Do you confirm your authority's commitment to consult on all schemes proposed for funding?

Yes

Q12. Do you confirm that you will give due regard to the needs of protected groups defined by The Equality Act 2010, and your commitment to undertaking an equality impact assessment of the measures outlined in your bid?

Yes

## Bid conditions

Q13. Do you agree with the following declaration?

I confirm I have read and understood all the details in the accompanying letter, including the terms and conditions.

I confirm that the Senior Responsible Officer and the Section 151 Officer (or equivalent with delegated authority) have also read and understood the letter.

I declare that the information given is, to the best of my knowledge, correct.

I understand that funding is conditional on the Section 151 Officer's confirmation that the schemes offer value for money.

I confirm that the authority will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

I confirm that schemes will have the appropriate design review and assurance, to be managed by ATE.

I confirm that I have read and understand commitments to monitoring and evaluation.

I declare that the cost estimates are accurate to the best of my knowledge and that the authority: has allocated sufficient budget to deliver the scheme(s) on the basis of its proposed funding contribution; accepts responsibility for meeting any costs over and above the Active Travel England contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties; accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme(s) accepts that any additional funding required to complete the scheme will be subject to approval via the Active Travel England change control process; and confirms that the authority has the necessary governance/assurance arrangements in place. I also understand Active Travel England may request further details as to the scheme(s) and costs therein.

Yes

Q14. Please provide any further details or clarification of your submission that you wish Active Travel England to consider (max 250 words) \*

We are ambitious in bidding for an amount of funding which greatly exceeds our allocation. This is because we have many schemes that we believe fit the criteria for this bid, and we want to give each one opportunity for progression.

### End of submission

Q15. You are about to submit your response. Please confirm you are happy to submit.
Yes



# ATF4 Capital Funding Proforma - Scheme level

## Introduction

Q1. What is the name of your transport authority?

York Unitary Authority

## Overview of scheme

Q2. What type of scheme are you seeking funding for?

Development

Q3. Please provide the scheme name

Please use the same name as stated in the programme level survey

Acomb Road

Q4. Please provide the scheme priority number

Please use the same priority number as stated in the programme level survey

5

Q5. Please select the capital scheme type from the list below. If a scheme encompasses more than one intervention type, please select all that apply.

New segregated cycling facility

Improvements to make an existing walking/wheeling/cycle route safer

New road crossings

Restriction or reduction of car parking availability (e.g. controlled parking zones)

## Scheme cost

Q7. How much ATF4 funding are you requesting to deliver this scheme in the 22/23 financial year

70000

## Scheme location

Q8. Please upload a file(s) of where the scheme will be implemented.

Please use the Active Travel Infrastructure Programme (ATIP) to create an image of where the scheme will be implemented. Refer to the guidance document for further details on how to use ATIP (see 'scheme description and location'). Upload .txt files only.

You can access ATIP using the following link: <http://atip.uk>

- File: York\_Acomb Road.txt

## Scheme outputs

Q10. Please provide details of the anticipated outputs for each scheme. Please ensure you are inputting the relevant units, as outlined in brackets. If the scheme type or output is not applicable, please leave blank.

<b>New segregated cycling facility (miles)</b>	1. 2
<b>New segregated cycling facility (number of junctions treated)</b>	-
<b>New junction treatment (number of junctions treated)</b>	-
<b>New permanent footway (miles)</b>	-
<b>New shared use (walking, wheeling &amp; cycling) facilities (miles)</b>	-
<b>Improvements to make an existing walking/cycle route safer (miles)</b>	1. 2
<b>Improvements to make an existing walking/cycle route safer (number of junctions treated)</b>	-
<b>Area-wide traffic management (including by TROs (both permanent and experimental)) (size of area)</b>	-
<b>Bus priority measures that also enable active travel (e.g. bus gates) (miles of road improved)</b>	-
<b>Provision of secure cycle parking facilities (number of parking spaces)</b>	-
<b>New road crossings (number of new crossings)</b>	-
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (miles)</b>	-
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (number of car parking spaces removed)</b>	-
<b>School streets (number)</b>	-

## Scheme timeline

Q12. What is the current status of this scheme?

Development

Q13. Please provide an estimated date for each of the key project milestones below (or confirmed date if the scheme has already passed a stage).

Note that all construction schemes are expected to have funding committed by 31 March 2024.

<b>Completion of consultation</b>	31/07/2023
<b>Completion of feasibility design</b>	31/07/2023
<b>Completion of detailed design</b>	30/11/2023
<b>Submission for consideration at design review gate</b>	30/12/2023
<b>Start of scheme construction</b>	30/05/2024
<b>Completion of scheme construction</b>	01/12/2024
<b>Date scheme opens for public use</b>	02/12/2024
<b>Completion of monitoring and evaluation activities</b>	01/03/2025

## Scheme Value for Money

Q16. Please upload scheme AMAT(s) below.

- File: York; Acomb Road; 5; Uplifts Tool.xlsx

## Scheme Value for Money

Q17. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)

Please answer in a brief, bullet point format where possible

Note: For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For schemes not using AMAT, please provide details of the cost effectiveness of the intervention using the accompanying value for money guidance alongside justification. Please also set out any other supporting information using local evidence or the alternative tools outlined in section 1.6 of the accompanying value for money guidance.

- The strategic route running between Acomb (the largest local centre outside the city centre) and York City Centre, of which Acomb Road forms part, serves many purposes as it used for commuting, access to the train station, access to the shops at either end, access to schools and healthcare facilities along its length and access to leisure facilities including West Bank Park. It will also form part of a route to the York Central development, a mixed-use housing and employment site currently under development on one of the largest brownfield sites in the UK to the rear of the station.
  - Analysis undertaken as part of York's emerging LCWIP has identified Acomb Road as one of the top ten priority routes. This was based on outputs from the Propensity to Cycle tool, and origin/destination analysis for commuting, access to educational sites (primary to tertiary), access to employment and housing growth sites, the route's recent ped/cycle casualty history, its' proximity to air quality management areas and areas of health inequality and the potential for short car trips to be replaced by active travel based on the 2011 census data.
  - Numerous requests have been received in recent years related to improvements for cyclists along this corridor and for better crossing facilities for pedestrians across the busy route.
- Cost effectiveness calculation = 0.39447
- Total number of beneficiaries = 501 (number of cyclists estimated using PCT, x3 to capture cyclists travelling for leisure and other purposes)  
 Total scheme cost = £4,000,000 (rough estimate based on scheme length)  
 Multiplier calculated from Annex B assumptions.

## Scheme Value for Money

Q18. How many walking, wheeling, or cycling trips are currently undertaken per day in the area where the scheme will be implemented?

**Trips per day** 1000

**Time period** -

Q19. How many additional walking, wheeling, or cycling trips will this scheme generate per day?

**Additional trips per day** 134

**Time period** -

## End of submission

Q20. You are about to submit your response. Please confirm you are happy to submit.

Yes

# ATF4 Capital Funding Proforma - Scheme level

## Introduction

Q1. What is the name of your transport authority?

York Unitary Authority

## Overview of scheme

Q2. What type of scheme are you seeking funding for?

Development

Q3. Please provide the scheme name

Please use the same name as stated in the programme level survey

Fulford Road / Frederick House

Q4. Please provide the scheme priority number

Please use the same priority number as stated in the programme level survey

9

Q5. Please select the capital scheme type from the list below. If a scheme encompasses more than one intervention type, please select all that apply.

New segregated cycling facility

Improvements to make an existing walking/wheeling/cycle route safer

New road crossings

## Scheme cost

Q7. How much ATF4 funding are you requesting to deliver this scheme in the 22/23 financial year

30000

## Scheme location

Q8. Please upload a file(s) of where the scheme will be implemented.

Please use the Active Travel Infrastructure Programme (ATIP) to create an image of where the scheme will be implemented. Refer to the guidance document for further details on how to use ATIP (see 'scheme description and location'). Upload .txt files only.

You can access ATIP using the following link: <http://atip.uk>

- File: York\_Fulford Road \_ Frederick House.txt

## Scheme outputs

Q10. Please provide details of the anticipated outputs for each scheme. Please ensure you are inputting the relevant units, as outlined in brackets. If the scheme type or output is not applicable, please leave blank.

<b>New segregated cycling facility (miles)</b>	0. 02
<b>New segregated cycling facility (number of junctions treated)</b>	-
<b>New junction treatment (number of junctions treated)</b>	-
<b>New permanent footway (miles)</b>	-
<b>New shared use (walking, wheeling &amp; cycling) facilities (miles)</b>	-
<b>Improvements to make an existing walking/cycle route safer (miles)</b>	0. 2
<b>Improvements to make an existing walking/cycle route safer (number of junctions treated)</b>	-
<b>Area-wide traffic management (including by TROs (both permanent and experimental)) (size of area)</b>	-
<b>Bus priority measures that also enable active travel (e.g. bus gates) (miles of road improved)</b>	-
<b>Provision of secure cycle parking facilities (number of parking spaces)</b>	-
<b>New road crossings (number of new crossings)</b>	1
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (miles)</b>	-
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (number of car parking spaces removed)</b>	-
<b>School streets (number)</b>	-

## Scheme timeline

Q12. What is the current status of this scheme?

Development

Q13. Please provide an estimated date for each of the key project milestones below (or confirmed date if the scheme has already passed a stage).

Note that all construction schemes are expected to have funding committed by 31 March 2024.

<b>Completion of consultation</b>	31/05/2023
<b>Completion of feasibility design</b>	31/05/2023
<b>Completion of detailed design</b>	31/12/2023
<b>Submission for consideration at design review gate</b>	03/01/2024
<b>Start of scheme construction</b>	01/05/2024
<b>Completion of scheme construction</b>	01/07/2024
<b>Date scheme opens for public use</b>	02/07/2024
<b>Completion of monitoring and evaluation activities</b>	01/12/2024

## Scheme Value for Money

Q16. Please upload scheme AMAT(s) below.

- File: York; Fulford Road; 9; Uplifts Tool.xlsx

## Scheme Value for Money

Q17. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)

Please answer in a brief, bullet point format where possible

Note: For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For schemes not using AMAT, please provide details of the cost effectiveness of the intervention using the accompanying value for money guidance alongside justification. Please also set out any other supporting information using local evidence or the alternative tools outlined in section 1.6 of the accompanying value for money guidance.

- The aim of this scheme is 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 developers of this 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.
- Subject to feasibility, improvements will include:
  - o Upgrading existing Puffin Crossing to Toucan Crossing on Fulford Road.
  - o Link between end of developer-provided facilities at Kilburn Road and the above formal crossing
  - o Better links to Hospital Fields Road and Fishergate
  - o Pedestrian route improvements to complement the above cycle route improvements.
- This scheme has been out to tender for a Project Designer and is included as an 'Additional Scheme' within the call off contract. This means that feasibility work can commence without the need to re-tender if funding is secured through ATF4.
- Cost effectiveness calculation = 0.08611
- Total number of beneficiaries = 459 (number of cyclists estimated using PCT, x3 to capture cyclists travelling for leisure and other purposes)
- Total scheme cost = £800,000 (rough estimate)
- Multiplier calculated from Annex B assumptions.

## Scheme Value for Money

Q18. How many walking, wheeling, or cycling trips are currently undertaken per day in the area where the scheme will be implemented?

**Trips per day** 918

**Time period** -

Q19. How many additional walking, wheeling, or cycling trips will this scheme generate per day?

**Additional trips per day** 170

**Time period** -

## End of submission

Q20. You are about to submit your response. Please confirm you are happy to submit.

Yes



# ATF4 Capital Funding Proforma - Scheme level

## Introduction

Q1. What is the name of your transport authority?

York Unitary Authority

## Overview of scheme

Q2. What type of scheme are you seeking funding for?

Development

Q3. Please provide the scheme name

Please use the same name as stated in the programme level survey

Haxby Station to Strensall Village

Q4. Please provide the scheme priority number

Please use the same priority number as stated in the programme level survey

8

Q5. Please select the capital scheme type from the list below. If a scheme encompasses more than one intervention type, please select all that apply.

New shared use (walking & cycling) facilities

Improvements to make an existing walking/wheeling/cycle route safer

New road crossings

Other (please specify):

New shared-use bridge over River Foss

## Overview of scheme

Q6. As you have selected 'other', please provide a description of the scheme below, including a description of why a scheme outside of the recommended list has been selected for bid. (max 250 words).

Please answer in a brief, bullet point format where possible

The new shared-use bridge over the River Foss is part of the improvements to make the existing route safer and more convenient.

## Scheme cost

Q7. How much ATF4 funding are you requesting to deliver this scheme in the 22/23 financial year

100000

## Scheme location

Q8. Please upload a file(s) of where the scheme will be implemented.

Please use the Active Travel Infrastructure Programme (ATIP) to create an image of where the scheme will be implemented. Refer to the guidance document for further details on how to use ATIP (see 'scheme description and location'). Upload .txt files only.

You can access ATIP using the following link: <http://atip.uk>

- File: York\_Haxby Rail Station to Strensall Village – active travel route.txt

## Scheme design

Q9. Please upload scheme design(s) below.

Note - construction schemes above £150,000 must submit designs.

Please use the following format when naming files: [Local transport authority name] (as in Q1); [Scheme name] (as in Q3); [Scheme priority number] (as in Q4); [ATF4 Scheme Design]

- File: York; Haxby Station to Strensall; 8; Plan.pdf
- File: York; Haxby Station to Strensall; 8; Estimated costs.docx

## Scheme outputs

Q10. Please provide details of the anticipated outputs for each scheme. Please ensure you are inputting the relevant units, as outlined in brackets. If the scheme type or output is not applicable, please leave blank.

<b>New segregated cycling facility (miles)</b>	-
<b>New segregated cycling facility (number of junctions treated)</b>	-
<b>New junction treatment (number of junctions treated)</b>	-
<b>New permanent footway (miles)</b>	-
<b>New shared use (walking, wheeling &amp; cycling) facilities (miles)</b>	1. 1
<b>Improvements to make an existing walking/cycle route safer (miles)</b>	0. 7
<b>Improvements to make an existing walking/cycle route safer (number of junctions treated)</b>	-
<b>Area-wide traffic management (including by TROs (both permanent and experimental)) (size of area)</b>	-
<b>Bus priority measures that also enable active travel (e.g. bus gates) (miles of road improved)</b>	-
<b>Provision of secure cycle parking facilities (number of parking spaces)</b>	-
<b>New road crossings (number of new crossings)</b>	2
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (miles)</b>	-
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (number of car parking spaces removed)</b>	-
<b>School streets (number)</b>	-

Q11. If your scheme is not listed above, please provide details here. Please include scheme type and the number of relevant outputs (e.g. miles, number).

Please leave blank if this is not applicable.

<b>Scheme type</b>	New bridge over river
<b>Outputs (miles or number)</b>	1

## Scheme timeline

Q12. What is the current status of this scheme?

Development

Q13. Please provide an estimated date for each of the key project milestones below (or confirmed date if the scheme has already passed a stage).

Note that all construction schemes are expected to have funding committed by 31 March 2024.

<b>Completion of consultation</b>	31/08/2023
<b>Completion of feasibility design</b>	30/09/2023
<b>Completion of detailed design</b>	31/12/2023
<b>Submission for consideration at design review gate</b>	01/01/2024
<b>Start of scheme construction</b>	01/05/2024
<b>Completion of scheme construction</b>	31/08/2024
<b>Date scheme opens for public use</b>	01/09/2024
<b>Completion of monitoring and evaluation activities</b>	31/08/2029

## Scheme Value for Money

Q14. Please provide an estimated Benefit Cost Ratio (BCR) below for your scheme below.

Note - all schemes £750,000 or above must appraise the scheme using AMAT. If this does not apply, please leave blank.

2.97

Q15. Please provide the value for money category or range of your scheme.

Note - all schemes £750,000 or above must appraise the scheme using AMAT. If this does not apply, please leave blank.

High

Q16. Please upload scheme AMAT(s) below.

- File: York; Haxby Station to Strensall; 8; AMAT.pdf

## Scheme Value for Money

Q17. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)

Please answer in a brief, bullet point format where possible

Note: For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For schemes not using AMAT, please provide details of the cost effectiveness of the intervention using the accompanying value for money guidance alongside justification. Please also set out any other supporting information using local evidence or the alternative tools outlined in section 1.6 of the accompanying value for money guidance.

The vast majority of the appraised benefits comes from Health-related factors, with a smaller amount of benefit arising from improved Journey Quality. According to the World Health Organisation (WHO), increased physical activity is associated with a reduction in premature death (mortality). This scheme will encourage active modes of travel (walking, cycling) and discourage inactive modes (car use), and is therefore expected to reduce the relative risk of all-cause mortality as well as decreasing absenteeism.

Because Haxby Station has not yet been constructed however, this is impossible to quantify at this time.

Many station users are expected to come from Strensall which is within a 3km radius of the planned station location, so walking, bus, cycling or wheeling to the station should be achievable for most people.

In addition to the above AMAT, a rudimentary VfM appraisal has been done below:-

The number of expected beneficiaries is estimated at 150 (per day).

This is based on an estimated number of users of the new Haxby Station of approximately 1000 passengers per day, with 15% of these originating from Strensall.

As extra evidence, the Census 2011 gives an estimate of the number of total commuters in the Strensall area as 3,248. An expectation would be that at an absolute minimum, 5% of these journeys would be achievable via local rail, so once the station has been brought into use (late 2024), 5% of journeys is 162 users (thus 150 is a conservative estimate). All of these potential users would be beneficiaries of the new cycling/walking route between Strensall and Haxby Station as currently there is no appropriate (or safe) active travel route.

*Cost Effectiveness =*  
*Total Cost in £ / Expected Number of Beneficiaries × Total Multiplier*  
 £1,223,467 / 150 x20240  
 = 0.40299

## Scheme Value for Money

Q18. How many walking, wheeling, or cycling trips are currently undertaken per day in the area where the scheme will be implemented?

**Trips per day** 0

**Time period** -

Q19. How many additional walking, wheeling, or cycling trips will this scheme generate per day?

**Additional trips per day** 150

**Time period** -

## End of submission

Q20. You are about to submit your response. Please confirm you are happy to submit.
Yes

# ATF4 Capital Funding Proforma - Scheme level

## Introduction

Q1. What is the name of your transport authority?

York Unitary Authority

## Overview of scheme

Q2. What type of scheme are you seeking funding for?

Construction

Q3. Please provide the scheme name

Please use the same name as stated in the programme level survey

Jubilee Terrace to Scarborough Bridge

Q4. Please provide the scheme priority number

Please use the same priority number as stated in the programme level survey

3

Q5. Please select the capital scheme type from the list below. If a scheme encompasses more than one intervention type, please select all that apply.

Improvements to make an existing walking/wheeling/cycle route safer

## Scheme cost

Q7. How much ATF4 funding are you requesting to deliver this scheme in the 22/23 financial year

1758000

## Scheme location

Q8. Please upload a file(s) of where the scheme will be implemented.

Please use the Active Travel Infrastructure Programme (ATIP) to create an image of where the scheme will be implemented. Refer to the guidance document for further details on how to use ATIP (see 'scheme description and location'). Upload .txt files only.

You can access ATIP using the following link: <http://atip.uk>

- File: York\_Riverside Path.txt

## Scheme design

Q9. Please upload scheme design(s) below.

Note - construction schemes above £150,000 must submit designs.

Please use the following format when naming files: [Local transport authority name] (as in Q1); [Scheme name] (as in Q3); [Scheme priority number] (as in Q4); [ATF4 Scheme Design]

- File: York; Jubilee Terrace; 3; GENERAL ARRANGEMENT.pdf
- File: York; Jubilee Terrace; 3; Option 1 ROLL PLAN.pdf
- File: York; Jubilee Terrace; 3; SECTIONS SHEET 1 OF 2.pdf
- File: York; Jubilee Terrace; 3; SECTIONS SHEET 2 OF 2.pdf

## Scheme outputs

Q10. Please provide details of the anticipated outputs for each scheme. Please ensure you are inputting the relevant units, as outlined in brackets. If the scheme type or output is not applicable, please leave blank.

<b>New segregated cycling facility (miles)</b>	-
<b>New segregated cycling facility (number of junctions treated)</b>	-
<b>New junction treatment (number of junctions treated)</b>	-
<b>New permanent footway (miles)</b>	-
<b>New shared use (walking, wheeling &amp; cycling) facilities (miles)</b>	-
<b>Improvements to make an existing walking/cycle route safer (miles)</b>	0. 52
<b>Improvements to make an existing walking/cycle route safer (number of junctions treated)</b>	-
<b>Area-wide traffic management (including by TROs (both permanent and experimental)) (size of area)</b>	-
<b>Bus priority measures that also enable active travel (e.g. bus gates) (miles of road improved)</b>	-
<b>Provision of secure cycle parking facilities (number of parking spaces)</b>	-
<b>New road crossings (number of new crossings)</b>	-
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (miles)</b>	-
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (number of car parking spaces removed)</b>	-
<b>School streets (number)</b>	-



## Scheme timeline

Q12. What is the current status of this scheme?

Preliminary design

Q13. Please provide an estimated date for each of the key project milestones below (or confirmed date if the scheme has already passed a stage).

Note that all construction schemes are expected to have funding committed by 31 March 2024.

<b>Completion of consultation</b>	08/01/2022
<b>Completion of feasibility design</b>	24/02/2023
<b>Completion of detailed design</b>	28/07/2023
<b>Submission for consideration at design review gate</b>	31/07/2023
<b>Start of scheme construction</b>	29/01/2024
<b>Completion of scheme construction</b>	30/04/2024
<b>Date scheme opens for public use</b>	01/05/2024
<b>Completion of monitoring and evaluation activities</b>	01/10/2024

## Scheme Value for Money

Q14. Please provide an estimated Benefit Cost Ratio (BCR) below for your scheme below.

Note - all schemes £750,000 or above must appraise the scheme using AMAT. If this does not apply, please leave blank.

2.12

Q15. Please provide the value for money category or range of your scheme.

Note - all schemes £750,000 or above must appraise the scheme using AMAT. If this does not apply, please leave blank.

High

Q16. Please upload scheme AMAT(s) below.

- File: York; Jubilee Terrace; 3; AMAT - annualisation 365.xlsx
- File: York; Jubilee Terrace; 3; AMAT.xlsx
- File: York; Jubilee Terrace; 3; Uplifts Tool.xlsx

## Scheme Value for Money

Q17. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)

Please answer in a brief, bullet point format where possible

Note: For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For schemes not using AMAT, please provide details of the cost effectiveness of the intervention using the accompanying value for money guidance alongside justification. Please also set out any other supporting information using local evidence or the alternative tools outlined in section 1.6 of the accompanying value for money guidance.

A 2017 count was used to determine the baseline numbers. The uplift tool was used to generate the 'with scheme' flows. The path is closed on average 14 days per year. With the scheme this reduces to 11 days so an additional 1% uplift was added to account for this, generating a BCR of 1.51.

The counts highlight that the path is a highly used route during the weekend, so a sensitivity test was undertaken using an annualisation factor of 365. This increases the BCR to 2.12.

Frequent flooding leads to the closure of the path with additional journey times for users. End to end users will experience a 4-6 minute additional journey time depending on their end destination. With 2589 daily users impacted, the scheme leads to a journey time PVB in excess of £250,000 from keeping the path accessible for 3 additional days.

By enhancing the facilities now the future maintenance costs will be reduced due to high quality infrastructure, at a higher level, experiencing fewer instances of flooding. Therefore, a 3% allowance of capital cost above the current maintenance values has been applied.

Lighting improvements and the introduction of CCTV will enhance safety and security along the route, particularly for vulnerable users. This in turn will provide an enhancement that encourages use all year round, further increasing the forecast uplift in users.

Phased delivery is also being considered subject to funding agreement decisions, with some elements potentially delivered in advance (CCTV / Lighting) to align with programme requirements for neighbouring schemes. This could result in a higher BCR due to the lower costs, but the full non monetised benefits would not be realised.

Finally, the improvements compliment wider future improvements along the river and around the station, leading to further potential uplifts in the future.

## Scheme Value for Money

Q18. How many walking, wheeling, or cycling trips are currently undertaken per day in the area where the scheme will be implemented?

**Trips per day** 2352

**Time period** -

Q19. How many additional walking, wheeling, or cycling trips will this scheme generate per day?

**Additional trips per day** 459

**Time period** -

## End of submission

Q20. You are about to submit your response. Please confirm you are happy to submit.

Yes

# ATF4 Capital Funding Proforma - Scheme level

## Introduction

Q1. What is the name of your transport authority?

York Unitary Authority

## Overview of scheme

Q2. What type of scheme are you seeking funding for?

Construction

Q3. Please provide the scheme name

Please use the same name as stated in the programme level survey

Manor Lane / Shipton Road

Q4. Please provide the scheme priority number

Please use the same priority number as stated in the programme level survey

2

Q5. Please select the capital scheme type from the list below. If a scheme encompasses more than one intervention type, please select all that apply.

New junction treatment

New shared use (walking & cycling) facilities

Improvements to make an existing walking/wheeling/cycle route safer

New road crossings

## Scheme cost

Q7. How much ATF4 funding are you requesting to deliver this scheme in the 22/23 financial year

250000

## Scheme location

Q8. Please upload a file(s) of where the scheme will be implemented.

Please use the Active Travel Infrastructure Programme (ATIP) to create an image of where the scheme will be implemented. Refer to the guidance document for further details on how to use ATIP (see 'scheme description and location'). Upload .txt files only.

You can access ATIP using the following link: <http://atip.uk>

- File: York\_Manor Lane\_Shipton Road.txt

## Scheme design

Q9. Please upload scheme design(s) below.

Note - construction schemes above £150,000 must submit designs.

Please use the following format when naming files: [Local transport authority name] (as in Q1); [Scheme name] (as in Q3); [Scheme priority number] (as in Q4); [ATF4 Scheme Design]

- File: York; Manor Lane; 2; Design 1B.pdf
- File: York; Manor Lane; 2; Design 2B.pdf

## Scheme outputs

Q10. Please provide details of the anticipated outputs for each scheme. Please ensure you are inputting the relevant units, as outlined in brackets. If the scheme type or output is not applicable, please leave blank.

<b>New segregated cycling facility (miles)</b>	-
<b>New segregated cycling facility (number of junctions treated)</b>	-
<b>New junction treatment (number of junctions treated)</b>	1
<b>New permanent footway (miles)</b>	-
<b>New shared use (walking, wheeling &amp; cycling) facilities (miles)</b>	-
<b>Improvements to make an existing walking/cycle route safer (miles)</b>	0. 05
<b>Improvements to make an existing walking/cycle route safer (number of junctions treated)</b>	1
<b>Area-wide traffic management (including by TROs (both permanent and experimental)) (size of area)</b>	-
<b>Bus priority measures that also enable active travel (e.g. bus gates) (miles of road improved)</b>	-
<b>Provision of secure cycle parking facilities (number of parking spaces)</b>	-
<b>New road crossings (number of new crossings)</b>	2
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (miles)</b>	-
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (number of car parking spaces removed)</b>	-
<b>School streets (number)</b>	-

## Scheme timeline

Q12. What is the current status of this scheme?

Consultation

Q13. Please provide an estimated date for each of the key project milestones below (or confirmed date if the scheme has already passed a stage).

Note that all construction schemes are expected to have funding committed by 31 March 2024.

<b>Completion of consultation</b>	31/07/2023
<b>Completion of feasibility design</b>	23/01/2023
<b>Completion of detailed design</b>	30/11/2023
<b>Submission for consideration at design review gate</b>	14/09/2023
<b>Start of scheme construction</b>	13/02/2024
<b>Completion of scheme construction</b>	13/03/2024
<b>Date scheme opens for public use</b>	20/03/2024
<b>Completion of monitoring and evaluation activities</b>	20/03/2029

## Scheme Value for Money

Q16. Please upload scheme AMAT(s) below.

- File: York; Manor Lane; 2; Uplifts Tool.xlsx

## Scheme Value for Money

Q17. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)

Please answer in a brief, bullet point format where possible

Note: For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For schemes not using AMAT, please provide details of the cost effectiveness of the intervention using the accompanying value for money guidance alongside justification. Please also set out any other supporting information using local evidence or the alternative tools outlined in section 1.6 of the accompanying value for money guidance.

The Manor Lane/Shipton Road junction is located in northwest York, approximately 110m south of the A1237/A19 roundabout, of which the A19 Shipton Road forms the southern arm. Currently, the crossings do not safely accommodate the heavy footfall from school children and commuters at peak times (early morning and early afternoon). The project aims to address safety and amenity issues for pedestrians and cyclists crossing both Manor Lane and Shipton Road at the junction. The introduction of a full setback controlled crossing of Manor Lane and signal-controlled crossing of A19, will reduce severance and provide a safe and useable route for active travellers across the junction. In addition, tightening of corner radii onto Manor Lane will encourage slower vehicle speeds. Removal of shrubbery will improve visibility. Widening the existing section of footway or creating a new footway (design options 1b or 2b) will provide an LTN 1/20 compliant shared space for cyclists and pedestrians, reducing the risk of conflict. The introduction of a new footway section linking to the proposed crossing point clearly defines the route a cyclist should use connecting to/from Shipton Road, whilst also moving the connection away from the give-way junction. Estimated cost of scheme implementation: £349,260  
Main beneficiaries: 372 (commuters and school children)  
Data from Census 2011 in the LSOA (York 007C):  
No. of commuters- 131 cycling, 103 walking.  
No. of school children- 300.  
The DfT's 'CW01410' dataset estimates that 44% of school children travel to school by walking and 2% by cycling. Based on these figures it can be estimated that 138 school children cycle or walk to school in this area and will thus benefit from active travel improvements at the junction. The multiplier was calculated in line with assumptions suggested in Annex B.  
Cost Effectiveness =  $349260 / (372 \times (253 \times 40 \times 2)) = 0.04639$

## Scheme Value for Money

Q18. How many walking, wheeling, or cycling trips are currently undertaken per day in the area where the scheme will be implemented?

**Trips per day** 552

**Time period** -

Q19. How many additional walking, wheeling, or cycling trips will this scheme generate per day?

**Additional trips per day** 22

**Time period** -

## End of submission

Q20. You are about to submit your response. Please confirm you are happy to submit.

Yes

# ATF4 Capital Funding Proforma - Scheme level

## Introduction

Q1. What is the name of your transport authority?

York Unitary Authority

## Overview of scheme

Q2. What type of scheme are you seeking funding for?

Development

Q3. Please provide the scheme name

Please use the same name as stated in the programme level survey

Monkgate Roundabout

Q4. Please provide the scheme priority number

Please use the same priority number as stated in the programme level survey

6

Q5. Please select the capital scheme type from the list below. If a scheme encompasses more than one intervention type, please select all that apply.

New segregated cycling facility

New junction treatment

New permanent footway

Improvements to make an existing walking/wheeling/cycle route safer

New road crossings

## Scheme cost

Q7. How much ATF4 funding are you requesting to deliver this scheme in the 22/23 financial year

21000

## Scheme location

Q8. Please upload a file(s) of where the scheme will be implemented.

Please use the Active Travel Infrastructure Programme (ATIP) to create an image of where the scheme will be implemented. Refer to the guidance document for further details on how to use ATIP (see 'scheme description and location'). Upload .txt files only.

You can access ATIP using the following link: <http://atip.uk>

- File: York\_Monkgate Roundabout.txt

## Scheme design

Q9. Please upload scheme design(s) below.

Note - construction schemes above £150,000 must submit designs.

Please use the following format when naming files: [Local transport authority name] (as in Q1); [Scheme name] (as in Q3); [Scheme priority number] (as in Q4); [ATF4 Scheme Design]

- File: York; Monkgate; 6; Area Check.xlsx
- File: York; Monkgate; 6; Cycle Surveys.xlsx

## Scheme outputs

Q10. Please provide details of the anticipated outputs for each scheme. Please ensure you are inputting the relevant units, as outlined in brackets. If the scheme type or output is not applicable, please leave blank.

<b>New segregated cycling facility (miles)</b>	0. 14
<b>New segregated cycling facility (number of junctions treated)</b>	9
<b>New junction treatment (number of junctions treated)</b>	9
<b>New permanent footway (miles)</b>	0. 14
<b>New shared use (walking, wheeling &amp; cycling) facilities (miles)</b>	-
<b>Improvements to make an existing walking/cycle route safer (miles)</b>	0. 14
<b>Improvements to make an existing walking/cycle route safer (number of junctions treated)</b>	9
<b>Area-wide traffic management (including by TROs (both permanent and experimental)) (size of area)</b>	-
<b>Bus priority measures that also enable active travel (e.g. bus gates) (miles of road improved)</b>	-
<b>Provision of secure cycle parking facilities (number of parking spaces)</b>	-
<b>New road crossings (number of new crossings)</b>	9
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (miles)</b>	-
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (number of car parking spaces removed)</b>	-
<b>School streets (number)</b>	-



## Scheme timeline

Q12. What is the current status of this scheme?

Development

Q13. Please provide an estimated date for each of the key project milestones below (or confirmed date if the scheme has already passed a stage).

Note that all construction schemes are expected to have funding committed by 31 March 2024.

<b>Completion of consultation</b>	02/10/2023
<b>Completion of feasibility design</b>	03/09/2023
<b>Completion of detailed design</b>	03/03/2024
<b>Submission for consideration at design review gate</b>	03/04/2024
<b>Start of scheme construction</b>	31/07/2024
<b>Completion of scheme construction</b>	29/08/2024
<b>Date scheme opens for public use</b>	30/08/2024
<b>Completion of monitoring and evaluation activities</b>	24/11/2024

## Scheme Value for Money

Q16. Please upload scheme AMAT(s) below.

- File: York; Monkgate; 6; Uplifts Tool.xlsx

## Scheme Value for Money

Q17. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)

Please answer in a brief, bullet point format where possible

Note: For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For schemes not using AMAT, please provide details of the cost effectiveness of the intervention using the accompanying value for money guidance alongside justification. Please also set out any other supporting information using local evidence or the alternative tools outlined in section 1.6 of the accompanying value for money guidance.

Monkgate Roundabout is a key element in a strategic route running between Monks Cross Park and Ride and York City Centre. It is used for commuting, access to the train station, access to the shops at either end, access to schools and healthcare facilities and leisure facilities. It will also link a route to the York Central development, a mixed-use housing and employment site currently under development on one of the largest brownfield sites in the UK.

Analysis undertaken as part of York's emerging LCWIP has identified the Heworth Corridor as one of the top ten priority routes. This was based on outputs from the Propensity to Cycle tool, origin/destination analysis for commuting, access to educational sites, employment and housing growth sites, ped/cycle casualty history, proximity to air quality management areas and areas of health inequality and the potential for short car trips to be replaced by active travel based on the 2011 census data.

Monkgate Roundabout currently ranks as the City's highest accident cluster site with 14 injury accidents over the last three years, almost all involving cyclists. The accident records indicate that nearly all of these involved a motorist colliding with a cyclist on the roundabout. Previous attempts to improve safety at the junction have mainly focused on providing off-road alternatives for cyclists to avoid the circulatory area of the roundabout, however these are considerably below current standards (both being shared with Pedestrians and in physical size) and most importantly do not complete a full circumference. There is no current provision for either cyclists or pedestrians to cross the Monkgate arm of the junction, and none of the crossings are controlled in any manner (three of the arms are two lane entries).

Cost effectiveness = 0.03841  
Based on scheme cost of £1.3m  
1672 daily users and 20240 multiplier

## Scheme Value for Money

Q18. How many walking, wheeling, or cycling trips are currently undertaken per day in the area where the scheme will be implemented?

**Trips per day** 1672

**Time period** -

Q19. How many additional walking, wheeling, or cycling trips will this scheme generate per day?

**Additional trips per day** 245

**Time period** -

## End of submission

Q20. You are about to submit your response. Please confirm you are happy to submit.

Yes

# ATF4 Capital Funding Proforma - Scheme level

## Introduction

Q1. What is the name of your transport authority?

York Unitary Authority

## Overview of scheme

Q2. What type of scheme are you seeking funding for?

Construction

Q3. Please provide the scheme name

Please use the same name as stated in the programme level survey

People Streets / Ostman Road

Q4. Please provide the scheme priority number

Please use the same priority number as stated in the programme level survey

1

Q5. Please select the capital scheme type from the list below. If a scheme encompasses more than one intervention type, please select all that apply.

New junction treatment

New shared use (walking & cycling) facilities

Improvements to make an existing walking/wheeling/cycle route safer

Area-wide traffic management (including by TROs (both permanent and experimental))

New road crossings

Restriction or reduction of car parking availability (e.g. controlled parking zones)

School streets

## Scheme cost

Q7. How much ATF4 funding are you requesting to deliver this scheme in the 22/23 financial year

620000

## Scheme location

Q8. Please upload a file(s) of where the scheme will be implemented.

Please use the Active Travel Infrastructure Programme (ATIP) to create an image of where the scheme will be implemented. Refer to the guidance document for further details on how to use ATIP (see 'scheme description and location'). Upload .txt files only.

You can access ATIP using the following link: <http://atip.uk>

- File: York\_People Streets at Ostman Road.txt

## Scheme design

Q9. Please upload scheme design(s) below.

Note - construction schemes above £150,000 must submit designs.

Please use the following format when naming files: [Local transport authority name] (as in Q1); [Scheme name] (as in Q3); [Scheme priority number] (as in Q4); [ATF4 Scheme Design]

- File: York; PS Ostman Road; 1; Design.pdf
- File: York; PS Ostman Road; 1; Designer's Report.pdf

## Scheme outputs

Q10. Please provide details of the anticipated outputs for each scheme. Please ensure you are inputting the relevant units, as outlined in brackets. If the scheme type or output is not applicable, please leave blank.

<b>New segregated cycling facility (miles)</b>	-
<b>New segregated cycling facility (number of junctions treated)</b>	-
<b>New junction treatment (number of junctions treated)</b>	1
<b>New permanent footway (miles)</b>	-
<b>New shared use (walking, wheeling &amp; cycling) facilities (miles)</b>	0. 26
<b>Improvements to make an existing walking/cycle route safer (miles)</b>	0. 26
<b>Improvements to make an existing walking/cycle route safer (number of junctions treated)</b>	1
<b>Area-wide traffic management (including by TROs (both permanent and experimental)) (size of area)</b>	0. 26
<b>Bus priority measures that also enable active travel (e.g. bus gates) (miles of road improved)</b>	-
<b>Provision of secure cycle parking facilities (number of parking spaces)</b>	-
<b>New road crossings (number of new crossings)</b>	2
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (miles)</b>	0. 26
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (number of car parking spaces removed)</b>	7
<b>School streets (number)</b>	1

## Scheme timeline

Q12. What is the current status of this scheme?

Detailed design

Q13. Please provide an estimated date for each of the key project milestones below (or confirmed date if the scheme has already passed a stage).

Note that all construction schemes are expected to have funding committed by 31 March 2024.

<b>Completion of consultation</b>	01/07/2022
<b>Completion of feasibility design</b>	16/06/2022
<b>Completion of detailed design</b>	30/08/2023
<b>Submission for consideration at design review gate</b>	30/09/2023
<b>Start of scheme construction</b>	01/12/2023
<b>Completion of scheme construction</b>	01/01/2024
<b>Date scheme opens for public use</b>	02/01/2024
<b>Completion of monitoring and evaluation activities</b>	01/06/2024

## Scheme Value for Money

Q16. Please upload scheme AMAT(s) below.

- File: York; PS at Ostman Road; 1; Public Consultation.pdf

## Scheme Value for Money

Q17. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)

Please answer in a brief, bullet point format where possible

Note: For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For schemes not using AMAT, please provide details of the cost effectiveness of the intervention using the accompanying value for money guidance alongside justification. Please also set out any other supporting information using local evidence or the alternative tools outlined in section 1.6 of the accompanying value for money guidance.

- Pedestrian crossing surveys show there were 465 counts of people crossing Ostman Road (OR) in the AM peak (8:00-10:00) and 413 in the PM peak (14:45-16:00). As there is currently no crossing in place, these crossing trips were made through moving traffic and between parked cars.
- Our public consultation shows that 43% of users drive rather than walk/cycle along OR. 37% of these users reported lack of segregation from road users/safety, lack of environmental appeal or difficulties crossing busy roads as reasons for this. Therefore, there is potential for 16% uplift in school users walking/cycling if these conditions were to be improved. In our designs, we have addressed the obstacles to active travel reported by consultation respondents, improving conditions for pedestrians and cyclists. Therefore, it can be expected that the scheme would result in a 16% increase in active travel within the geographic boundaries of the scheme.
- The no 5 bus route passes through OR, and is often delayed by congestion at peak times outside the schools. Restrictions on parking will help to reduce congestion on OR and allow better access for the no 5 bus.
- This scheme will involve planting additional trees, plus various elements of shrubbery and public realm improvements. Such improvements will make active travel more appealing, and discourage littering and vandalism.
- Traffic calming measures and/or additional signage along OR will help further reduce average speeds, and together with widened 3m shared footways for pedestrians and cyclists, OR would cater for both more experienced cyclists and also less confident children making their way to/from school.
- Cost effectiveness = 0.18824

Pupils: Carr Infants (229) and Junior (314) (<https://get-information-schools.service.gov.uk/>)  
 Parents/teachers: 272 (1 adult per 2 children)  
 59% walk/cycle (understood from consultation and expected uplift)  
 Total beneficiaries = 481  
 Total scheme cost: £706,228  
 Multiplier calculated from Annex B assumptions.

## Scheme Value for Money

Q18. How many walking, wheeling, or cycling trips are currently undertaken per day in the area where the scheme will be implemented?

**Trips per day** 962

**Time period** -

Q19. How many additional walking, wheeling, or cycling trips will this scheme generate per day?

**Additional trips per day** 154

**Time period** -

## End of submission

Q20. You are about to submit your response. Please confirm you are happy to submit.
Yes

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# ATF4 Capital Funding Proforma - Scheme level

## Introduction

Q1. What is the name of your transport authority?

York Unitary Authority

## Overview of scheme

Q2. What type of scheme are you seeking funding for?

Construction

Q3. Please provide the scheme name

Please use the same name as stated in the programme level survey

Tang Hall Lane / Foss Islands Path

Q4. Please provide the scheme priority number

Please use the same priority number as stated in the programme level survey

4

Q5. Please select the capital scheme type from the list below. If a scheme encompasses more than one intervention type, please select all that apply.

New junction treatment

Improvements to make an existing walking/wheeling/cycle route safer

New road crossings

## Scheme cost

Q7. How much ATF4 funding are you requesting to deliver this scheme in the 22/23 financial year

140000

## Scheme location

Q8. Please upload a file(s) of where the scheme will be implemented.

Please use the Active Travel Infrastructure Programme (ATIP) to create an image of where the scheme will be implemented. Refer to the guidance document for further details on how to use ATIP (see 'scheme description and location'). Upload .txt files only.

You can access ATIP using the following link: <http://atip.uk>

- File: York\_Tang Hall Lane.txt

## Scheme design

Q9. Please upload scheme design(s) below.

Note - construction schemes above £150,000 must submit designs.

Please use the following format when naming files: [Local transport authority name] (as in Q1); [Scheme name] (as in Q3); [Scheme priority number] (as in Q4); [ATF4 Scheme Design]

- File: York; Tang Hall Lane; 4; Design A.pdf
- File: York; Tang Hall Lane; 4; Design B.pdf
- File: York; Tang Hall Lane; 4; Designer's Report.pdf

## Scheme outputs

Q10. Please provide details of the anticipated outputs for each scheme. Please ensure you are inputting the relevant units, as outlined in brackets. If the scheme type or output is not applicable, please leave blank.

<b>New segregated cycling facility (miles)</b>	-
<b>New segregated cycling facility (number of junctions treated)</b>	-
<b>New junction treatment (number of junctions treated)</b>	1
<b>New permanent footway (miles)</b>	-
<b>New shared use (walking, wheeling &amp; cycling) facilities (miles)</b>	-
<b>Improvements to make an existing walking/cycle route safer (miles)</b>	0. 1
<b>Improvements to make an existing walking/cycle route safer (number of junctions treated)</b>	1
<b>Area-wide traffic management (including by TROs (both permanent and experimental)) (size of area)</b>	-
<b>Bus priority measures that also enable active travel (e.g. bus gates) (miles of road improved)</b>	-
<b>Provision of secure cycle parking facilities (number of parking spaces)</b>	-
<b>New road crossings (number of new crossings)</b>	1
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (miles)</b>	-
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (number of car parking spaces removed)</b>	-
<b>School streets (number)</b>	-

## Scheme timeline

Q12. What is the current status of this scheme?

Detailed design

Q13. Please provide an estimated date for each of the key project milestones below (or confirmed date if the scheme has already passed a stage).

Note that all construction schemes are expected to have funding committed by 31 March 2024.

<b>Completion of consultation</b>	31/10/2022
<b>Completion of feasibility design</b>	28/10/2022
<b>Completion of detailed design</b>	30/09/2023
<b>Submission for consideration at design review gate</b>	15/10/2023
<b>Start of scheme construction</b>	01/01/2024
<b>Completion of scheme construction</b>	01/02/2024
<b>Date scheme opens for public use</b>	02/02/2024
<b>Completion of monitoring and evaluation activities</b>	01/03/2024

## Scheme Value for Money

Q16. Please upload scheme AMAT(s) below.

- File: York; Tang Hall Lane; 4; Uplifts Tool.xlsx
- File: York; Tang Hall Lane; 4; Public Consultation.pdf

## Scheme Value for Money

Q17. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)

Please answer in a brief, bullet point format where possible

Note: For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For schemes not using AMAT, please provide details of the cost effectiveness of the intervention using the accompanying value for money guidance alongside justification. Please also set out any other supporting information using local evidence or the alternative tools outlined in section 1.6 of the accompanying value for money guidance.

- Investment in this scheme will deliver safety and amenity improvements for active travellers using the Tang Hall Lane / Foss Islands Cycle path, and drive modal shift away from private car use. The current junction is 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.
- Data from our public consultation shows that 66% of respondents agreed or strongly agreed to having felt unsafe using this junction.
- 54% of consultation respondents agreed or strongly agreed that they would benefit from the installation of an alternative cycle route connecting Tang Hall Lane and Foss Islands Path. The design presented adheres to this desire.
- 22% of respondents agreed or strongly agreed that they would cycle instead of driving if this connection were installed, though this number is likely to be higher in reality due to the unrepresentatively high number of cyclists who responded.
- Pedestrians would benefit from this scheme through the installation of a safe controlled crossing point north of the Foss Islands Path route. This crossing would heighten visibility away from the brow of the bridge, and contribute to severance reduction. They would also benefit from the existing access/egress point being made pedestrian only, reducing the risk of collision with cyclists at a point with low visibility.
- Enhanced widened footways at the relocated access point would reduce safety issues, as the current point of access/egress is not wide enough for cyclists to safely stop and turn into/out of.
- Cost effectiveness calculation = 0.04740

Total number of beneficiaries = 153 (number of cyclists estimated using PCT, x3 to capture cyclists travelling for leisure and other purposes)

Total scheme cost = £146,790

Multiplier calculated from Annex B assumptions.

## Scheme Value for Money

Q18. How many walking, wheeling, or cycling trips are currently undertaken per day in the area where the scheme will be implemented?

**Trips per day** 306

**Time period** -

Q19. How many additional walking, wheeling, or cycling trips will this scheme generate per day?

**Additional trips per day** 46

**Time period** -

Active Travel Programme Summary							
Project Name	23/24 Budget and Source	Mandate agreed	Preliminary Design and Feasibility	Consultation	Decision	Detailed Design and Commissioning	Construction

#### Phase 1 Projects

Hospital Fields Road Cycle Improvements	£620k (CYC Funding)	Complete	Complete	Complete	Underway	Jun-23	Q3/4 2023
Skeldergate - Cycle Improvements at Build-outs	£150k (CYC Funding)	Complete	Complete	Complete	Complete	Underway	Q3 2023
Manor Lane / Shipton Road Improvements	£103k (CYC Funding)	Complete	Complete	Underway	Aug-23	Nov-23	Q1 2024
City Centre North South Cycle Route	£60k (CYC Funding)	Complete	Underway	Aug-23	Oct-23	Dec-23	Q1/2 2024
Navigation Road One Way Scheme	£0k	Complete	Complete	Complete	Complete	Complete	Complete
City Centre Bridges	£15k	Complete	Complete	Complete	Complete	Complete	Complete
University Road (Heslington Hall) Pedestrian Improvement	£0k	Complete	Complete	Complete	Complete	Complete	Complete

A19 Shipton Road Cycle Route - Phase 1 Interventions	£60k (ATE Funding)	Underway	Underway	Jun-23	Aug-23	Sep-23	Q1 2024
People Streets (Ostman Road)	£78k (ATE Funding)	Complete	Complete	Complete	Complete	Underway	Pending Funding
City Centre Accessibility: St Georges Field Crossing	£148k (ATE Funding)	Complete	Complete	Complete	Complete	Underway	TBC
City Centre Cycle Parking Improvements	£103k (ATE Funding)	Complete	Underway	Mar-23	Aug-23	Sep-23	Oct-23
People Streets @ Clifton Green Primary	£55k (ATE Funding)	Complete	Complete	Underway	Jun-23	Aug-23	Q1 2024
People Streets @ Badger Hill Primary	£55k (ATE Funding)	Complete	Underway	Apr-23	Jul-23	Oct-23	Q1/2 2024
University East-West Campus Link	DfT Revenue funding	Complete	Underway	Aug-23	Oct-23	Dec-23	Q1/2 2024

#### Phase 2 Projects

A1237 Bridge Scheme	£0	Scheme Paused Pending Further Funding					
A19 Shipton Road Active Travel Corridor Scheme	£0	Complete	Complete	Scheme Paused Pending Further Funding			
Orbital Cycle Route at Lawrence St / James St	£0	Scheme Paused Pending Further Funding					
Wheldrake / Heslington Path	£0	Scheme Paused Pending Further Funding					
Acomb Road Scheme	£0	Complete	Scheme Paused Pending Further Funding				
Fishergate Gyratory Ped and Cycle Scheme	£0	Complete	Complete	Scheme Paused Pending Further Funding			
Fulford Road / Frederick House	£0	Complete	Scheme Paused Pending Further Funding				
Rougier St / Tanners Moat Gap	£0	Complete	Scheme Paused Pending Further Funding				
Chocolate Works Riverside Path	£0	Complete	Scheme Paused Pending Further Funding				
Tang Hall Lane / Foss Islands Path	£0	Complete	Complete	Scheme Paused Pending Further Funding			

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## Schemes included in City of York Council's ATF4 Bid

	Scheme Name	Funding Request (£)
Construction	People Streets / Ostman Road	620,000
	Jubilee Terrace to Scarborough Bridge Riverside Path Improvements	1,758,000
	Tang hall Lane / Foss Islands Path	140,000
	Manor Lane/Shipton Road	200,000

Development	Haxby Station to Strensall Village	100,000
	Wheldrake / Heslington Path	50,000
	Acomb Road Scheme	70,000
	Fulford Road / Frederick House	30,000
	Monkgate Roundabout	21,000

<b>Total bid for funding (£)</b>	<b>2,989,000</b>
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## Schemes not included in City of York Council's ATF4 Bid

	Scheme Name	Reason for Exclusion
Excluded from ATF4 Bid	A1237 Bridge Scheme (revised - build a new bridge)	There is a possibility this section of the A1237 will be dualled in the future which will accommodate provisions for all road users, therefore negating the need for a separate structure. This will mean that the work for an active travel bridge may be abortive and it may cause difficulties if the programmes clash.
	A19 Shipton Road Active Travel Corridor Scheme	Phase 1 schemes in the area should progress before consultation and construction of this scheme begins.
	Fishergate Gyratory Ped and Cycle Scheme	Feasibility work indicates that there is currently no viable solution to the existing brief. Considerations of altering the project outline should be made prior to restarting this scheme.
	People Streets - Clifton Green	Feasibility work is currently underway. Sufficient funds are available to complete this feasibility work, and sufficient information will not be available to create a bid (if one is needed), until feasibility work is complete.
	People Streets - Badger Hill	Current indications are that the currently available budget is sufficient.

Orbital Cycle Route at Lawrence St / James St	Sufficient information does not currently exist to support an effective bid.
Rougier St / Tanners Moat Gap	Sufficient information does not currently exist to support an effective bid.
Chocolate Works Riverside Path	Sufficient information does not currently exist to support an effective bid.
University East-West Campus Link	Feasibility work is currently underway. Sufficient funds are available to complete this feasibility work, and sufficient information will not be available to create a bid (if one is needed), until feasibility work is complete.
City Centre Cycle Parking Improvements	Feasibility work is currently underway. Sufficient funds are available to complete this feasibility work, and sufficient information will not be available to create a bid (if one is needed), until feasibility work is complete.
A19 Shipton Road Cycle Route - Phase 1 Interventions	There is currently sufficient funding to deliver this scheme.
City Centre Accessibility: St George's Field Crossing	There is currently sufficient funding to deliver this scheme.





## Project Outline

Project Name	<b>A19 Shipton Road Cycle Route – Phase 1 Interventions</b>		
Project Manager	TBC	Date	21/02/2023

### Purpose of this Document:

This document summarises key project information to ensure that project delivery aligns with stakeholder and decision maker expectations.

### Mandate:

The '22 Nov 2022 Executive Meeting' resulted in a decision to split the government funded 'A19 Shipton Road Active Travel Corridor Scheme' into two phases, due to cost estimates for the full scheme exceeding available budgets.

This project forms 'Phase 1' of this scheme and intends to introduce smaller scale interventions that are affordable within the available budget and which address locally identified issues.

### Project Description:

This project aims to improve pedestrian access across the A19 Shipton Road for people travelling between Fylingdale Avenue and Northholme Drive in both directions.

The nearby residential streets, hospital, and other local amenities are located on each side of the A19, resulting in a pedestrian desire line across this main arterial route.

Provision of a standalone signalised pedestrian crossing over the A19 will improve the safety, convenience and amenity of the pedestrian route at this location.

### Aims and Objectives:

**The Aim of the Project is to:**

**Improve pedestrian access across the A19 at the junction with Fylingdales Avenue and Northholme Drive.**

**The Objectives are:**

**Introduce a standalone signalised pedestrian crossing over the A19 at the junction with Fylingdales Avenue and Northholme Drive.**

**Scope:**

**In Scope:**

Installation of a standalone signalised pedestrian crossing over the A19 at the junction of Fylingdales Avenue and Northholme Drive. The crossing is to be located either immediately north of Fylingdales Avenue, or immediately south of Northholme Drive (subject to relevant road safety audit and principal designer support)

Power provision – Installation of a new dedicated power supply to meet the requirements of the Electricity (Unmetered Supply) Regulations 2001. Use of a power supply from existing street lighting columns is not permitted.

Only that resurfacing of footpaths and carriageway required for the installation of the crossing, to meet safety requirements, as identified within a formal Road Safety Audit.

LINSIG traffic modelling to understand the immediate local traffic impacts of the introduction of the crossing.

Alteration of Traffic Regulation Orders as they relate to double yellow lines, only so far as is required to implement the new crossing.

Consideration of future-proofing the installation so that it can be converted into a Toucan in the future if required.

**Out of Scope:**

Consideration of a full signalised junction solution – a full junction is likely to cost more than the available budget.

Consideration of solutions to make motor vehicular access into and out of the side roads easier – This is not within scope of the Active Travel Programme.

Introduce or remove parking spaces, parking laybys, residents parking zones, or other parking related interventions (there are currently no such facilities within the geographical area of this scheme)

Introduction of flood water storage solutions

Introduction of public realm improvements, parklets, aesthetic planting boxes, benches, and other street furniture

Resurfacing of the carriageway or footpath where not strictly required for the installation of the crossing in terms of safety. Only resurfacing identified as being necessary within the formal Road Safety Audit will be explored.

Improvements to bus service infrastructure, including bus stops, laybys, bus lanes and associated infrastructure.

Introduction of cycle lanes or similar cycling infrastructure.

Improvements to drainage infrastructure, except where essential for the installation of the crossing.

Consideration of land ownership issues. Only solutions that are entirely within the adopted public highway are to be considered.

Micro-simulation or Strategic traffic modelling.

Air Quality modelling.

Alteration or introduction of Traffic Regulation Orders, including double yellow lines, where not needed for the introduction of the new crossing.

Closure of existing access routes or the introduction of turning movements bans or other related access restrictions.

**Outcomes and Benefits:**

Improved pedestrian access across the A19 at the junction of Fylingdale Avenue and Northholme Drive.

Benefits are to be measured by a post-installation consultation.

**Dependencies and related works:**

This scheme forms Phase 1 of the ATP funded 'A19 Shipton Road Active Travel Scheme', however this project is not dependent upon any other scheme within the Active Travel Programme.

This scheme is independent of work to adjust the speed limit along the A19, however it will be taken into account during the project.

**Design Resource Procurement:**

The intention is to use in-house resource.

# City of York Council

**Jubilee Terrace to Scarborough Bridge riverside path**  
Consultation report

February 2023

City of York Council

Prepared for:

City of York Council

Prepared by:

AECOM - Stakeholder Engagement, Consultation and Communications

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## Introduction

The following document provides a summary of the responses to the City of York Council public consultation on potential improvements to the riverside path between Jubilee Terrace and Scarborough Bridge.

The consultation began on Friday 2 December 2022 and concluded at 11:59pm on Sunday 8 January 2023. Members of the public and stakeholders were asked to submit their comments online at [www.york.gov.uk/RiversidePath](http://www.york.gov.uk/RiversidePath), or via email or post. There were also two public drop-in events, where attendees could fill out and submit hard copy response forms. These took place at St. Barnabas Church (Jubilee Terrace, Leeman Rd, York, YO26 4YZ) on the dates and times shown below.

- Saturday 10 December, 10:30am to 3:30pm.
- Tuesday 13 December, 12:30pm to 7pm.

A total of 444 consultation responses were received. This is made up of 441 responses via the online or hard copy response form, and three emails. Five hard copy response forms were received after the close of the consultation. They are not included in the analysis in this report, but have been read and considered by the project team.

This document contains a breakdown of these responses, including quantitative and qualitative data identifying common themes. It also includes a brief summary of the type of respondent, including their stated use of the path, frequency of use, as well as other demographic data.

## Email responses

Three email responses were received during the consultation period. A summary of each email is given below, and then summarised in Table 1.

### York Cycle Campaign

York Cycle Campaign (YCC) expressed support for the proposals to improve the path, noting particularly that the case for improvements was strong regardless of the York Central development but strengthened as a result of it, particular as a result of the stopping up of Leeman Road. Issues flagged with the existing path included:

- safety at night;
- impassibility during river flooding;
- poor delineation between cycle space and pedestrian space;
- inadequate width;
- lighting arrangements (and their obstruction by trees);
- poor maintenance, particularly in winter;
- inaccurate flood signage; and
- the pinch point at Scarborough Bridge.

It was noted that, in general, these factors discouraged cyclists from using this path, and any potential future efforts to improve this route should consider the impact on active travel routes.

YCC noted a preference for the creation of segregated paths, allowing various users to comfortably use the riverside path. It noted that its preferred approach was the creation of a new segregated path for pedestrians, and a two-way cyclist path on the route of the existing path.

It also noted guidance in Local Transport Note (LTN) 1/20, in particular in relation to segregated routes, transitions points and signage, which the proposals should be cognisant of. It noted consideration should be given to options at Scarborough Bridge, including opening up and utilising the bricked up arch.

### Friends of Leeman Park

A response was received from Friends of Leeman Park. The group set out their interests, the importance of the riverside path for residents, engagement so far, and concerns with proposals. As with YCC, the group expressed support for the proposals to improve the path, noting particularly that the case for improvements was strong regardless of the York Central development but strengthened as a result of it.

The group raised several points, including:

- that the closure of Leeman Road will adversely affect path users who will be discouraged/ limited in their options for access to and from the city centre;
- a preference for a fully segregated pedestrian and cycle path, with clear markings to avoid clashes;
- the need for clear, up-to-date and potentially electronic signage to warn of path flooding, early on the path;
- the need to raise the existing path to make it passable during flood events;
- the need for improved lighting, at mid-level, to ensure tree canopies do not encroach;
- the need for improved seating and resting areas;
- the need for more bins along the route; and

- the need for improved landscaping and greenery along the route.

It noted a preference for all the proposed improvements to be delivered, and were necessary to achieve a safe and dependable route. With regards to approach to segregation between pedestrians and cyclists, a preference was expressed for two fully separate paths.

The group also noted the need to avoid simultaneous closures of both the riverside route and Leeman Road and that, if the riverside route inevitably has to close for construction, it must be done before the stopping-up of Leeman Road comes in to effect.

## Individual response

An email response was received from a local resident, who also identified themselves as a wheelchair user. The individual emphasised a preference for segregation of the paths between cyclists and pedestrians, and noted that a particular area of concern was the path under Scarborough Bridge.

The individual also noted that they would like to see improved seating, lighting, signage, and maintenance, noting these aspects significantly hindered the accessibility and safety of the path.

Another issue that was raised by the individual was the ramp to Aldborough Way, noting that the turn at the top is too steep and unsuitable for those in wheelchairs (especially in icy and wet conditions), and that the lack of a landing at the bottom of the ramp often means water pools in this area, limiting accessibility. This response also noted that signage and wayfinding on Aldborough Way could be improved.

**Table 1 Summary of key themes of comments received via email**

Theme/ improvements	Detail of comments in emails
<b>Segregation of paths between pedestrians and cyclists</b>	<p>This was a commonly occurring theme across all three emails.</p> <p>All three responses shared explicit preference for a segregated route between cyclists and pedestrians.</p> <p>Responses received shared various reasons for this improvement, including safety and risk of accidents, and encouraging active travel by improving path infrastructure.</p>
<b>Maintenance</b>	<p>This was also a commonly occurring theme across all three emails.</p> <p>All respondents noted that the riverside path requires better maintenance, with overgrown greenery, fallen leaves, damage to the surface of the path, unevenness, damage from flooding, and general wear and tear. Comments also noted the need for gritting during cold weather.</p> <p>A number of respondents also commented on the issue of litter, and the need for more litter bins to be installed along the route.</p> <p>Some also noted that the existing road markings and signage was in poor condition or needed improving.</p>
<b>Closure of Leeman Road</b>	<p>Two of the responses received via email made reference to the closure of Leeman Road, and how this would adversely affect path users.</p> <p>These responses emphasised the importance of any improvements to the riverside path to residents in the area, and how they rely on this route for leisure and livelihood.</p>

Theme/ improvements	Detail of comments in emails
<b>Underpass under Scarborough Bridge</b>	<p>Two of the responses noted that the underpass under Scarborough Bridge hindered users of the riverside path. It was noted that, during busy times, pedestrians and cyclists often queued on either side of the bridge to pass safely.</p> <p>One respondent suggested that the possibility of opening up and using the brick-filled arch should be considered, to provide more space for users of the path.</p>
<b>Improved landscaping/greenery</b>	<p>Two of the responses noted a preference to improve/ retain existing trees and greenery, and encourage the enhancement of the path by introducing more landscaping features along the route.</p>
<b>Ramp to Aldborough Way</b>	<p>Two of the responses noted that improvements were needed to the ramp to Aldborough Way, and often limited accessibility for many users. Respondents noted this was particularly the case during cold and wet weather.</p>
<b>Improved seating along the route</b>	<p>Two of the responses noted that they would like to see improved seating and resting places along the route.</p>
<b>Improved lighting</b>	<p>All of the responses noted a desire for improved lighting along the route, to enhance safety and usability at all hours. It was noted that the current lighting arrangements were inadequate, and often limited by vegetation, so any new installations should take these factors into consideration.</p>

## Feedback form responses

441 feedback form responses were received during the consultation period. A summary of the data from these is included in the remainder of this report. The email responses summarised in the previous section do not form part of this summary.

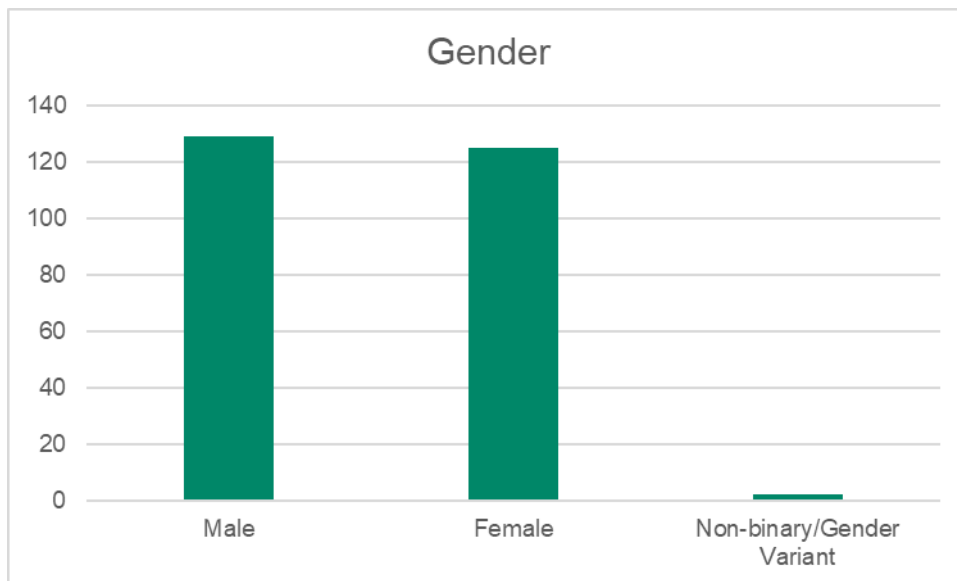
It starts by looking at two key demographics, and then analyses the responses received to each of the 11 questions about usage of the riverside path, support for the potential improvements, and any further suggestions that could shape the future of the path.

### Demographics

The response form contained a section that asked a number of demographic questions about respondents. This demographic data is excluded from this report, except for that relating to gender and disability. This is included below and as part of the quantitative data in following sections, to give further context and insight into some answers.

#### Respondent gender

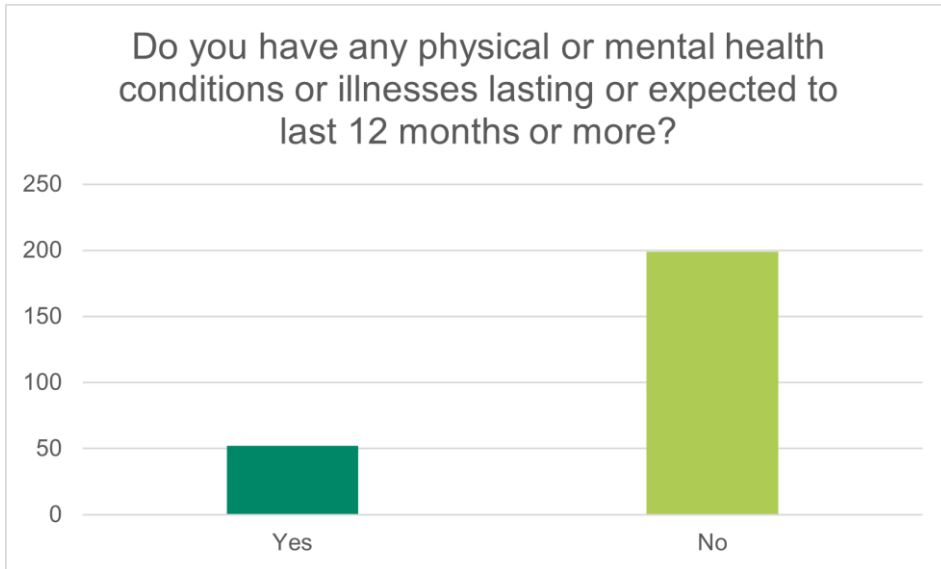
**Figure 1** shows the gender breakdown of respondents to the consultation, with 129 respondents (50.4%) identifying as male, 125 (48.8%) respondents identifying as female and 2 (0.8%) respondents identifying as non-binary/gender variant. All other respondents selected the 'prefer not to say' option, or skipped the question.



**Figure 1: Gender identity of respondents**

#### Respondent disability

**Figure 2** details how many respondents stated that they had a physical or mental health condition or illness that has lasted or is expected to last 12 months or more. Of the 251 respondents who answered this question, 52 (20.7%) respondents noted that they had some form of disability, with 199 (79.3%) noting they did not. All other respondents selected the 'non-binary/gender variant' or 'prefer not to say' option, or skipped the questions.

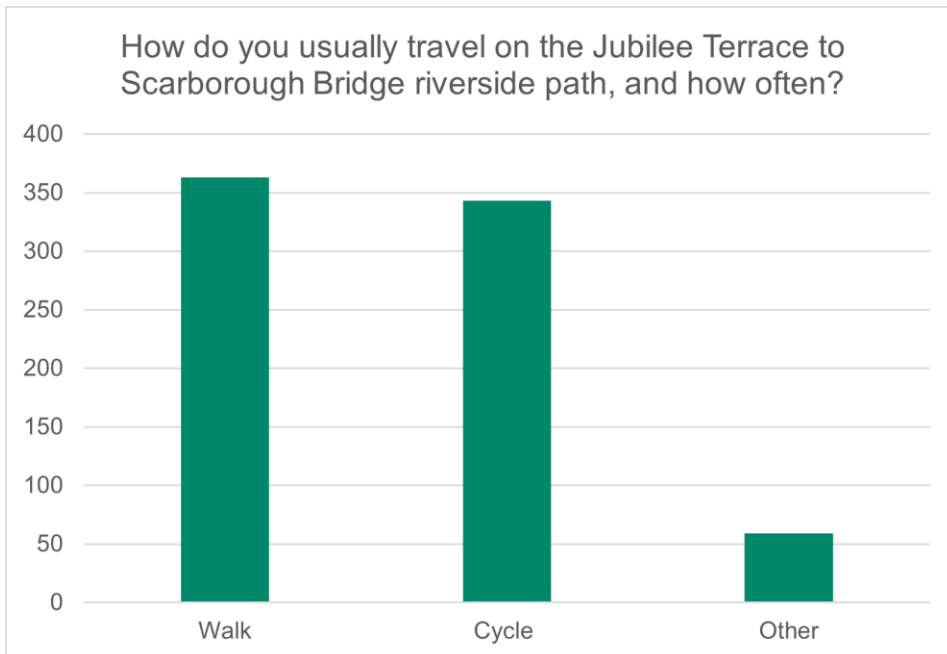


**Figure 2: Whether respondents have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more**

### Use of the path

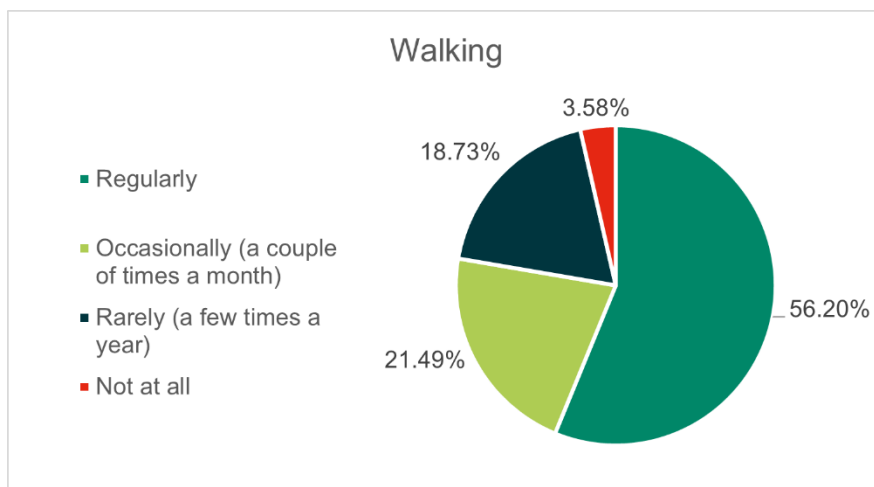
Respondents were asked about their current use of the path – what mode they use (walk, cycle, or other) and how often they use each mode they selected (regularly – at least once a week; occasionally – a couple of times a month; rarely – a few times a year; not at all). Respondents were able to select more than one option, and also able to submit free text answers, detailing alternative ways they use the riverside path.

Of the 441 respondents to the consultation, 383 answered this question, with 58 skipping it. As shown in **Figures 3, 4 and 5**, the majority of respondents noted that their main method of travelling on the riverside path between Jubilee Terrace and Scarborough Bridge regularly involved walking, with cycling also being popular.

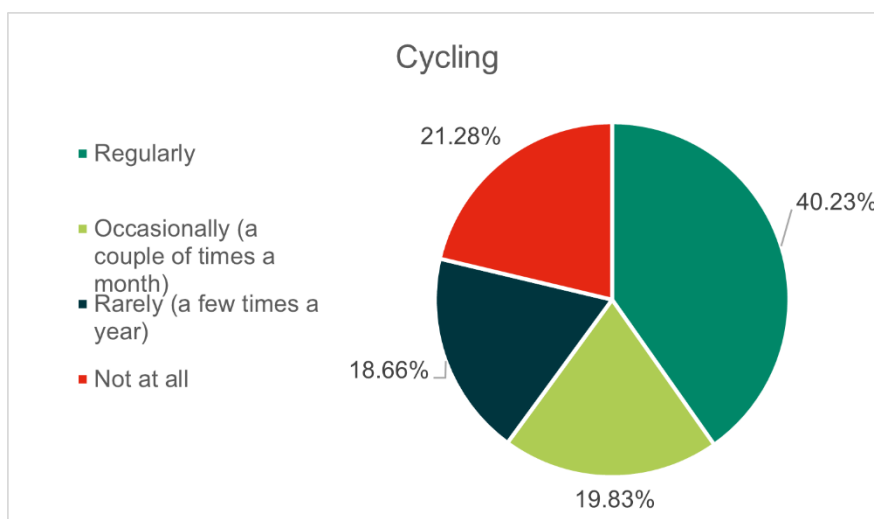


**Figure 3: How respondents usually travel on the riverside path**

Of the 383 respondents who answered the question about what mode they use on the path, 363 provided detail about how often, if at all, they walked on the riverside path. **Figures 5 and 6** illustrate how regularly these respondents walk or cycle along the riverside path.



**Figure 4: How regularly respondents walk on the riverside path**



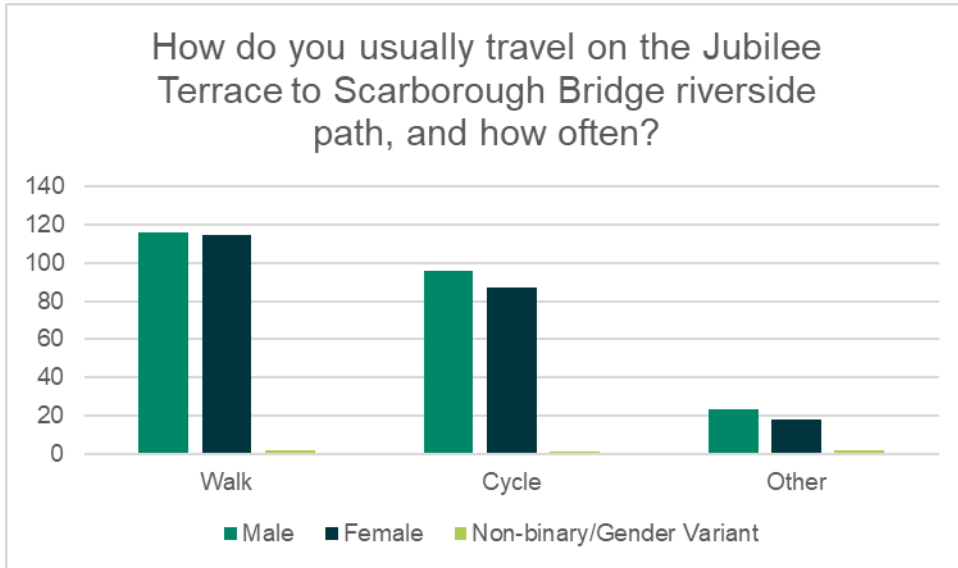
**Figure 5: How regularly respondents cycle on the riverside path**

Of the 59 respondents that selected 'other' or provided more information through free text, the following usage types and comments were specified.

- Running (17 respondents).
- Provision of additional information about type of walking (e.g. regularity, destination, purpose) (15 respondents).
- Using a scooter (6 respondents).
- Provision of additional information about type of walking (e.g. regularity, destination, purpose) (5 respondents).
- Pushing a wheelchair/ in their wheelchair (4 respondents).
- Reiterating that they use the path regularly (3 respondents).
- Roller-skating (2 respondents).

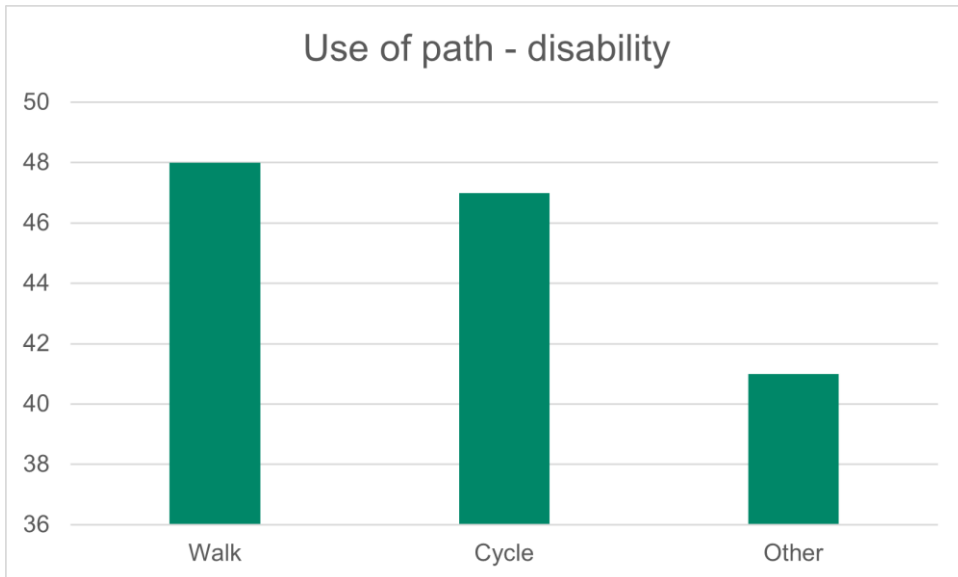
- Noting that the way/ how often they use the path depends on its maintenance or weather conditions (2 respondents).

With regards to gender identity, of the 256 respondents who provided their gender, 255 answered this question, with one respondent skipping the question. As shown in **Figure 6**, of the respondents who answered this question, an almost equal proportion of male, female and non-binary/gender variant respondents walk on the riverside path, with more male respondents opting to cycle as opposed to female and non-binary/gender variant respondents.



**Figure 6: How respondents use the riverside path, divided by gender**

Of the 251 respondents who shared details of whether they had a disability, 250 answered this question. As shown in **Figure 7**, of the 52 respondents who declared a disability, 48 noted they walk on the path, with 47 using the path as a cycling facility, and 41 providing comments under 'other'.



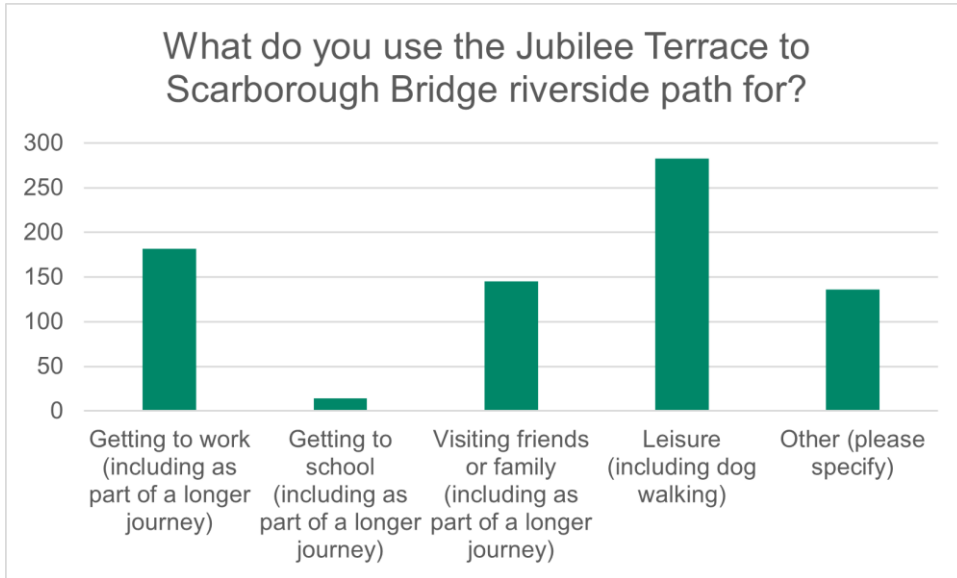
**Figure 7: How respondents with a disability use the riverside path**

### What the path is used for

Respondents were also asked why they used the riverside path. This question featured a number of multiple choice options, as well as an 'other' free-text option. Respondents were able to select more than one option.

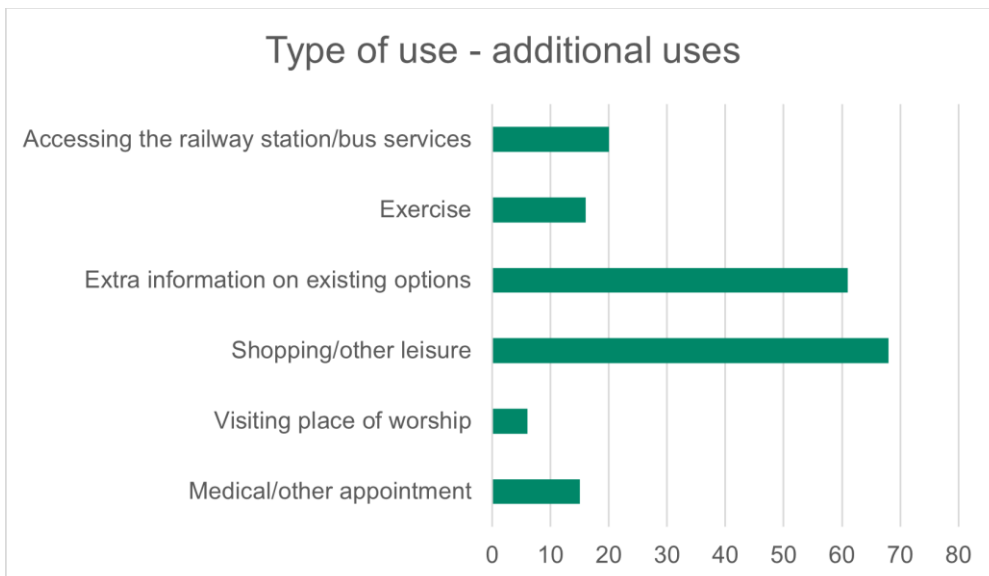


Of 441 respondents who filled out a response form, 383 responded to this question, with 58 opting to skip it. As shown in **Figure 8**, the most common use for the path is for leisure purposes (283 respondents, 73.9% of total respondents to this question), followed by getting to work (182 respondents, 47.5% of total respondents to this question), visiting friends or family (145 respondents, 37.9% of total respondents to this question) and getting to school (14 respondents, 3.7% of total respondents to this question).



**Figure 8: What respondents use the riverside path for**

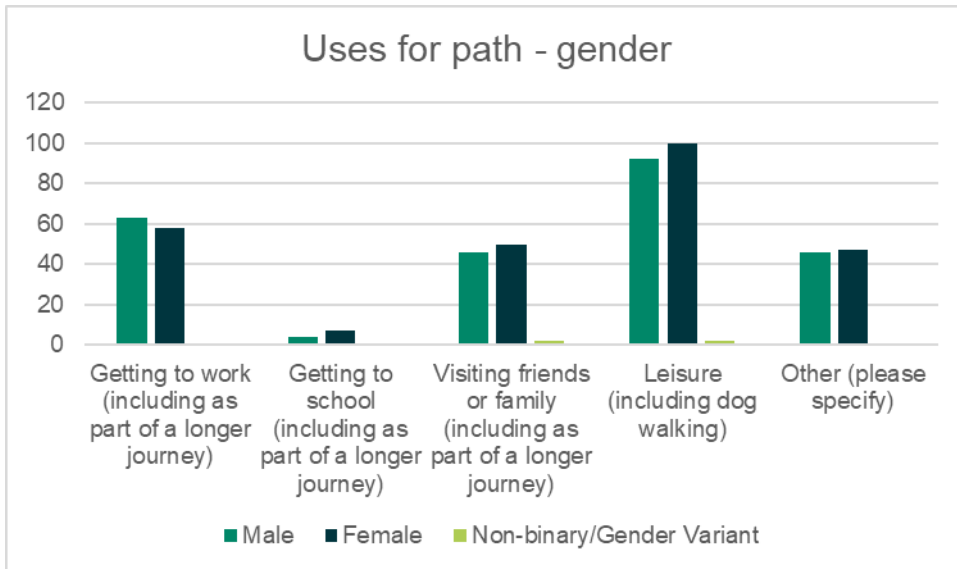
As shown in **Figure 9** below, of the 136 'other' free-text comments received, 68 (50% of total respondents to this question) noted they used the path for shopping/ other leisure activities, 61 (44.9% of total respondents to this question) provided more detail on existing options, 20 (14.7% of total respondents to this question) used the path to access other means of transport, 15 (11% of total respondents to this question) to attend medical or other appointments, and six (4.4% of total respondents to this question) to visit a place of worship. Please note, three answers were omitted, as they were either not legible, or did not apply to the question.



**Figure 9: Additional reasons respondents use the riverside path**

When looking at the responses to this question by gender, of the 256 respondents who provided their gender, all answered this question, with the breakdown shown in **Figure 10**. This shows some variation in how uses for the path vary by gender. For example, 100 female respondents (80% of total female respondents) and two (100%) non-binary/gender variant respondents noted they use it for leisure, as opposed to 92 male respondents (71% of

total male respondents). When looking at visiting family or friends, 50 (40%) female respondents and two (100%) non-binary/gender variant respondents noted that they use the path for this purpose, as opposed to 46 (35.7%) male respondents. This also shows that more male respondents (63, 48.8%) use the path to get to work, as opposed to 58 (46.4%) of female respondents and one (50%) non-binary/gender variant respondent.



**Figure 10: What respondents use the riverside path for, separated by gender**

When looking at the responses to question by disability, of the 251 respondents who provided information on whether they had a disability or not, all respondents answered this question. **Figure 11** shows the breakdown of answers provided by the 52 respondents who noted they had some form of disability, lasting or expected to last 12 months or more. Of those respondents, the most common use for the path is leisure (44 respondents, 84.6% of the 52 respondents with declared disability), followed by 26 respondents (50%) using the path to get to work, 23 (44.2%) visiting friends and family and four respondents (7.7%) getting to school.

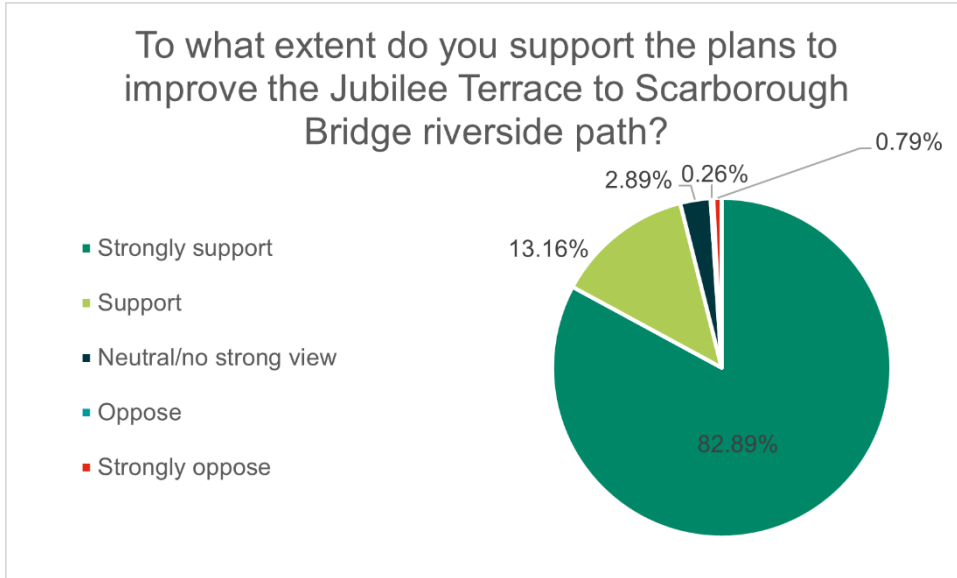


**Figure 11: What respondents who reported having a disability use the riverside path for**

### Support for improvements

Respondents were also asked about their level of support for proposals to improve the Jubilee Terrace to Scarborough Bridge riverside path. This question included five multiple choice options: strongly support, support, neutral/ no strong view, oppose, and strongly oppose.

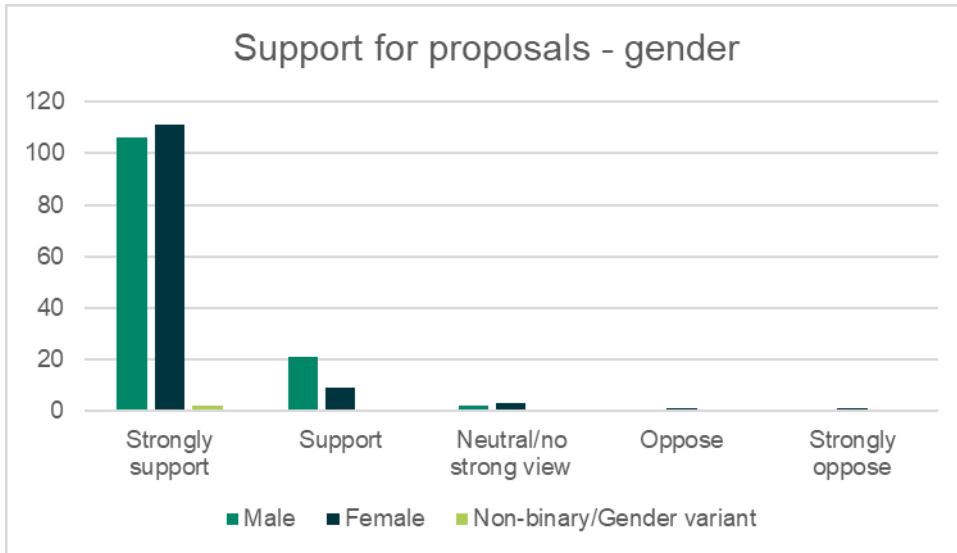
As shown in **Figure 13**, 380 respondents answered this question, with 61 skipping it. Overall, 315 respondents (83%) selected 'strongly support', with 50 (13%) selecting 'support', 11 (3%) selecting 'neutral/ no strong view', one (0.26%) selecting 'oppose' and three (0.79%) selecting 'strongly oppose'.



**Figure 12: Level of support from respondents for improvements to the riverside path**

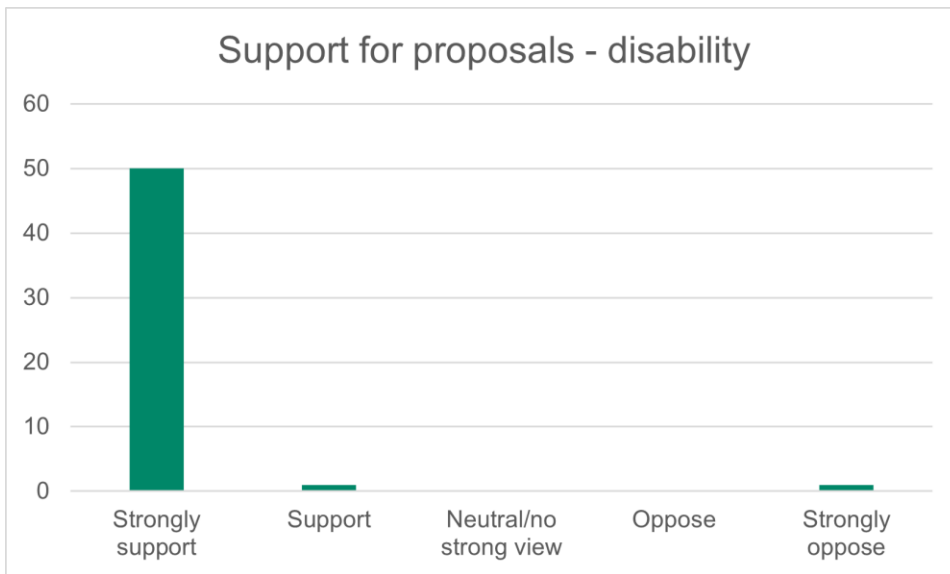
Of the 256 respondents who provided their gender, all respondents answered this question. As shown in **Figure 13**, male, female and non-binary/gender variant respondents overwhelmingly supported proposals to improve the riverside path, with 127 of 129 male respondents (98.5%) either strongly supporting, or supporting improvements, and 120 of 125 female respondents (96%) strongly supporting or supporting improvements. Of the two non-binary/gender variant respondents, 100% selected 'strongly support' in response to this question.

Two male respondents (1.5%) selected neutral/no strong view, with three female respondents (2.4%) selecting the same option. Two female respondents (1.6%) opposed or strongly opposed the proposals to improve the path.



**Figure 13: Level of support from respondents for improvements to the riverside path, split by gender**

As shown in **Figure 14**, of the 251 respondents who provided information on whether they had a disability or not, all respondents answered this question. Of the 52 respondents who noted they have a disability, 51 (98%) stated they either strongly supported or supported proposals to improve the riverside path, with one respondent (2%) stating they are strongly opposed.



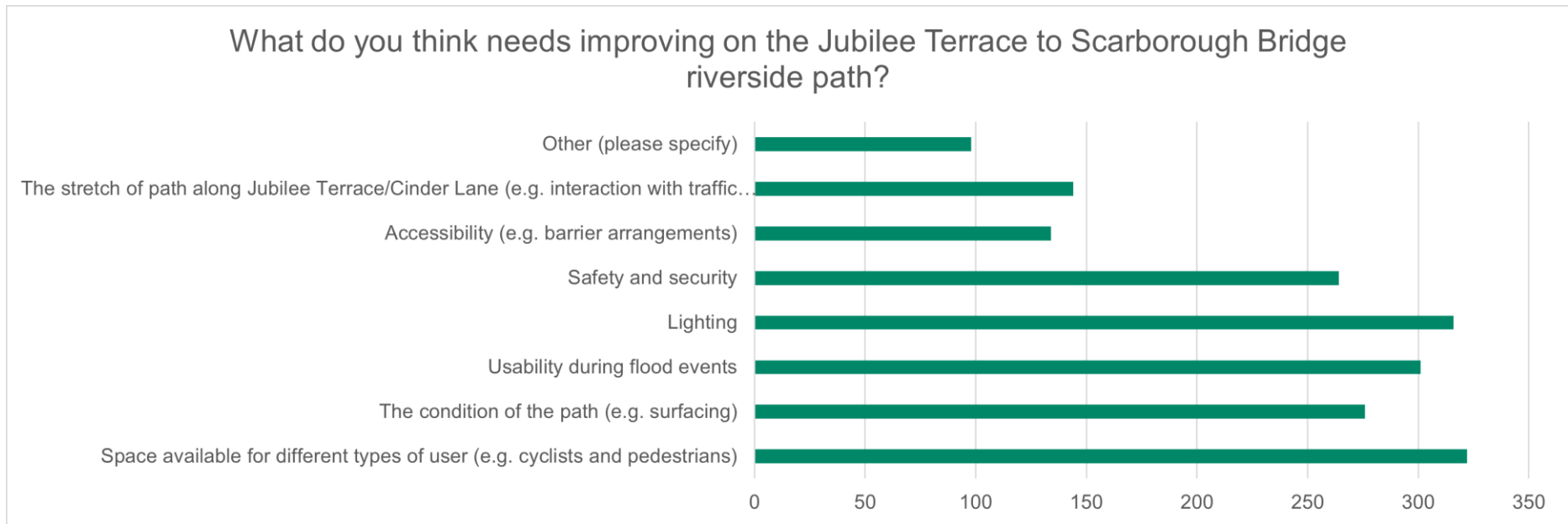
**Figure 14: Level of support for improvements to the riverside path from respondents who reported having a disability**

## Types of improvement

The following section of the report analyses a number of questions in the survey, which explored in more detail the various improvements that could be made to the Jubilee Terrace to Scarborough Bridge riverside path. These questions assessed views on priorities and potential improvements. Many of these questions allowed for respondents to provide free-text answers, all of which have been included and analysed in the tables and charts below.

The first of these questions asked respondents about what they thought needed improving on the riverside path. This question included multiple choice options, as well as a free-text option to provide any other thoughts. This question allowed for respondents to select more than one option.

In total, 385 respondents answered this question, with 56 opting to skip it. As shown in **Figure 15**, the area for improvement selected by the highest number of respondents was space for different types of users, with 322 (83.6%) of respondents selecting it. This was closely followed with 316 (82.1%) respondents selecting lighting, 301 (78.2%) selecting usability during flooding, 276 (71.7%) selecting the condition of the path, 264 (68.6%) selecting safety and security, 144 (37.4%) selecting the path along Jubilee Terrace/ Cinder Lane and 134 (34.8%) selecting accessibility improvements.



**Figure 15: Aspects of the riverside path respondents would like to see improve**

**Table 2** sets out the improvements and key themes identified by the 98 respondents who selected 'Other' or gave more information through free text. Please note, some responses covered more than one theme.

**Table 2: Summary of comments relating to other potential areas for improvement**

Theme/ improvements	Number of responses making comments on this	Detail of comments in responses
<b>Maintenance</b>	28	<p>This was the most commonly occurring theme amongst free-text comments in this question.</p> <p>Many respondents noted that the riverside path requires better maintenance, with overgrown greenery, fallen leaves, damage to the surface of path, uneven paths, damage from flooding, and general wear and tear. Many also commented on the need for maintenance during winter, especially during snow and ice.</p> <p>A number of respondents also commented on the issue of litter, and the need for more litter bins to be installed along the route.</p> <p>A small number of respondents noted that the condition of the wall and fence along the railway line was also poor and required maintenance.</p> <p>Some also noted that the existing road markings and signage was in poor condition or needed improving.</p>
<b>Underpass under Scarborough Bridge</b>	15	<p>The views within this category varied, with most respondents noting that the layout and width of the underpass under Scarborough Bridge required improvement. It was noted that the width of the underpass meant that there is a constriction point, and that different path users often had to give way to each other, which is dangerous.</p> <p>Many respondents commented on the safety of the underpass more generally, with poor lighting especially impacting on cyclists who move from the darkness into daylight suddenly, which was seen as dangerous for themselves and other path users.</p>

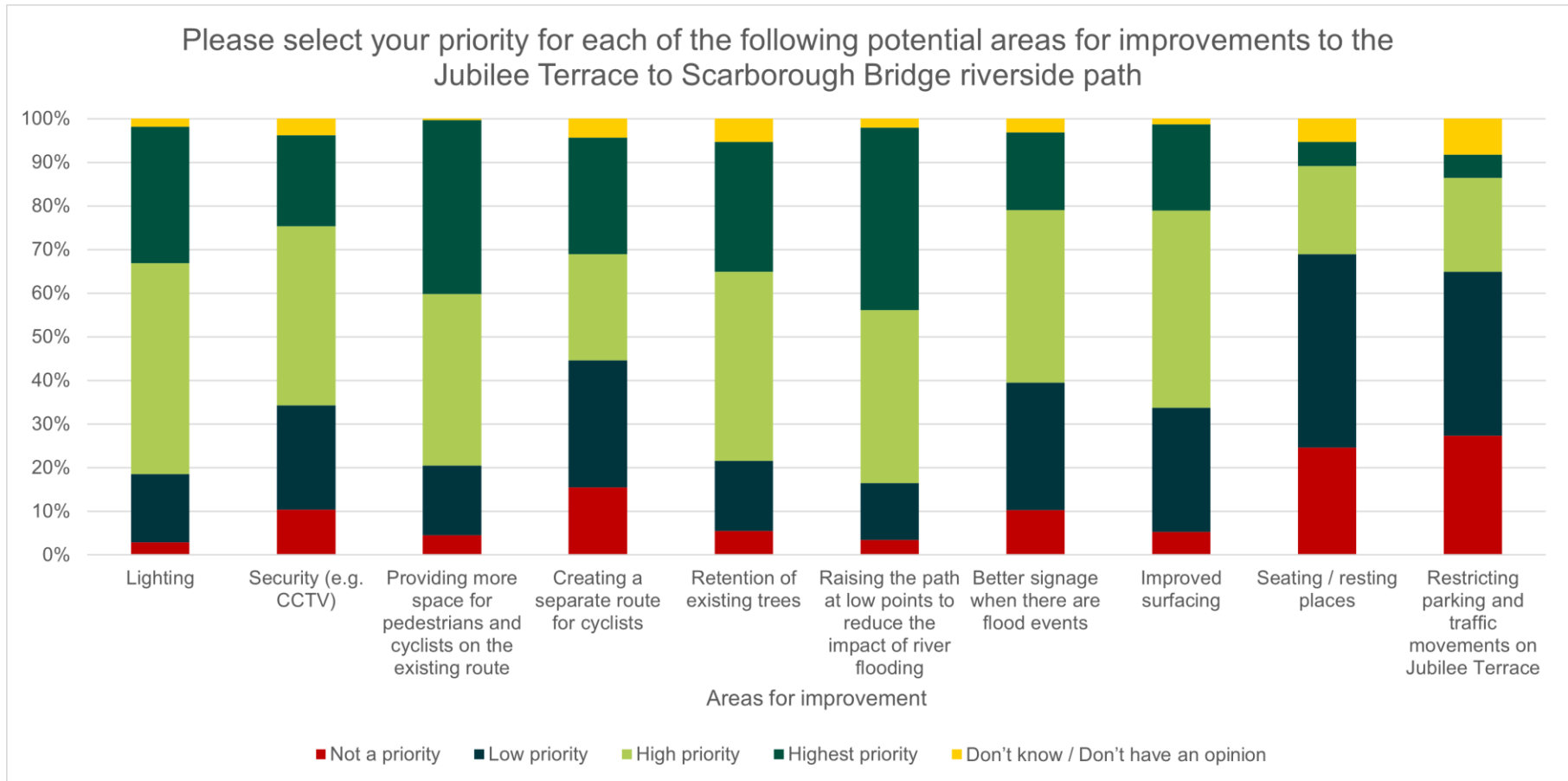
<b>Benches/ resting places</b>	14	<p>These responses noted the need for more resting places or benches along the route of the path.</p> <p>This was seen as an enhancement, with some respondents noting additional seating would make the path more attractive and accessible for, e.g., elderly users, disabled users, etc. Some respondents also requested that seating featured a shelter, to allow path users to use it in all weather conditions.</p>
<b>Designated lane for different path users</b>	10	<p>This theme appeared multiple times, despite it being one of the multiple choice options for this question. Many respondents commented further on this within their free-text responses, noting there was a safety concern with potential for conflict between different types of path users, due to its limited width.</p> <p>One respondent noted that lanes for pedestrians and cyclists should be completely segregated and divided by a barrier or trees, to avoid any convergence whatsoever.</p> <p>A few respondents stated the need for designated lanes would also help stop children and dogs from moving into the path of cyclists.</p>
<b>Improve safety along the route</b>	9	<p>Many comments in this theme shared an overarching desire for safety along the route to be improved, detailed in a number of ways.</p> <p>Some noted problems with anti-social and dangerous behaviour along the route and encouraged some form of CCTV/ policing to discourage it.</p> <p>A number of respondents also noted that the path was used by vulnerable users, such as women and children, and therefore should be made as safe as possible.</p>
<b>Signage</b>	8	<p>These comments noted the need for improvement to signage along the route generally.</p> <p>This included signage for cyclists, with some suggesting that 'cyclists dismount' signs be replaced with signs noting to 'respect other users' or 'give way to other users'.</p> <p>A number of comments also related to the need for signage to show different routes for pedestrians and cyclists.</p> <p>Another respondent noted the need for signs to notify path users to keep their dogs on leads, as this poses a potential hazard for cyclists who use the route.</p>

		Other comments included the need for signage to show distances to other localities, accessible from the path.
<b>Lighting</b>	7	<p>Comments noted that improvements to lighting are integral to the safety of path users, especially those who are lone-walkers, vulnerable or use the path at night.</p> <p>Other respondents noted that overgrowing greenery and branches block existing lighting, and maintenance would be a key part of improving lighting along the route.</p>
<b>Width of path</b>	6	<p>Comments noted that the width of the path needs to increase to allow space for different path users, with potential for separation between modes.</p> <p>Another respondent noted that the metal barrier on the city side of Scarborough Bridge is unnecessary, as it cuts up the flow of cyclists and pedestrians and does not fulfil its function of preventing mopeds from accessing the path.</p>
<b>Green spaces</b>	5	Many respondents shared a desire for improvements to the greenery and planting along the riverside path. This included specific areas, (e.g. any 'dead space' in the vicinity of Jubilee Terrace), as well as some general improvements to the overall appearance of the path.
<b>Parking</b>	4	<p>Comments noted the risks associated with anti-social parking around Jubilee Terrace, which endangers path users, especially children.</p> <p>Some respondents requested a formalised parking arrangement, with enforcement to ensure illegal parking does not continue.</p>
<b>Calming measures</b>	4	<p>A number of respondents left comments relating to the need for calming measures along the route.</p> <p>Suggestions included the installation of barriers, road markings or signage to encourage cyclists to slow down when using the path and avoid pedestrians from coming into the way of them.</p>
<b>Link to other modes of transport/ areas</b>	3	Comments within this theme varied slightly, both requesting clear signposting to other localities and requesting that the riverside path link to other local routes (e.g. cycling routes), to encourage more active travel.
<b>Safety - danger of being close to the river</b>	3	Comments within this theme raised the need to install a barrier between the river and the path, to increase safety for path users. One respondent noted that dogs and children were especially vulnerable to this risk.



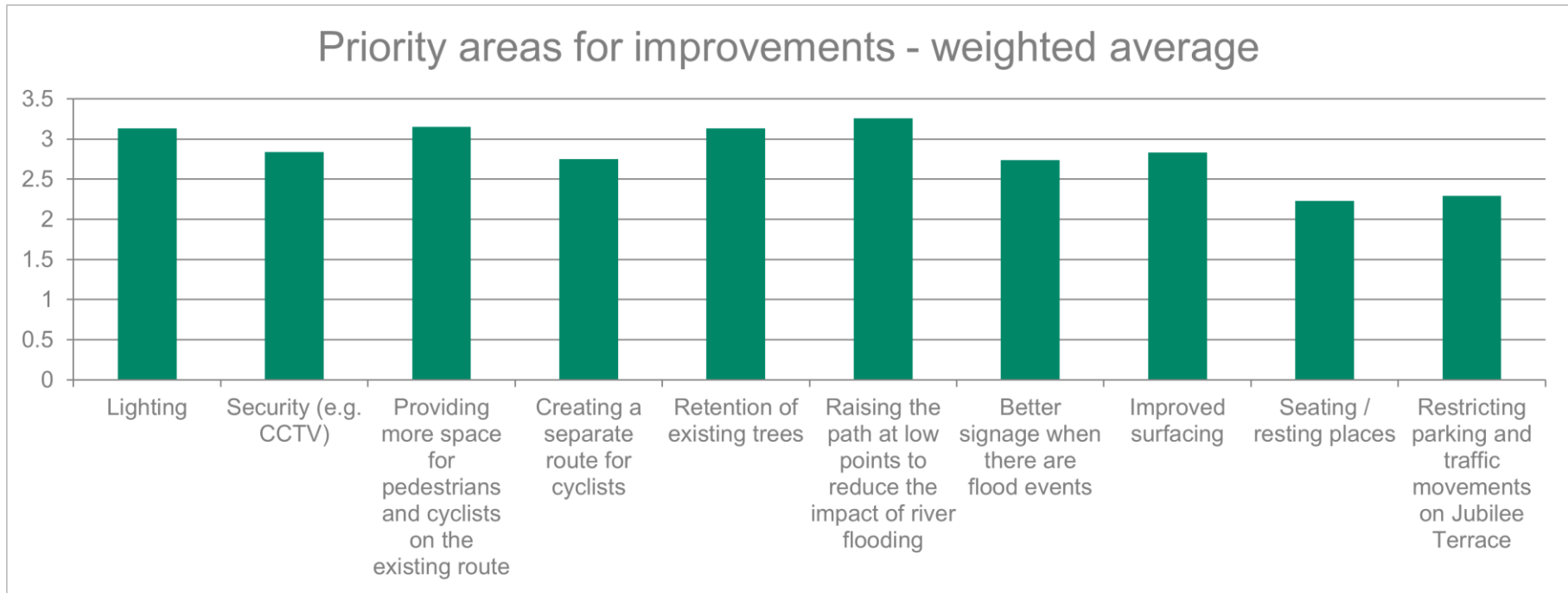
<b>Drainage/ flooding of path</b>	3	Comments within this theme noted the need to improve drainage on the path to mitigate the effects of flooding. There was also a request to improve the level of the path to prevent flooding from occurring.
<b>Flood signage</b>	3	Comments within this theme noted the need for improved flood signage, including updating it regularly to reflect the true state of the path.
<b>Access to/ from Leeman Road</b>	3	Some respondents commented on the lack of access to Leeman Road, and how this would impact/ reduce their use of the path. Some objected to the road's closure and noted walking distances to some areas would increase significantly.  One respondent suggested adding tunnel access from Leeman Road to the riverside path.
<b>No further suggestions/comments</b>	3	Three respondents stated they had no further suggestions or comments.
<b>Visual improvements/ artwork</b>	2	Two respondents noted that aesthetic improvements to the path, by adding graffiti or some form of wall art, would be a welcome addition to the route.
<b>Bus shelter</b>	1	One respondent left a comment stating they would like a covered bus shelter on the route.
<b>There are no safety/ security issues</b>	1	One respondent left a comment stating that they did not consider there to be any safety issues on the route.
<b>Aldborough Way</b>	1	One respondent raised an issue with the tangent of the path linking to Aldborough Way. It was noted that the path was too steep, posing a danger for wheelchair users as well as path users when it is icy.  The respondent also noted the need to improve signage in the area, to direct to other areas (e.g. Leeman Road).
<b>Against improvements</b>	1	One respondent provided a free-text comment noting they were against any proposals to improve the path, due to the implications on travel and road/ path closures.
<b>N/A – not legible</b>	1	One respondent left a comment which did not apply to this question.

The second of these questions asked respondents to select their priority for different sorts of improvements that could be made to the riverside path, with the results shown in **Figure 16**. Raising the path at low points to reduce the impact of river flooding was the option selected as 'highest priority' by the highest proportion of respondents (41.7%), followed by providing more space for pedestrians and cyclists on the existing route (39.9%) and lighting (31.2%). Lighting (48.4%), improved surfacing (45.1%), retention of existing trees (43.3%) and security (41%) were the three most selected options for 'high priority'. In terms of those improvements selected as 'not a priority', the top three were restricting parking and traffic movements on Jubilee Terrace (27.3%), seating/ resting places (24.7%) and creating a separate route for cyclists (15.5%).



**Figure 16: Proportion of respondents selecting different levels of priority for different types of improvement to the path**

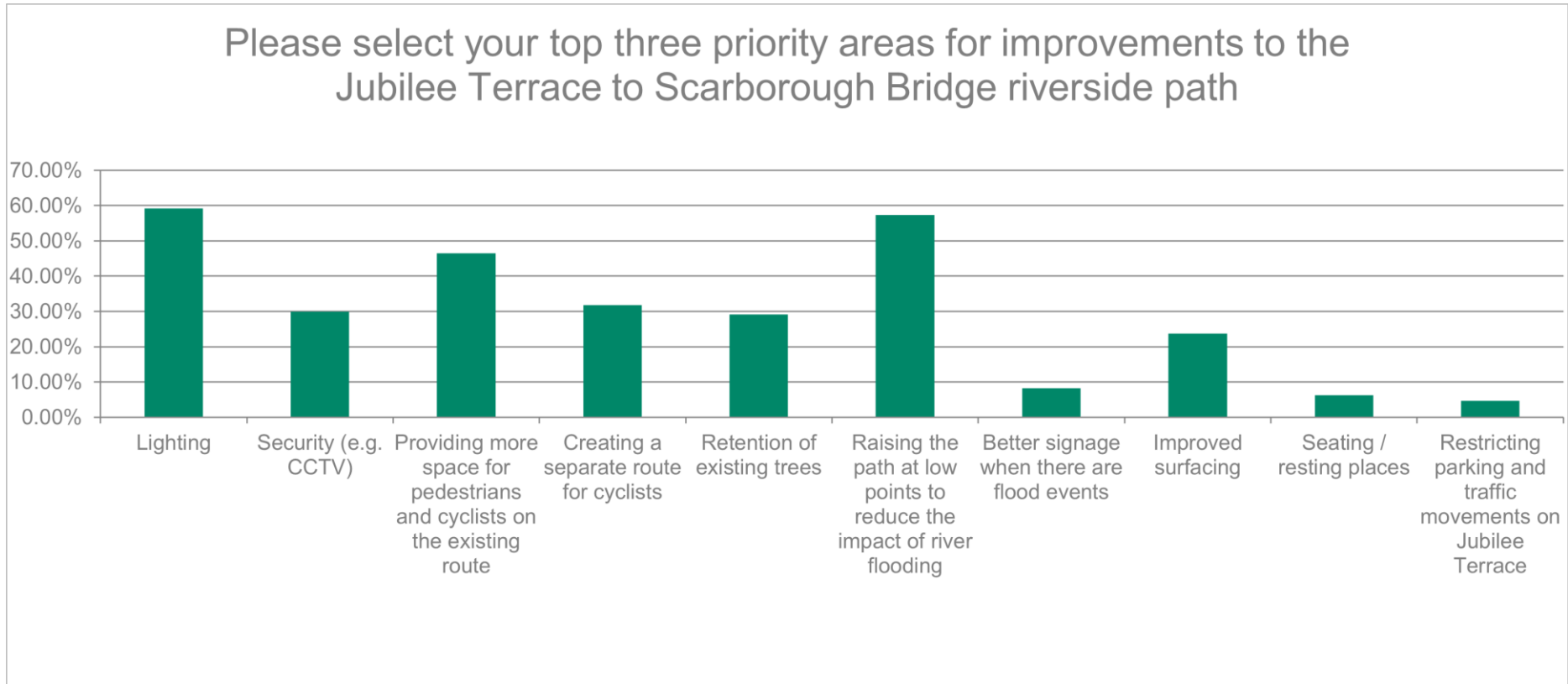
A weighted average was also assigned to each option, shown in **Figure 17** below. This assigns raising the path at low points to reduce the impact of river flooding the highest score, followed by providing more space for pedestrians and cyclists on the existing route, and then lighting and retention of existing trees (the latter two having the same score).



**Figure 17: Weighted averages for levels of priority for different types of improvement to the path**

The next question asked respondents to select their top three priority areas for improvements to the Jubilee Terrace to Scarborough riverside path. This was a multiple choice question, and respondents were able to select up to three options. Of the 441 people who filled out a response form, 387 answered this question, with 54 opting to skip it.

**Figure 18** shows the breakdown of responses to this question. The three main areas of priority for respondents were improved lighting (59.2%), raising the path at low points to reduce the impact of river flooding (57.4%) and providing more space for different path users (46.5%). Other popular options included creating a separate route for cyclists (31.8%), security (30%), retention of existing trees (29.2%) and improved surfacing (23.8%). The options which were not selected as a priority for the majority of respondents included better signage for flooding events (8.3%), seating/ resting places (6.2%) and restricting parking and traffic movements on Jubilee Terrace (4.7%).



**Figure 18: Top three priority areas for improvements to the riverside path**

When looking at responses to this question by gender, of the 254 respondents who provided their gender, all respondents answered this question.

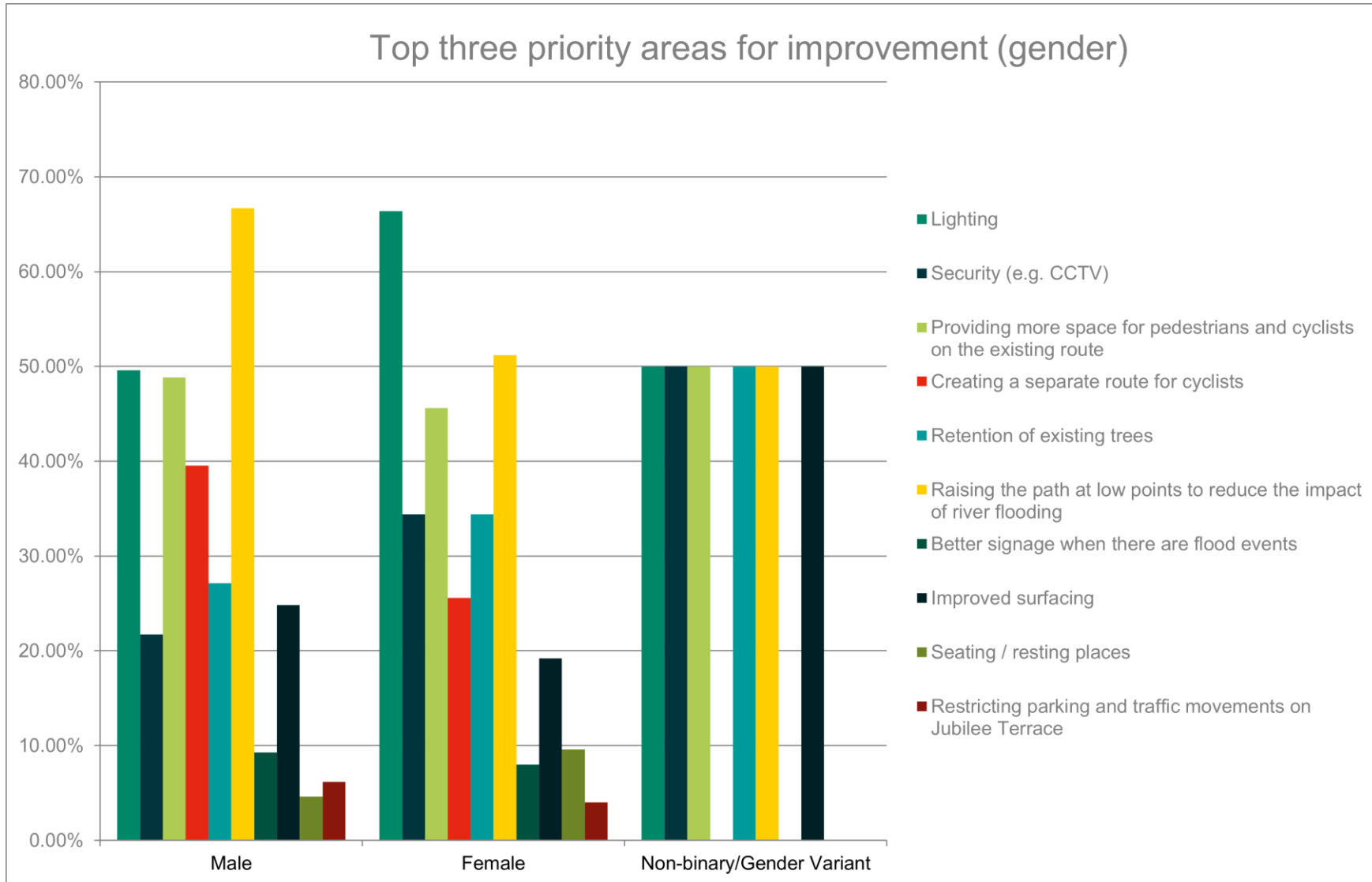


Figure 19: Top three priority areas for improvements to the riverside path, split by gender

As shown in **Figure 19**, of the priorities selected by the 256 respondents who provided their gender, there are some priorities that are clearly preferred/ prioritised by female respondents.

- When looking at respondents who selected lighting, of 125 female respondents, 83 (66.4%) selected this as one of their three priority areas for improvement, as opposed to 64 (49.6%) of 129 male respondents.
- When assessing those who selected security, 43 (34.4%) female respondents selected this as one of their three priority areas for improvement, as opposed to 28 (21.7%) of male respondents.
- In terms of retention of trees, 43 (34.4%) female respondents selected this as one of their three priority areas for improvement, as opposed to 35 (27.1%) of male respondents.
- When assessing the gender distribution of respondents who selected seating/ resting places as one of their three priority areas for improvement, this was selected by 12 (9.6%) of female respondents as opposed to 6 (4.7%) of male respondents.

The following options were prioritised on average by male respondents, as their top three preferred areas of improvement.

- When assessing the gender distribution of respondents who selected more space for pedestrians/ cyclists on the riverside path, this was selected by 63 (48.8%) of male respondents, as opposed to 57 (45.6%) of female respondents.
- Of those respondents who selected the option to have a separate cyclist route, 51 (39.5%) male respondents selected this option, as opposed to 32 (25.6%) of female respondents.
- Of those respondents who selected the option to raise the path at low points to reduce the impact of river flooding, 86 (66.7%) male respondents selected this option, as opposed to 64 (51.2%) of female respondents.
- Of those respondents who selected the option to improve signage relating to flooding of the path, 12 (9.3%) male respondents selected this option, as opposed to 10 (8%) female respondents.
- Of those respondents who selected improved surfacing, 32 (24.8%) male respondents selected this option, as opposed to 24 (19.2%) female respondents.
- Of those respondents who selected the option to restrict parking and traffic movements on Jubilee Terrace, this was selected as a priority by eight (6.2%) male respondents, as opposed to five (4%) female respondents.

When assessing the responses received by non-binary/gender variant respondents, there is little correlation between prioritised areas of improvement, with each respondent selecting different options.

When looking at the breakdown in responses to this question based on disability, all respondents who provided details on whether they had a disability answered this question.

**Figure 20** shows a breakdown of the responses received from the 52 respondents who noted they have some form of disability, lasting or expected to last 12 months or more. The top three priorities selected include 35 respondents (67.3%) preferring to raise the path at low points to reduce the impact of river flooding, 30 respondents (57.7%) selecting lighting and 20 respondents (38.5%) preferring the provision of more space for pedestrians and cyclists on the existing route. Other priorities selected by these respondents include 16 respondents (30.8%) selecting retention of existing trees, 14 respondents (26.9%) selecting create a separate route for cyclists, 13 respondents (25%) selecting improve surfacing, 12 respondents (23.1%) selecting security, 10 respondents (19.2%) selecting better signage regarding flooding, five respondents (9.6%) selecting improved seating/rest places and one respondent (1.9%) selecting restricting parking and traffic movements along Jubilee Terrace.

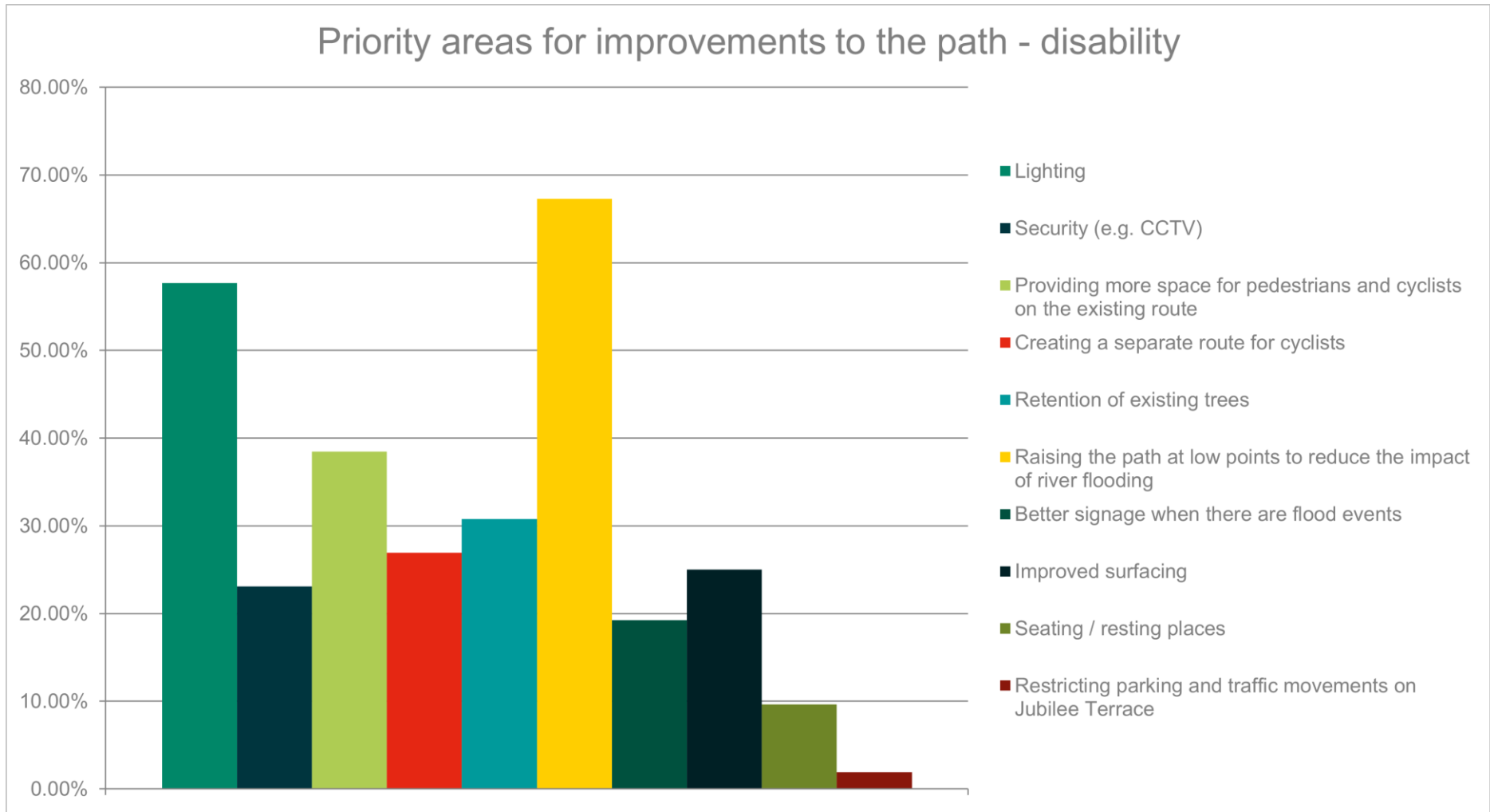


Figure 20: Top three priority areas for improvements to the riverside path for respondents who reported having a disability

## Path widening

Respondents were also asked specifically about their views on the potential widening of the Jubilee Terrace to Scarborough Bridge riverside path. This question was a free-text question, and received 309 responses in total, with 132 skipping the question. **Table 3** summarises the key themes that featured in respondents' answers. Three comments were also classified as being neutral, not applicable, or not understandable. Please note, some responses covered more than one theme.

**Table 3: Summary of comments on widening the existing route**

Theme	Number of responses making comments in this theme	Detail of comments in responses
<b>General positive</b>	214	These comments expressed general positive feedback for this option.
<b>Prefer other or alternative option</b>	34	<p>Respondents in this category noted their preference for having two separate paths for both safety and convenience.</p> <p>The closure of Leeman Road was highlighted as a reason for increased future use of the path and therefore a driver for two separate segregated paths.</p> <p>One respondent suggested widening the existing route for pedestrians and creating a new path for cyclists by the river.</p>
<b>Need to protect trees/ green space</b>	27	<p>Comments in this category focused on the need to protect existing trees and green space within this option by building around nature rather than removing trees.</p> <p>Some respondents requested that three (or more) new trees be planted for every tree lost, as close as possible to the site. Another stated that, while replanting is good, mature trees have more biodiversity value.</p> <p>The need to avoid impacts on well-established trees alongside the path was also highlighted.</p> <p>One respondent requested that any digging around tree root balls should be done through hand digging and that the surface should be made permeable to reduce the risk of rot.</p>
<b>Conflict between cyclists and pedestrians</b>	26	<p>Comments in this category agreed that, although this option reduces conflict between pedestrians and cyclists, it doesn't solve the problem as pedestrians may still have to step into the cycle lane to get past each other. The fact that this is a busy dog walking route, and the increased use of e-bikes and scooters, were highlighted as potential reasons pedestrians may have to step into the cycle lane.</p> <p>In order to avoid conflict between users, respondents asked that there is demarcation between cyclists and pedestrians, potentially through the addition of barriers to separate the</p>



Theme	Number of responses making comments in this theme	Detail of comments in responses
		cycle lane and the walking lane. Enforcement of the rules was also suggested.
<b>Maintenance</b>	21	<p>Respondents commented that the widening option would be easier to maintain than a segregated route, and that grass should be regularly edged to the kerb, which would reduce scheme and maintenance costs, as well as increase width of the existing path.</p> <p>Comments in this section also focused on the need for improved path maintenance in general, stating that surfacing is currently poor, and the lines need repainting, along with a general need for signage, clearing, gritting, and tackling weed overgrowth.</p> <p>One respondent highlighted how currently it can be challenging to stay in the pedestrian lane when passing other pedestrians as some areas of the lane are too narrow or affected by puddles and piles of leaves.</p>
<b>Preference for this option</b>	17	<p>Comments in this category stated an explicit preference for the option to widen the path, stating that it would minimise conflict between cyclists and pedestrians and improve safety. It was highlighted that it would also be easier to monitor CCTV along a single path.</p> <p>Some comments also noted that success of this option would depend on effective signage being put in place, clearly showing the separation of lanes.</p>
<b>General negative</b>	14	General negative comments included that the existing path is fine, and that funds would be better reallocated to other more important projects.
<b>Flooding</b>	13	Comments in this category emphasised how mitigating flooding was a priority area, and more important than widening the path.
<b>Lighting and security</b>	12	Comments in this category emphasised that lighting and security are priority areas, especially after dark, and are more important than widening the path.
<b>Width of path</b>	10	<p>Respondents queried if widening the path to 4m would be enough of an increase, as the current 3m path feels tight. Some requested that both pedestrian and cycle routes are doubled in width and referenced LTN120 standards.</p> <p>The need to accommodate two cyclists travelling in opposite directions, as well as a separate section for pedestrians wide enough for pushchairs, wheelchairs, and cargo bikes, was also noted.</p> <p>One respondent objected to cyclists needing more space than pedestrians.</p>

Theme	Number of responses making comments in this theme	Detail of comments in responses
<b>Accessibility</b>	8	Comments in this category emphasised the need to consider the visually impaired; wheelchair users; and other disabled users. In particular, the path should be of sufficient width to accommodate them.
<b>Increased usage</b>	6	Comments noted that the closure of Leeman Road and the additional houses being built will cause increased traffic on the path.
<b>Scarborough Bridge</b>	6	<p>Comments in this category emphasised the need for the pinch point at Scarborough Bridge tunnel be addressed as a priority.</p> <p>Suggestions included widening the bridge or putting other measures in place, such as enforcing cyclists to dismount their bicycles before entering.</p> <p>The need to improve flooding at Scarborough Bridge was also referenced.</p>
<b>Riverside access</b>	3	Pedestrians highlighted that they would prefer access to the riverside and that bikes should stay to the side away from the river.
<b>Additional measures to consider</b>	3	<p>Three additional measures were suggested by respondents, including:</p> <ul style="list-style-type: none"> <li>- adding protection rails on the edge of the river to protect children and dogs from falling down the edge;</li> <li>- raising the lowest sections near Scarborough Bridge up to at least the level of the west esplanade, to mitigate the impacts of flooding, or to raise the path round into the part of Cinder Lane that goes past the post office; and</li> <li>- refraining from adding a raised painted line to indicate separation between lanes, as it is hazardous to cyclists and can cause loss of control.</li> </ul>
<b>Improved signage/ measures to separate users</b>	2	Two respondents further highlighted the need for improved signage and demarcation between paths if they are widened to ensure the cycle lane is separate from pedestrians.
<b>Concerns around construction</b>	1	The comment noted concerns about disruption caused by construction.

## Creating a new route to segregate cyclists and pedestrians

Respondents were also asked specifically about their views on the potential creation of a new route on the river side of the trees, which would mean pedestrians and cyclists would be completely separated. This question was a free-text question, and received 332 responses in total, with 109 skipping the question. **Table 4** summarises the key themes that featured in respondents' answers. 12 comments were also classified as being neutral, not applicable, or not understandable. Please note, some responses covered more than one theme.

Table 4: Summary of comments on creating a new route

Theme	Number of responses making comments in this theme	Detail of comments in responses
<b>General positive</b>	132	These comments expressed general positive feedback for this option, noting the benefits of having two separate paths.
<b>Preference for this option</b>	75	Comments in this category stated an explicit preference for the option to have a separate path, stating that segregation would generally be better in terms of avoiding conflicts, and the poor visual impact of a single wide path. They also noted it would be better for the environment and a safer option for users, as it avoids dangerous conflict.
<b>Flooding</b>	34	<p>Comments in this category expressed concern that the path by the river will be more prone to flooding and that adding a new path could impact natural flood defences.</p> <p>General comments were also made with regards to ensuring measures are put in place to avoid flooding on both paths, with flood resilience being noted as more important when Leeman Road closes (due to the lack of alternative routes).</p> <p>It was also highlighted that there needs to be better advance notice in place for when the path is shut due to flooding.</p>
<b>Prefer other or alternative option</b>	33	Comments in this category noted their preference for widening the existing route or having two shared use paths (noted as better for security/ safety).
<b>Conflict between cyclists and pedestrians</b>	31	<p>Views in this category were slightly mixed, with some comments suggesting that separate paths are a good idea as they will reinforce separation between modes and others concerned that people would use the wrong path and the existing conflict between users will be the same, if not worse.</p> <p>Respondents also noted that some areas along the path will still be shared, which could exacerbate issues.</p> <p>Clear and effective signage was highlighted as a tool to help minimise conflict, as well as effective enforcement.</p> <p>Respondents also noted that the paths need to be designed to minimise dogs crossing the cycle lane.</p>
<b>Need to protect trees/ green space</b>	30	Comments in this category expressed concern over this option having the potential to damage the ecology of the riverbank and compromise green space of high community value. This was

Theme	Number of responses making comments in this theme	Detail of comments in responses
		<p>contrasted to widening the route, which was perceived as retaining more green space and causing minimal environmental issues.</p> <p>One respondent requested that the spring bulbs planted around the trees are not damaged and another suggested that the area in between the trees could be planted with pollinators.</p> <p>One respondent noted that they would strongly object to any proposal that would lead to tree removal, with another stating that trees help with flooding and should not be removed.</p> <p>One respondent noted that they enjoy having an unpaved area to jog on.</p>
<b>Lighting and security</b>	27	<p>Comments noted that a bigger focus was needed on improved lighting and security along both paths.</p> <p>Some respondents showed concerns over having two sperate paths, as the pedestrian path may feel more isolated, and it may also make it more dangerous for people walking back at night as there would be less traffic along a singular route.</p> <p>Concerns were also expressed around CCTV being used along both sides, and whether trees down the middle would create large blind spots.</p>
<b>General negative</b>	27	<p>Respondents in this category expressed their opinion that money could be better spent on other projects and that this work is not needed. They also noted that people will use the wrong path regardless.</p> <p>One respondent showed concern that this option will diminish the charm of the riverside.</p>
<b>Layout</b>	22	<p>Various suggestions on path layout were made by respondents, including:</p> <ul style="list-style-type: none"> <li>- that the route closest to river should be used by pedestrians, with the addition of benches;</li> <li>- a preference for the existing path to become the cycle route;</li> <li>- that the new path should be kept away from trees as being close to trees in a storm is dangerous;</li> <li>- that the new path should be kept away from the river bank to avoid erosion;</li> <li>- that barriers between routes should be considered;</li> </ul>

Theme	Number of responses making comments in this theme	Detail of comments in responses
		<ul style="list-style-type: none"> <li>- to avoid potential 'hiding places' along the route; and</li> <li>- upgrading the existing muddy track to be one of the routes.</li> </ul> <p>A concern was also raised that access to the ramp joining the path to Aldborough Way would only be accessible from the cycle path, not the proposed new pedestrian path.</p>
<b>Signage</b>	15	Comments noted the need to install clear signage to differentiate both paths.
<b>Scarborough Bridge</b>	13	The pinch point at Scarborough Bridge was highlighted by respondents as a priority that needs to be addressed.
<b>Length</b>	12	Comments in this theme stated that both paths need to be of equal length, and not longer than the existing path, to make sure people use them.
<b>Maintenance</b>	11	<p>Comments in this category expressed concern over having two paths to manage, service, and maintain, which would require more maintenance and be more expensive.</p> <p>The general need for maintenance was also noted, with requests to see paths regularly maintained, including gritting in winter months, tree/ bush pruning and ensuring the area is kept clear of fallen leaves and branches.</p> <p>Concerns were also expressed that both paths will be used by all users, depending on congestion, and that this will damage the grass in between them.</p>
<b>Width</b>	7	<p>Comments drew attention to the pinch points at either end of the route.</p> <p>Comments were also made with regards to the pedestrian path being too narrow and the need for the cycle path to be wide enough to allow two bikes with trailers to pass safely.</p> <p>Objections were also made to the existing chicanes/ barriers on the route.</p>
<b>Accessibility</b>	6	<p>Comments in this category included that all decisions need to bear in mind the needs of both disabled pedestrians and disabled cyclists.</p> <p>The pedestrian route needs to consider the width of two double buggies passing side-by-side and placing benches as rest points.</p>
<b>Concerns about walking close to river edge</b>	3	Comments in this category noted concerns about walking close to the river edge, with

Theme	Number of responses making comments in this theme	Detail of comments in responses
		suggestions for barriers between the path and the river, to avoid people falling in.
<b>Additional measures to consider</b>	1	This comment suggested ensuring that residents only parking is put in place on Jubilee, potentially creating a drop off zone for the school off Balfour Street.

## Other considerations

The last two questions on the response form asked respondents whether they had any other considerations or comments they would like to make about potential improvements to the Jubilee Terrace to Scarborough Bridge riverside path. These questions both consisted of a free-text box.

**Table 5** summarises the key themes in the feedback given when respondents were asked to detail any other aspects that they would like to be considered when developing the proposals. Of the 441 respondents who completed a response form, 188 answered this question, with 253 opting to skip it. 19 comments were also classified as being neutral, not applicable, or not understandable. Please note, some responses covered more than one theme.

**Table 5: Summary of comments relating to other considerations**

Theme	Number of responses making comments in this theme	Detail of comments in responses
<b>Maintenance</b>	46	<p>A number of comments addressed the condition of the path following a flood event, and how this has worsened over time, with the clear up of verges and muddy areas remaining unsatisfactory. Some respondents also noted the need for provision and maintenance of alternative routes.</p> <p>Some respondents noted issues with overgrown greenery posing a safety and maintenance risk, with fallen leaves making the accessibility of the path limited.</p> <p>Other comments relate to the amount of litter found along the path, and the need for more bins.</p> <p>Another theme within this topic included the need for improved surfacing, as well as marking of the path and other facilities.</p>
<b>Improvements to underpass at Scarborough Bridge</b>	27	<p>This theme also covered a variety of comments, with most stating the need for an improvement to lighting, visibility, width, and access for different types of path user in the underpass.</p> <p>A number of respondents also highlighted the confusing signage, requesting that improvements be made to allow right of way for particular path users.</p>

Theme	Number of responses making comments in this theme	Detail of comments in responses
<b>Flood preparedness/ signage</b>	18	<p>Some comments noted that social media or the council's website should be used to notify path users of when the path is flooded and closed.</p> <p>Other comments noted that signage relating to flooding should be updated regularly along the route, as this is often left up after a flood event.</p> <p>A number of respondents also commented on the need for the riverside path to be elevated at lower points, to avoid impact of river flooding. One respondent also suggested the construction of a flood defence wall.</p>
<b>Improve safety</b>	17	<p>Comments raised the need to improve safety along the route. This included provision of CCTV/ policing measures to protect vulnerable path users. This includes lone walkers, women, and people who use the path during dark hours, which was a particular concern during the winter months.</p> <p>Numerous respondents highlighted the underpass under Scarborough Bridge as a particular area of concern.</p>
<b>Designated lanes</b>	14	<p>Comments noted the need for designated lanes to separate various path users.</p> <p>One respondent noted that cat-eyes should be installed to keep these lanes separated and avoid accidents.</p>
<b>Accessibility</b>	10	<p>Comments within this theme emphasised the need to consider the requirements of disabled/ elderly path users. This includes dropped kerbs, disabled parking arrangements along the route, and enough space on the path for wheelchairs and pushchairs. Some respondents highlighted the need for this path to be accessible for visiting places of worship.</p> <p>One response requested that an equality impact assessment take place, with another noting the need for proposals to be LTN120 compliant.</p>
<b>Planting/ greenery</b>	10	<p>The majority of comments requested an improvement to the greenery and planting that exists along the riverside path, including installation of planters, flowerbeds, and trees. A number of respondents also noted that enhancing the greenery in the area would be environmentally beneficial.</p> <p>Another respondent noted additional planting would assist in the reduction of the risk of surface water flooding.</p>

Theme	Number of responses making comments in this theme	Detail of comments in responses
		<p>Two respondents also noted that it was crucial to retain the existing riverside trees as part of these proposals.</p>
<b>Link to Leeman Road</b>	9	<p>A number of respondents shared concerns over proposals to close links to Leeman Road, and the effect this would have on those who use the path frequently.</p> <p>Most comments in this theme requested information about how access to the path would be provided instead of Leeman Road, with a common concern about the length of the diversion that would prevent users from using the path as they do currently.</p> <p>One respondent noted that they would like construction to align in such a way that they still have access to Leeman Road, before this access is closed.</p>
<b>Lighting</b>	9	<p>Comments within this theme included the need to improve lighting along the route, particularly in the underpass under Scarborough Bridge. Numerous respondents noted that the need for lighting was linked to safety, and during the autumn and winter seasons, the lack of lighting made the path unusable.</p> <p>Some respondents highlighted the need for regular maintenance and inspection of the route for lighting, noting the lighting needs to be powerful to reach the full width of the path. Another respondent noted they would like lighting to be installed on the other side of the river.</p> <p>One respondent asked for consideration of the impact of lighting on wildlife, such as bats.</p>
<b>Unhappy with chicane barriers</b>	9	<p>These comments shared concerns about the chicane barriers along the route, and how they should be removed altogether or replaced with bollards, as they did not fulfil their purpose and caused problems for cyclists and wheelchair users.</p>
<b>Behaviour of path users</b>	8	<p>Comments noted the need to mitigate and manage the behaviour of different path users towards each other.</p> <p>Three respondents noted that the use of scooters along this route put many vulnerable path users at risk. Two respondents also shared a concern about dog-walkers and the risk they pose to other users.</p>



Theme	Number of responses making comments in this theme	Detail of comments in responses
		Other comments addressed the gathering of young people around Scarborough Bridge and the antisocial behaviour associated with this.
<b>Create/ maintain links to other modes of transport</b>	8	<p>Comments mentioned the need for the path to either create or maintain links to other modes of transport or other localities.</p> <p>Some responses highlighted the need to link the path to other areas/ paths, such as Route 65, Water End, Millennium Green, and York Central link road.</p> <p>Other comments highlighted how the path is crucial for respondents to access their workplace or school (potentially as part of a longer journey).</p>
<b>Overall aesthetic of path</b>	7	Comments noted the need to improve the overall aesthetic of the riverside path. This included suggestions for a range of interventions, from painting the walls, graffiti, planting trees and other general comments about improving the general aesthetic of the path.
<b>Parking facilities</b>	6	<p>Many comments noted that Jubilee Terrace has become dangerous due to anti-social parking and traffic movements. Respondents also requested formalised parking facilities and one respondent requested cars to be fined. Some respondents also noted the school is responsible for a lot of the traffic movements along Jubilee Terrace, therefore an agreement should be reached with them.</p> <p>One respondent objected to the restriction of parking facilities along Jubilee Terrace.</p>
<b>Engage with residents</b>	5	A number of respondents shared concerns that the proposals have not considered the views of local residents.
<b>General signage</b>	5	A number of respondents provided comments to request improved signage along the riverside path. This includes signage to promote that the surrounding area is a residential area, and users should be considerate of this fact. Others requested signage included a sign at Aldborough Street, and general improvements to signage along the route.
<b>Width of path</b>	5	Five comments requested improvements be made to the width of the riverside path. These comments largely echoed sentiments provided by respondents regarding the need for designated lanes for different types of path users.

Theme	Number of responses making comments in this theme	Detail of comments in responses
		One respondent noted that any provision for seating should not affect the width of the path.
<b>Ensure improvements are made when funding is available/ are high quality improvements</b>	4	<p>A handful of comments noted the need to ensure any improvements were made as soon as funding became available, as well as ensuring they are of a high quality.</p> <p>Three respondents noted the potential for a new path needs to be of high quality, which would allow it to be used at all times, and during all weather conditions.</p>
<b>Calming measures</b>	3	Three comments noted the need for calming measures. These comments specifically targeted the use of the path by cyclists, with respondents noting they needed to slow down when passing constriction points or in the vicinity of other path users. One comment noted children were particularly vulnerable to speeding cyclists.
<b>Opposed to proposals</b>	3	<p>Three respondents shared their opposition to these proposals, noting they were not a good use of money at this time.</p> <p>Another respondent noted they were unhappy with the disruption that was being caused by construction around them.</p>
<b>Seating facilities</b>	3	Comments shared suggestions for increased seating or leisure facilities along the path. This included a request for benches, picnic benches and a playground.
<b>Construction</b>	2	<p>Two respondents provided comments about the impact of construction, should these proposals be approved.</p> <p>One respondent noted they would like works to be timed to avoid the closure of the path and the closure of Leeman Road occurring at the same time.</p> <p>Another respondent noted they would like to retain access to the path during construction.</p>
<b>Layout</b>	2	<p>Two respondents provided comments about the existing layout of the riverside path.</p> <p>One respondent noted that the path should be moved away from the railway bridge, to avoid this constriction point altogether.</p> <p>Another respondent suggested altering of the layout to place the pedestrian path by the river, and cyclists on the inner side.</p>

Theme	Number of responses making comments in this theme	Detail of comments in responses
<b>Barrier along river edge</b>	2	Two respondents shared views about the need for a safety barrier along the edge of the riverside path, to increase safety for users.
<b>Ramp to Aldborough Way</b>	1	<p>One respondent noted that the ramp to Aldborough Way was flawed in its design, with accessibility and drainage issues.</p> <p>The respondent suggested that the gradient of the ramp was too steep for mobility scooters and wheelchair users. The respondent also noted that there are often surface water flooding issues at the foot of this ramp, which makes it inaccessible for all path users.</p>

**Table 6** summarises the key themes in the feedback given when respondents were asked to detail any other comments they had. Of the 441 respondents who completed a response form, 154 answered this question, with 287 opting to skip it. 26 comments were also classified as being neutral, not applicable, or not understandable. Please note, some responses covered more than one theme.

**Table 6: Summary of additional comments**

Theme	Number of responses making comments in this theme	Detail of comments in responses
<b>General positive</b>	51	<p>These comments expressed general positive feedback for this option, noting happiness that something is being done to make the route safer and more enjoyable.</p> <p>Urgency for work to commence and interventions to be implemented was expressed, along with the need to do as much as possible to improve it, which will in turn promote active travel.</p>
<b>Lighting and security</b>	26	<p>These comments noted that lighting and security were the highest priority, in particular that it is currently unsafe to use the path when it is dark, especially for women, lone walkers, and vulnerable people.</p> <p>It was also suggested that CCTV and lighting should cover the whole path.</p> <p>One respondent noted the need to remove all trees to improve lighting and visibility, with another respondent commenting they didn't want CCTV as there is 'too much control already'.</p>
<b>Additional/ alternative measures</b>	20	<p>Respondents made suggestions for various improvements to roads, including:</p> <ul style="list-style-type: none"> <li>- resurfacing the on-street route westwards, potentially also providing a more direct westwards route rather than diversion via Bromley Street;</li> </ul>

Theme	Number of responses making comments in this theme	Detail of comments in responses
		<ul style="list-style-type: none"> <li>- improvements to the junction at Salisbury Terrace/ Jubilee Terrace;</li> <li>- a better route from the city centre to Clifton Bridge; and</li> <li>- cycle superhighway should follow west bank of River Ouse from Water End right down to Bishopthorpe and join with cycle route at Naburn Railway Bridge (York Sailing Club).</li> </ul> <p>Other things noted to consider includes:</p> <ul style="list-style-type: none"> <li>- using the grassed area at the vicarage next to St Barnabas church for parking for church and vicarage visitors;</li> <li>- creating a separate footpath that is extended for the full length of the route;</li> <li>- the path to be 3m wider throughout, with a grade separated route through York Central;</li> <li>- all the cycle routes in York to be connected up;</li> <li>- money should be spent on fixing road maintenance issues across the city instead;</li> <li>- inclusion of seating options within plans;</li> <li>- consideration on how to manage use of more dangerous/ faster vehicles, like e-bikes, scooters, and mopeds;</li> <li>- after Scarborough Bridge, near the post office, swap the lanes so pedestrians are next to the river;</li> <li>- divide Jubilee Terrace outside the church into pedestrian and cyclist lanes and install 'warning children playing' signs;</li> <li>- better separation of cyclists and pedestrians on the section of pathway between Scarborough and Lendal bridges; and make improvements to path on other side of the river too.</li> </ul>
<b>Closure of Leeman Road</b>	18	<p>Comments noted that the closure of Leeman Road will increase reliance on the route, meaning it would be beneficial for it to be open 24/7.</p> <p>It was also requested that work to improve the path is completed before Leeman Road is closed, and that Leeman Road public access should be kept open, as other routes are too</p>

Theme	Number of responses making comments in this theme	Detail of comments in responses
		<p>long and/ or not safe for pedestrians and cyclists.</p> <p>Comments also noted that better cycling and walking provision is needed on Leeman Road.</p>
<b>Maintenance</b>	12	<p>Respondents requested that maintenance costs be factored into plans and that care should be given to existing maintenance issues before making more significant changes.</p> <p>The need for regular/ better maintenance was highlighted, specifically markings on cycle path, de-icing, the Network Rail wall, cutting back trees, litter, and fencing. It was noted that good maintenance will make the path more accessible.</p>
<b>Flooding</b>	9	<p>Comments emphasised that flood prevention should be a priority and that better flood signage is needed. This includes signage needing to be placed suitably in advance so people can divert before they get to the path and keeping it up to date. One respondent noted that it should be included from Rawcliffe P&amp;R all the way underneath Lendal Bridge.</p> <p>Comments also noted that the path needs to be useable 24/7 all year-round, even during flooding, due to the lack of suitable alternative routes (in terms of time, distance, and safety).</p> <p>One respondent stated that flooding doesn't matter.</p>
<b>Parking on Jubilee Terrace</b>	8	<p>Comments noted opposition to removing or restricting parking/ movements on Jubilee Terrace. It was noted as essential parking for local venues (such as the church) and residents, as well as being one of the few remaining places for free parking within walking distance to the city centre.</p> <p>Comments also noted that parking was not an issue until the school was built; building the school there was the council's choice and therefore it is unfair to inconvenience others as a result.</p> <p>One respondent commented that there are no current issues with parking on Jubilee Terrace.</p>
<b>Scarborough Bridge</b>	7	<p>Comments noted that the bridge underpass is a pinch point and dangerous, with various suggestions on how to improve this. These included widening the archway, installing a gate to make cyclists dismount, installing a mirror so people can see who is coming, and installing 'cyclists dismount' signs.</p>

Theme	Number of responses making comments in this theme	Detail of comments in responses
		The need for 24 hours access to the station from the bridge was also highlighted.
<b>Consultation</b>	6	<p>Comments noted that the consultation was useful and welcomed, though some noted it was a slow process and/ or that they hoped their voices would be heard, with concerns that more thought is being given to tourists than to residents.</p> <p>It was also highlighted that more use should be made of multiple choice options during consultation.</p>
<b>Accessibility</b>	6	<p>One comment requested that an equality impact assessment is undertaken. Other comments also noted the need to consider:</p> <ul style="list-style-type: none"> <li>- parking at Jubilee Terrace being essential for disabled users, and for some venues (e.g. the church) there is no other suitable facility nearby;</li> <li>- the need to allow 24-hour access for wheelchair users to the station from Scarborough Bridge;</li> <li>- that current barriers are not accessible, and widths and designs of new/ amended paths should consider this (including wheelchair and cargo bike requirements); and</li> <li>- that the surface needs to be level and well maintained so the path can be used by wheelchair users.</li> </ul>
<b>General negative</b>	6	<p>Comments in this section stated that the project is not essential and is a nice to have, with funds better spent elsewhere.</p> <p>Respondents also noted concerns about deliverability and long timescales, and feelings that the scheme is trying to cover too many bases and should instead focus on doing one thing well.</p>
<b>Need to protect trees/ green space</b>	4	<p>Respondents showed concern that proposals will severely impact the natural environment, compounding the climate crisis.</p> <p>The need to retain as many trees as possible was reinforced with a request for wildlife areas and wildflower planting.</p>
<b>Desire for full suite of improvements to be delivered at once</b>	2	Comments noted that all improvements are needed, and any additional costs can be justified.









The background image shows a paved path running alongside a river. On the left, there is a concrete wall and a dense line of trees. On the right, there is a dirt path, more trees, and the river. A large tree trunk is prominent in the foreground on the right. A thick green curved line runs across the bottom of the image.

# Riverside Path

Feasibility Study

City of York Council

Project reference: Riverside Path  
Project number: 60690177

7<sup>th</sup> March 2023

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# 1. Executive Summary

## 1.1 Overview

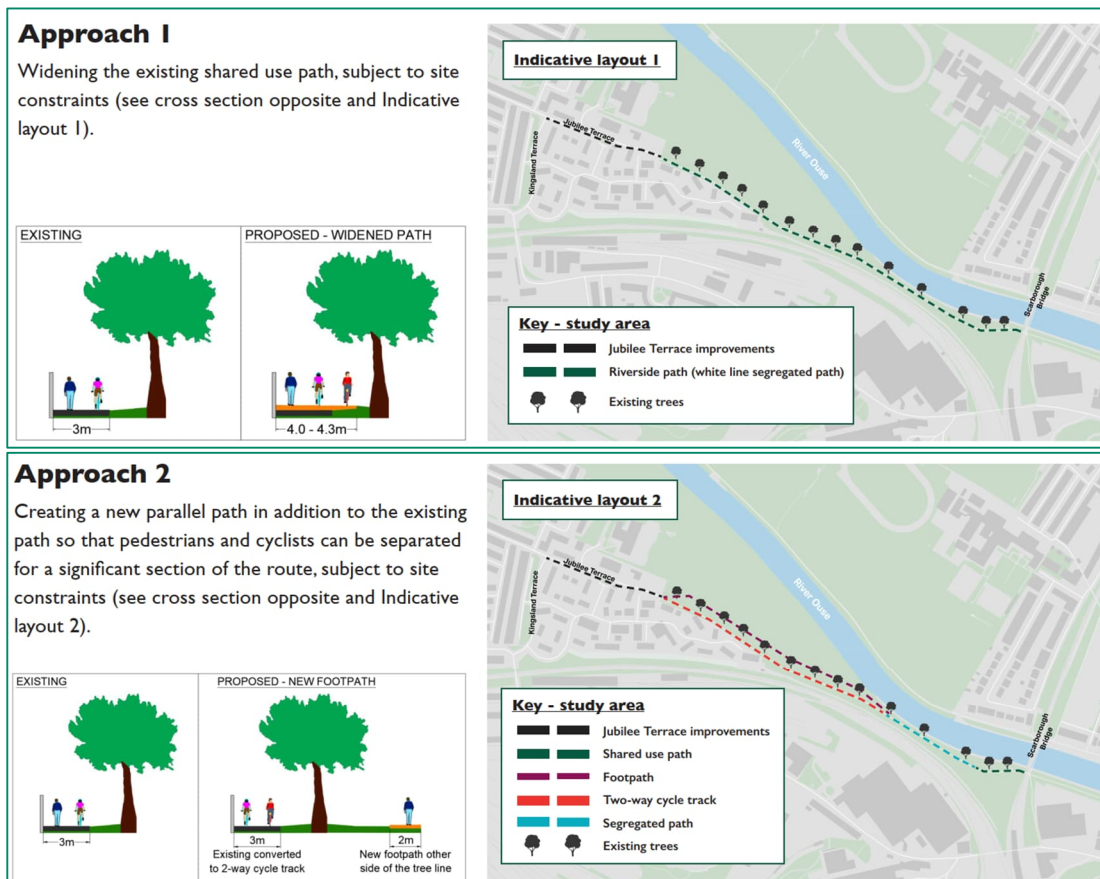
The Riverside Path is a key route on the pedestrian and cycle network connecting the west of the city, via Jubilee Terrace, Cinder Lane foot / cycle path (Riverside Path) and the Scarborough Bridge river crossing to the city centre. Updates to the local area will be made as part of the York Central development, including the introduction of alternative high-quality routes unaffected by river flooding. However, the importance of the existing riverside route to residents and cyclists is still recognised, which is why City of York Council (CYC) has set aside £600K to make improvements to this path.

Following acquisition of the land, CYC is now in control of the full length of the route enabling the progression of a review of options to upgrade and improve the layout for cyclists and pedestrians. Key areas for consideration include improved lighting, seating and security; widening or segregating the path; improved surfacing; and reducing the impact of flooding by raising the path at the low point. A full list of scheme objectives is provided in **Chapter 2**.

A public consultation exercise was undertaken in December 2022 and January 2023 to seek feedback from local residents and users of the Riverside Path to understand their priorities and concerns about the existing path and gather feedback on potential options for path improvements. The feedback received will help shape the emerging scheme design and inform a potential Planning Application for the scheme.

## 1.2 Feasibility Study

To respond to the identified study objectives, a range of scheme options including specific component elements were considered. Emerging from the feasibility study were two different approaches to improve the Cinder Lane (Riverside) path as depicted below:



Other specific intervention measures identified during the feasibility design process included:

- Upgrade existing lighting or install new lighting where required (including under Scarborough Bridge)
- Install additional low level bollard lighting on a new cycle path, if this approach is chosen
- Install CCTV in key locations along the path
- Raise path level at localised low points (on both sides of Scarborough Bridge)
- Provide better advance warning systems to let people know when sections of the route are likely to be flooded
- Introduce Traffic Regulation Orders to reduce parking space availability on Jubilee Terrace
- Improved pedestrian crossings to / from St Barnabas Primary School
- More seating along the path
- Reallocation of road space and link to / from Riverside Path at Jubilee Terrace.

### 1.3 Scheme cost estimates

Indicative high-level cost estimates for the scheme as a whole (end-to-end) are **£2.2M-£2.4M** for Approach 1 (widened shared use path on Cinder Lane) and **£1.95M-£2.2M** for Approach 2 (new parallel path on Cinder Lane). These cost estimates include an allowance for improvement works on Jubilee Terrace of £150K-£200K and compensatory flood storage costs in the range of £400K-£600K across the two approaches/scheme options.

Reflecting the feasibility stage of design, these indicative cost estimates include risk/contingency allowances and are subject to further refinement at the next stage of design.

It is noted that CYC currently have £600K allocated for Riverside Path within the Capital Programme. As such, additional funding is required to enable the full scheme to be delivered. Additional funding streams are currently being explored, including a bid submission to the Active Travel England's Active Travel Fund 4 (ATF4) programme. The current intervention measures. This initial costing exercise indicates that the £600K budget would be insufficient for 'end to end' route treatment. This funding constraint was communicated in the public consultation exercise as below:

*"While all the potential improvements may not be possible in the final design within the current funding package, this consultation is a key element of understanding how to deliver the best design possible."*

### 1.4 Phased delivery approach

Reflecting the budgetary limitations and the consultation feedback scheme priorities (see associated **AECOM Consultation Report**), a phased approach is proposed as follows:

#### Phase 1 – Highest priority scheme elements

Progress to preliminary design and more detailed cost estimation with the highest priority scheme elements, namely:

- upgraded lighting along the length of the Riverside Path
- raising of the path at low points
- widening of the existing path to provide more space for pedestrians and cyclists (Approach 1), retaining high quality existing trees, and including resurfacing.

Given the high level of public support/prioritisation (116 responses, 30%) and relatively low cost, it is also proposed to include CCTV / improved security within the Phase 1 package of works.

**Note:** Cost estimation work undertaken at the concept design stage indicated that it is unlikely that the entirety of Phase 1 priority works as listed above can be completed within the existing funding package.

## Phase 2 – Lower priority scheme elements

Progress to preliminary design and more detailed cost estimation of lower priority scheme elements, namely:

- better signage when there are flood events
- seating / resting places
- traffic engineering measures to restrict parking and traffic movements on Jubilee Terrace, thereby improving conditions for pedestrians and cyclists.

### 1.5 Recommended next steps

1. Following Executive Member approval of the above phased approach, progress to preliminary scheme design stage for Phase 1 priority improvements.
2. Update the scheme cost estimate for Phase 1 and seek Executive Member approval to progress to full detailed design for those prioritised scheme elements that can be delivered within the current budget. As noted above, it is recognised that some Phase 1 elements may need to be reassigned to Phase 2 pending the updated scheme costs estimates following preliminary design. This may include, for example, lower priority sections for widening and resurfacing.
3. Subject to Executive Member approval, progress to preliminary scheme design and updated scheme cost estimate for Phase 2 works to identify the required additional funding requirements and to inform a phased implementation strategy.

## 2. Introduction

### 2.1 Overview

The Jubilee Terrace to Scarborough Bridge Riverside Path is a key route on the cycle network connecting the west of the city with the city centre and the Scarborough Bridge River crossing. As part of the York Central development an alternative high-quality off-road route unaffected by river flooding will be provided but it will not replace the importance of the riverside route to local residents and cyclists. The aspiration is to enhance provision for pedestrians and cyclists along the existing Riverside Path, catering for all users including those with mobility impairments.

This technical report summarises the findings of a review of the existing provision and development of feasibility proposals including options to segregate or widen the existing route, improve delineation; provide environmental improvements and placemaking enhancements.

### 2.2 Study Area

The extents of the study area are highlighted by the red line boundary shown in **Figure 1**. The Riverside Path route follows the Cinder Lane foot/cycle path between the junction of Jubilee Terrace / Kingsland Terrace and the Scarborough Bridge at the northern and southern extents respectively. Towards the southern extent, the foot/cycle path is located within a constrained parcel of land between the East Coast Mainline and the River Ouse. At this location the route has a particular low point and is prone to flooding.

**Figure 1 – Riverside Path, Red Line Boundary**



Following acquisition of the land, CYC is now in control of the full length of the route enabling the progression of a review of options to upgrade and improve the layout for cyclists and pedestrians. Key areas for consideration include improved lighting, seating and security; widening or segregating the path; improved surfacing; and reducing the impact of flooding by raising the path at the low point.

## 2.3 Scope

The scope of this commission has two stages:

- *Stage 1* – Feasibility design and option consultation to select and refine and preferred option.
- *Stage 2* – develop the chosen option to an outline and detailed design for contractor procurement, and any planning requirements.

The following report focuses on **Stage 1, Feasibility Design**.

## 2.4 Objectives

Objectives were to provide an enhanced active travel corridor with:

- Improved lighting
- Improved security – CCTV/Lighting
- Improved environment
- Improved accessibility – reviewing existing barriers
- Improved drainage – surface water drainage
- Improved removal of flood water/silt - reducing drainage/warping implications
- Increased availability of route during high river levels.
- Improved notification of closure of route during higher river levels
- Increased capacity - consideration of widening existing path or separating pedestrians/cyclists entirely by changing existing route to be for cyclists only and providing dedicated pedestrian route closer to the riverbank
- Scheme delivery without closing the route
- Improved management of pedestrian/cycle conflicts at Scarborough Bridge underpass including consideration of realignment, signage, barrier arrangements etc.
- Clearer delineation of route on Jubilee Terrace to improve management of conflict between vehicles and pedestrians/cycles
- Regularising the status of the route through possible creation of a Public Right of Way (PROW).

## 2.5 Document Structure

This report is structured as follows:

- **Chapter 3** provides an overview of characteristics and existing provision
- **Chapter 4** summarises a review of the existing provision
- **Chapter 5** summarises the initial feasibility options
- **Chapter 6** summarises the feasibility option refinement and active travel review
- **Chapter 7** provides information on high-level assumptions associated with flood impact and mitigation
- **Chapter 8** provides information on the initial high-level cost estimates
- **Chapter 9** concludes with a summary of key findings and next steps

Supporting technical appendices are referenced as appropriate.



### 3. Riverside Path Overview

#### 3.1 Extents and Characteristics

##### 3.1.1 Jubilee Terrace

- Jubilee Terrace is predominantly single carriageway cul-de-sac approximately 150m in length, providing access to several residential properties, St Barnabus Church and St Barnabus Church of England Primary School. Footways are inconsistent and terminate approximately 50m east of the junction with Kingsland Terrace.
- The carriageway provides the onward connection for pedestrians and cyclists between Kingsland Terrace and Cinder Lane, with uncontrolled parking along the length of Jubilee Terrace. Whilst a low trafficked quiet route, parked vehicles can cause obstruction for cyclists and pedestrians due to the narrow single lane characteristics of the carriageway. In addition, existing signage to indicate instances of flooding along Cinder Lane are inadequate.

##### 3.1.2 Cinder Lane Foot/Cycle Path (Riverside Path)

The Riverside Path covers the majority of the study area, approximately 660m in length between the connection with Jubilee Terrace and south of Scarborough Bridge and runs along the south of the field boundary. The path is approximately 3m width in width with white line segregation which splits the path into 1.5m footway and 1.5m two-way cycle track. The path is currently cracked and overgrown in some locations, which narrows the provision further and creates an uncomfortable surface for users along some route sections. The existing cross section is shown in **Figure 2** overleaf.

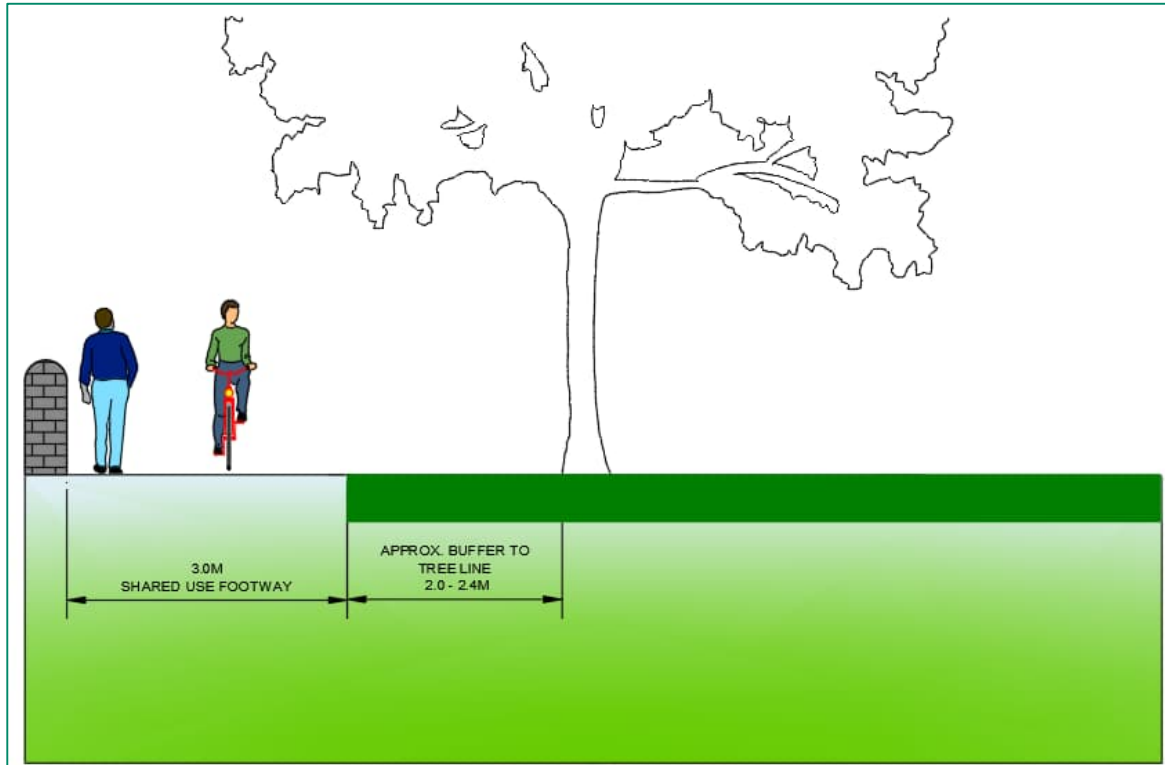
Towards the northern extent the path is located alongside brick walled residential property boundaries for approximately 180m. Southeast of the property boundaries, the path runs alongside a concrete fence line under the ownership of Network Rail, behind which is a tree / shrubbed embankment leading to the East Coast Mainline. Trees within the embankment block/partially block lighting columns located at the back of the existing footway, impacting on light provision and creating personal security issues for some users during periods of darkness.

Towards the southern extent in the vicinity of Scarborough Bridge the path is located within a constrained parcel of land between the Network Rail fence line and the River Ouse. At this location the route has a particular low point of between 250-270m (to be determined by further hydrological study at detailed design stage) and is prone to flooding at high river levels. Flooding of the path at this low point results in the Riverside Path becoming inaccessible to users. In addition, poor signage relating to periods of flooding results in some users having to 'double back' and find alternative longer route, currently via Leeman Road.

At the underpass of Scarborough Bridge, the path becomes shared-use and narrows to approximately 1.5m, with poor inter-visibility and lighting leading to observed conflict between pedestrians and cyclists.

In addition to the above, the Cinder Lane Path is lined by established trees running parallel to the route, with stems located between 1.5–2m distance from the existing path edge. The tree line is a feature of the route CYC and stakeholders wish to maintain, although does present a constraint for both widening the existing path and potentially impacting on street lighting solutions.

Figure 2 – Existing Cross-section



### 3.2 Issues and Constraints

Below are whole route issues and site constraints:

- Inconsistent lighting
- Lack of CCTV
- Lack of seating / rest areas
- Tree line close to the existing path, which could restrict opportunities to widen the path in some locations
- Path runs parallel to property boundaries, which could restrict opportunities to change the level of the Riverside Path, for example, at the ramped access to / from Aldborough Way.

In addition to the whole route issues, **Figure 3** shows specific issues and constraints along the route.

**Figure 3 – Specific Issue and Constraints**

Parked and manoeuvring vehicles on Jubilee Terrace conflict with pedestrians and cyclists entering and exiting the riverside path.



Low points on either side of Scarborough Bridge result in localised flooding during river flood events.



The narrowness of Scarborough Bridge underpass restricts space for pedestrians and cyclists. Lighting in the underpass could also be improved.



Manhole covers and underground services (e.g. electricity, gas and water) west of Scarborough Bridge add complexity to potential path widening.



Existing barriers at either end of the route can make it difficult for cyclists to access the path and result in conflicts with pedestrians, in particular at the barrier located east of Scarborough Bridge.



Path runs parallel to Network Rail's concrete fence line, currently in poor condition, adding to construction complexity.

**3.3 Existing Low Point**

A significant issue along the existing path is that flooding affects the specific low point near to Scarborough Bridge, resulting in pedestrians and cyclists travelling from the Jubilee Terrace having to turn back after travelling approximately 500m along the route.

Topographical measurements of the existing path (Network Rail fence line) determine the low point to be approximately 270m in length, of which 230m is significantly lower than the level at the Scarborough Bridge underpass (9.389m). Beyond this level, the path is considered inaccessible beyond any potential raising. The maximum level difference is ~0.759m between highest (9.389m) and lowest (8.630m) marker point.



Further analysis of impacts of raising the specific low point and resulting floor impact is provided within **Section 8** of this report.

### 3.4 Existing Pedestrian and Cycle Usage

Two-way cycle and pedestrian surveys were undertaken for a 7-day period between 13/10/2017 and 19/10/2017 between 7am-7pm at Scarborough Bridge. Results indicate that there were a maximum of 1,498 cyclists and 1,054 pedestrians travelling along the path within the busiest 12-hour period and a weekly average number of two-way pedestrians and cyclist of 1424 and 887 respectively.

The peak hour for cycling along Riverside Path throughout the 7-day period was on Monday 16/10/17 between 08:00-09:00, during which there were 194 two-way cycle movements (and 168 two-way pedestrian movements). The peak hour for walking along Riverside Path throughout the study period was on Wednesday 18/10/17 between 08:00-09:00 during which there were 236 two-way pedestrian movements. A summary of the recorded cycle and pedestrian flow data from the 2017 survey at Scarborough Bridge is provided below in **Table 1**.

**Table 1. Cycle & Pedestrian Flows (2017)**

		Southbound		Northbound		Two-way		
7am - 7pm		Peds	Cyclists	Peds	Cyclists	Peds	Cyclists	Total
<b>13/10/17</b>	<b>Friday</b>	793	507	702	475	1,495	982	<b>2,477</b>
<b>14/10/17</b>	<b>Saturday</b>	899	342	721	272	1,620	614	<b>2,234</b>
<b>15/10/17</b>	<b>Sunday</b>	872	289	756	267	1,628	556	<b>2,184</b>
<b>16/10/17</b>	<b>Monday</b>	695	568	619	486	1,314	1,054	<b>2,368</b>
<b>17/10/17</b>	<b>Tuesday</b>	715	519	606	475	1,321	994	<b>2,315</b>
<b>18/10/17</b>	<b>Wednesday</b>	853	561	645	502	1,498	1,063	<b>2,561</b>
<b>19/10/17</b>	<b>Thursday</b>	602	505	492	440	1,094	945	<b>2,039</b>
<b>Average</b>		<b>776</b>	<b>470</b>	<b>649</b>	<b>417</b>	<b>1424</b>	<b>887</b>	<b>2311</b>

In addition, a larger data set has also been reviewed, cycling flows were collected near to the entrance at Jubilee Terrace, representative of two-way average cycle flows along Riverside Path on school days in neutral months from 1999-2022 has been, as school days tend to have higher flows than non-school days. The larger data set is considered to give a more representative reflection of average cycle flows along the path in comparison to the single weekly count in 2017.

The Annual Average Daily Flow (AADF) over the most recent 10-year period suggests there are approximately 685 two-way cycle movements along Riverside Path, with an average AM and PM peak of 118 and 117 two-way movements respectively. A summary of the AADF data is provided below in **Table 2**. This suggests the two-way cycle flow on average throughout the year is approximately 200 fewer than the data recorded for the one-week period in 2017.

**Table 2. Cinder Lane – Cycle Flows AADF**

Years (School Days neutral months)	24hr	12Hr	AM Peak	Inter-Peak	IP Hourly Average	PM Peak	AADF
1999*	1059	886	152	443	55	136	878
2000	1062	895	156	446	56	135	842
2001	1076	907	159	454	57	139	840
2002	1041	875	166	430	54	129	800
2003	1019	859	165	414	52	133	781
2004	922	778	150	376	47	117	703
2005	956	810	163	379	47	126	730
2006	972	819	164	390	49	126	736
2007	1018	860	168	408	51	136	800
2008	1027	876	171	424	53	134	784
2009	1099	935	180	456	57	144	842
2010	1087	918	177	442	55	140	756
2011	1129	946	171	474	59	141	846
2012	1008	828	150	411	51	121	743
2013	945	773	137	386	48	114	666
2014	1038	856	141	421	53	140	789
2015	966	793	125	385	48	135	698
2016	946	777	126	376	47	121	719
2017	922	751	123	366	46	117	739
2018	916	746	115	372	47	116	710
2019	846	697	109	346	43	105	705
2020	566	461	46	287	36	57	509
2021	568	454	57	258	32	57	413
2022**	611	469	55	285	36	56	508

\* Data from 10/04/99 onwards

\*\* Data up to 11/08/22

### 3.4.1 Local Transport Note (LTN) 1/20 guidance regarding route width to cycle/pedestrian flow

LTN 1/20 guidance launched in summer 2020 indicates a desirable minimum two-way cycle track width of 3m, with an absolute minimum width for the cycle track of 2m based on existing cycle flows. Given the existing cycle track (segregated by white line) is 1.5m, this falls below the absolute minimum width.

Conversely, the recommendation for shared-use provision (unsegregated) is a minimum width of 3m, assuming up to 300 cyclists and up to 300 pedestrians per hour which is currently the case on the Riverside Path.

Relevant extracts form LTN 1/20 are provided below.

#### LTN 1/20 – Segregated Cycle Lane Widths

Table 5-2: Cycle lane and track widths

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
	2 way	>800	2.5	2.0
		<300	3.0	2.0
		>300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All - cyclists able to use carriageway to overtake	2.0	1.5

\*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

#### LTN 1/20 – Shared-use

Cycle flows	Minimum width
Up to 300 cyclists per hour	3.0m
Over 300 cyclists per hour	4.5m

## 4. LTN 1/20 Assessment of Existing Route

### 4.1 Overview

LTN 1/20 sets a measurable quality threshold to achieve when designing cycle schemes in Northern Ireland and England. The Cycling Level of Service (CLoS) tool is a prescribed mechanism specified within LTN 1/20 to set minimum quality criteria. This comprises five key requirements (cohesion, directness, safety, comfort and attractiveness) and a total of 25 sub-criteria, several of which also consider provision for and interaction with pedestrians. Each sub-criteria is scored 0 (red), 1 (amber) or 2 (green) reflecting the level of provision, resulting in a maximum potential score of 50. Five of the 25 sub-criteria are classed as ‘critical fails’, with all five falling in the safety theme. Only schemes with a **minimum score of 70%** under the CLoS with no critical fails will generally be considered for funding.

Where schemes are proposed for funding that do not meet these minimum criteria, local authorities will be required to justify their design choices. A first step in the process of developing an active travel strategy for the Riverside Path study area was to undertake a baseline CLoS of the existing provision along the two distinct sections of the route, namely:

- Section 1A – Jubilee Terrace
- Section 1B – Cinder Lane (Riverside Path).

**Figure 4 – Riverside Path : CLoS Sections**



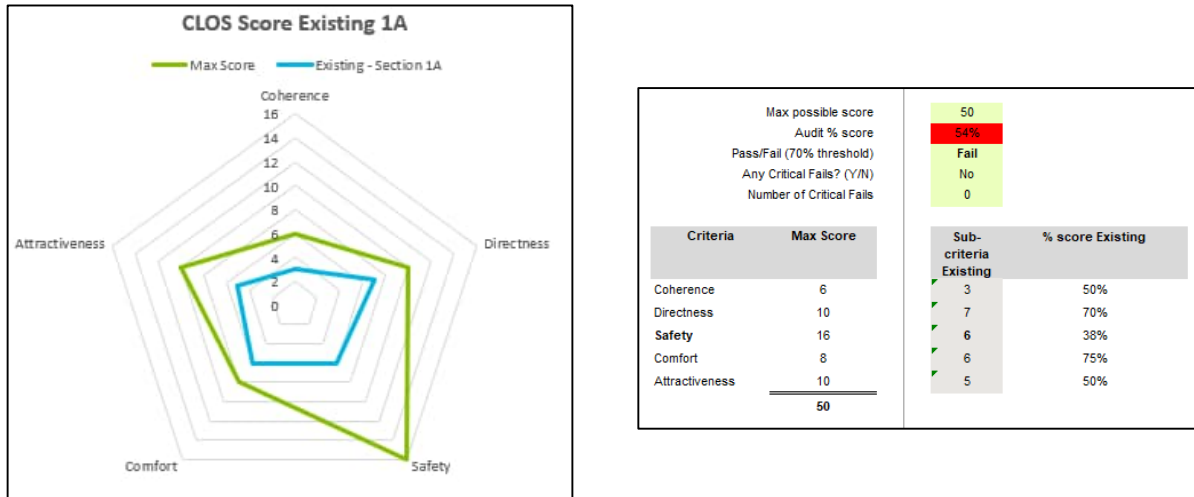
### 4.2 Cycle Level of Service | Baseline Results

#### 4.2.1 Section 1A

Section 1A covers Jubilee Terrace between the junction with Kingsland Terrace at the northern extent and connection to the Cinder Lane path at the southern extent. This section is characterised with a wide single lane that requires give and take between pedestrians, cyclists and motorists and operates with uncontrolled parking along its length. Jubilee Terrace provides access to approximately 15 residential properties, St Barnabas Church and St Barnabas Church of England Primary School.

The existing provision in Section 1A has failed to meet the 70% threshold to pass the CLoS audit, scoring **54%**, albeit with no critical fails. Section 1A score is particularly affected by a lack of continuity in provision and associated markings / signage, together with high levels of kerbside activity. A summary of the baseline CLoS assessment for Section 1A is provided below with further detail provided in **Appendix A**.

**Figure 5 – CLoS Existing Section 1A**

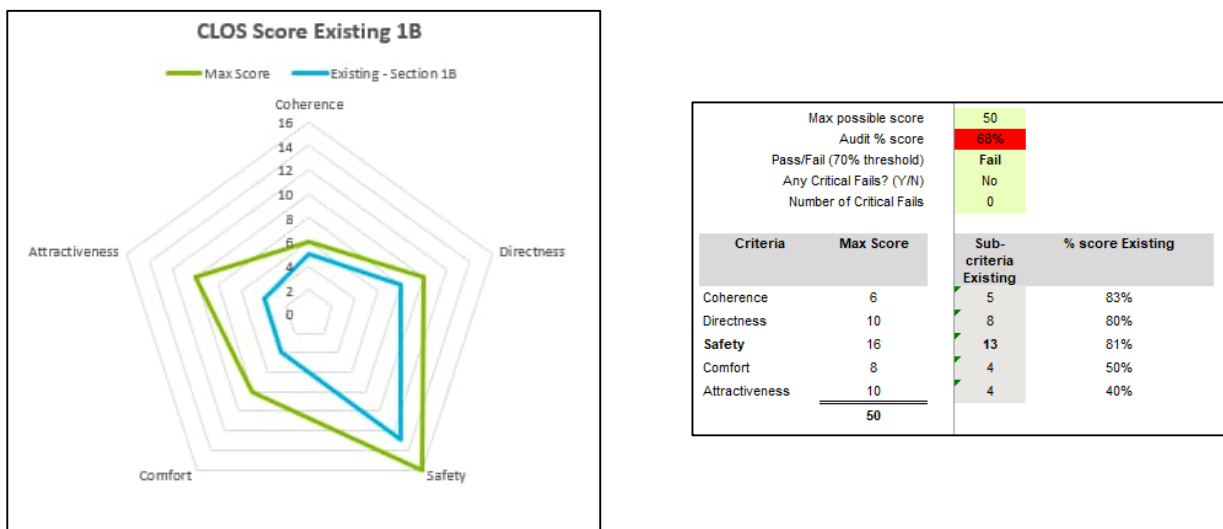


**4.2.2 Section 1B**

Section 1B covers the 650m section of the Cinder Lane shared-use foot/cycle path between Jubilee Terrace and Scarborough Bridge at its northern and southern extents. The route is characterised by a typically 3m wide path with white line segregation providing a 1.5m lane for both pedestrians and cyclists. The path follows boundary line of the park alongside residential property boundaries / Network Rail fence line. An existing tree line runs parallel to the path on the side of the river side / parkland.

The existing provision in Section 1B has also failed to meet the 70% threshold to pass the CLoS audit, scoring **68%**, again with no critical fails. Section 1B score is particularly affected by are lack of sufficient width for two-way cyclists (and pedestrians), along with poor lighting and surface quality. A summary of the baseline CLoS assessment for Section 1B is provided below with further detail provided in **Appendix A**.

**Figure 6 – CLoS Existing Section 1B**



## 5. Scheme Optioneering for Cinder Lane

### 5.1 Overview

Four potential scheme options were identified for Cinder Lane for consideration as summarised below:

- **Option 1** - Wide shared use footway (4.5m) on existing alignment
- **Option 2** – Two-way cycle track (2.5m) segregated by height difference from an adjacent to 2.0m footway on existing alignment
- **Option 3** – Two-way cycle track (2.5-3.0m) segregated from a new 2.0m footpath with central separation strip, most likely along the existing tree alignment. Footpath likely to be riverside to facilitate dog walking.
- **Option 4** – Raised segregated foot/cycle path (segregated) to improve flood resilience using embankment or retaining wall.

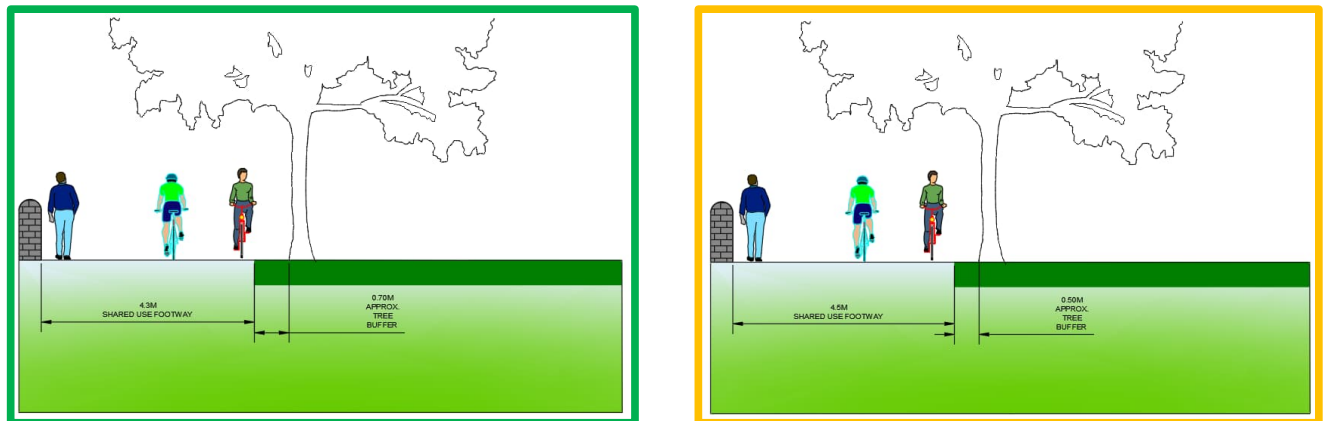
An overview of each option including typical cross-sections is provided below.

### 5.2 Option 1 – Widen Existing, Shared Use

Option 1 considers a widened shared-use path along the existing alignment, within the bounds of the existing treeline. Due to the presence of tree roots, two options were considered, namely a 4.3m width path with ~0.7m buffer to the tree stem; and a 4.5m width path with ~0.5m buffer to the tree stem. Further arboricultural surveys are required to determine the appropriate buffer required from each tree stem. It is also likely that construction will require cellular tree root protection surfacing along a significant proportion of the widened section.

Typical cross-sections for Option 1 with a 4.3m and a 4.5m width path are shown in **Figure 7** below.

**Figure 7 – Option 1 cross-sections**



### 5.3 Option 2 – Widen Existing, Segregated

Option 2 considers a widened segregated path along the existing alignment, within the bounds of the existing treeline. Positioning of the footway on the inside of the path was considered the most appropriate solution in this instance due to width constraints that would result in a reduced effective width if cyclists were located adjacent to the boundary wall.

Variables of Option 2 cross-section were also considered such as providing a stepped cycle track / or footway. Additional drainage requirements will be required if the path is positioned

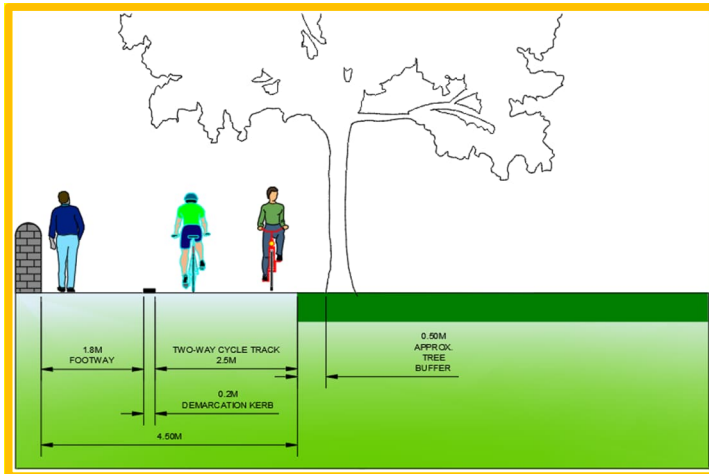


at a lower gradient or if proposals were to impact boundary walls. Additional flood compensation will also be required if the path were raised along its entirety.

Again, due to the presence of tree roots, a minimum of 0.5m buffer to the tree stem would be required, with further surveys required to determine the appropriate distance required from each tree stem.

A typical cross-section for Option 2 assuming segregation using a raised demarcation kerb is shown in **Figure 8** below.

**Figure 8 – Option 2 cross-section**



### 5.4 Option 3 – New Pedestrian Footpath

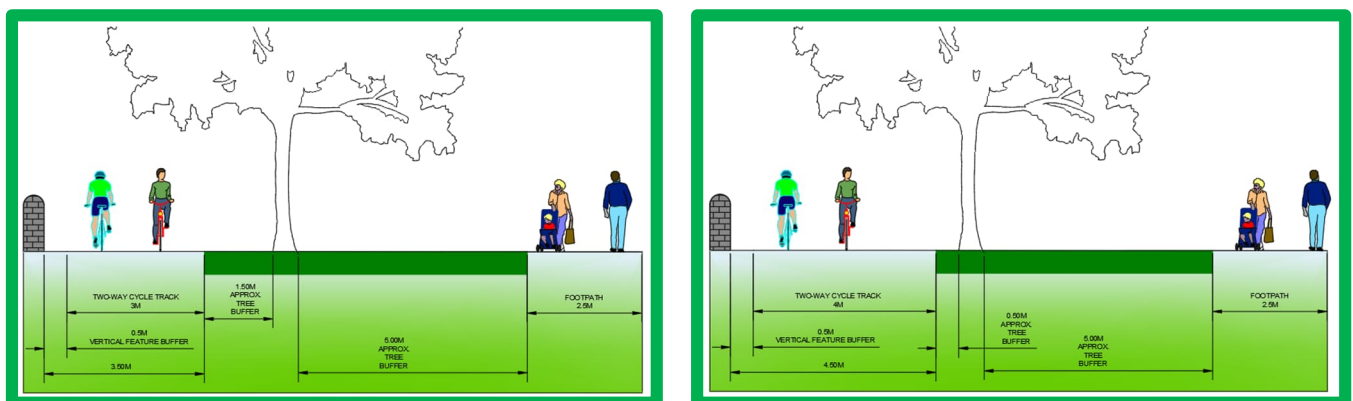
Option 3 considers a separate pedestrian footpath, located on the opposing side of the tree line. The existing path would then become a two-way cycle track. A variable option would be to also widen the existing path to provide an enhanced width two-way cycle track.

Positioning of the footway on opposing side of the tree line would provide fully segregated provision with the lowest risk of conflict between pedestrians and cyclists in comparison to other options. A dedicated footpath on the outside of the tree line also followed the existing desire line for pedestrians wishing the access the playing fields / dog walking.

If Option 3 were to be considered, to reduce the risk of route feeling isolated, an appropriate lighting and CCTV strategy would also be required. Proposals would include additional low-level lighting along the footpath to ensure the correct level of illumination.

Typical cross-sections for Option 3 assuming different width two-way cycle tracks are shown in **Figure 9** below.

**Figure 9 – Option 3 cross-sections**



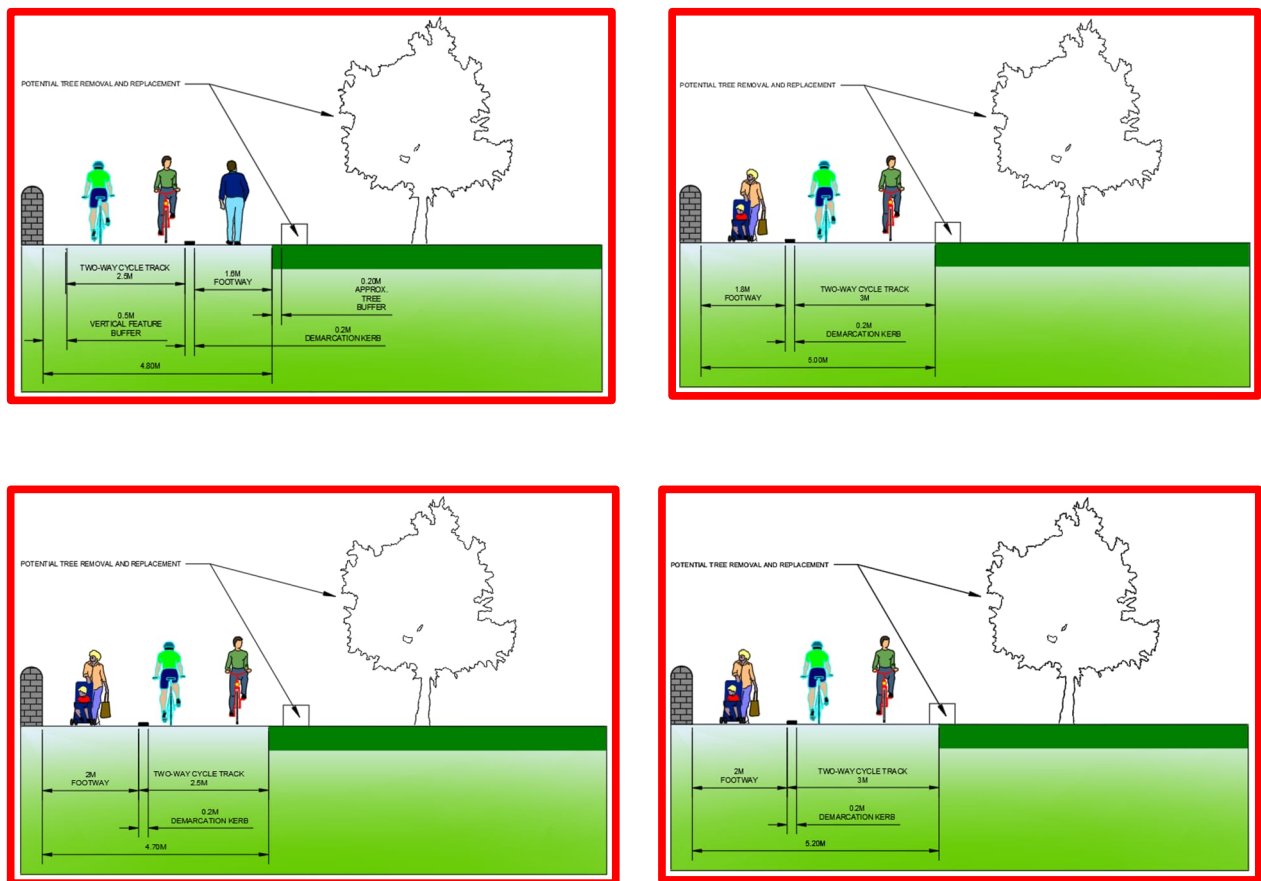
### 5.5 Option 4 – Tree Removal and Replacement

Option 4 considers a widened segregated path along the existing alignment achieved by the removal of the existing treeline. As the path could be widening sufficiently to meet LTN 1/20 and Inclusive Mobility footway width requirements, sub-options were considered that positioned the footway both on the inside or outside of the path. Again, Variables of the Option 4 cross-sections were also considered such as providing a stepped cycle track / or footway.

The loss of the tree line in this option is unlikely to be favourable from either CYC or the general public’s perspective. However, this option does offer the opportunity to widen the facilities along the existing alignment to sufficient widths if replacement planting of trees is considered a viable solution.

Typical cross-sections for Option 4 assuming different widths for the segregated path are shown in **Figure 10** below.

**Figure 10 – Option 4 cross-sections**



### 5.6 Discounted option – elevated path

As part of this feasibility review, an elevated embankment solution was also considered as a variant to Option 4. However, associated costs of construction, drainage impacts, impact on adjacent property boundaries and impact on flood resilience / compensatory storage and associated cost deemed this option to be unsuitable and has therefore been discounted at this stage.

As an alternative to an elevated path, a boardwalk structure was also considered to improve flood resilience. However, whilst boardwalks and similar elevated structures can be viable solutions within or through areas of ecological and environmental sensitivity or within flood

plains to provide access through terrain that would otherwise be impassable. Boardwalk structures are also:

- Notoriously slippery for cyclists when wet, even with high friction surfacing is applied. Leaf litter, algae, moss, and other debris that gathers on the structures (particularly during Autumn / Winter) can create a further risk of slippage for both cyclists and pedestrians, potentially creating a liability issue if not maintained. Use of Glass Reinforced Plastic (GRP) in comparison to timber decking may provide some further frictional benefit; however, can still be slippery when wet and typically comes at a greater cost.
- Boardwalks have increased maintenance requirements associated with both the structural and surface elements. Timber can rot, warp, change colour and splinter, whereas composite deck boards can sag and warp with more unpredictability than timber.
- Boardwalks decrease the effective width for cyclists due to the raised edge protection either side.
- Boardwalks require cyclists to reduce their speed, which over longer distances can impact negatively on user experience.
- Boardwalks are not considered the most appropriate solution for routes with medium to high cycle flows unless there are no other viable solutions.

Due to the reasons above, a boardwalk solution was also discounted at this feasibility review stage.

## 6. Feasibility Option Refinement

### 6.1 Overview

To respond to the study objectives, as well as the range additional constraints identified at the scoping stage, through discussion with CYC two main approaches were identified for the Cinder Lane (Riverside) path progression. To progress these options, the route was split into two defined sections as per below:

- **Section A** – Jubilee Terrace
- **Section B** – Cinder Lane (Riverside Path).

### 6.2 Section A – Jubilee Terrace

Section A covers Jubilee Terrace, between the junction with Kingsland Terrace at the northern extent and connection to Cinder Lane (Riverside Path) at the southern extent. The aim of the interventions on Jubilee Terrace is to reduce vehicle dominance through:

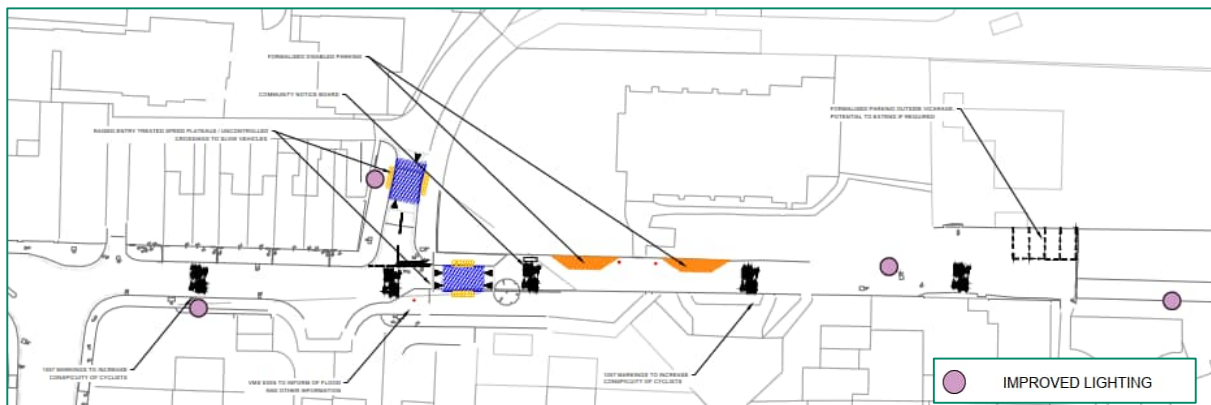
- reduction and formalisation of parking through new/amended Traffic Regulation Orders
- speed reduction measures
- increased conspicuity of the cycle route through signage and road markings strategy
- additional wayfinding and flood level signage
- improved pedestrian crossing facilities near to St Barnabas Primary School.

Proposals are broadly similar to CYC's 'Safe Routes to School Scheme' at Jubilee Terrace to maintain consistency in the approach.

#### 6.2.1 Feasibility design general arrangement

An extract of the feasibility design for Section A is provided below as **Figure 11** and included on the full scheme roll plan provided in **Appendix C**.

**Figure 11 – Jubilee Terrace General Arrangement**

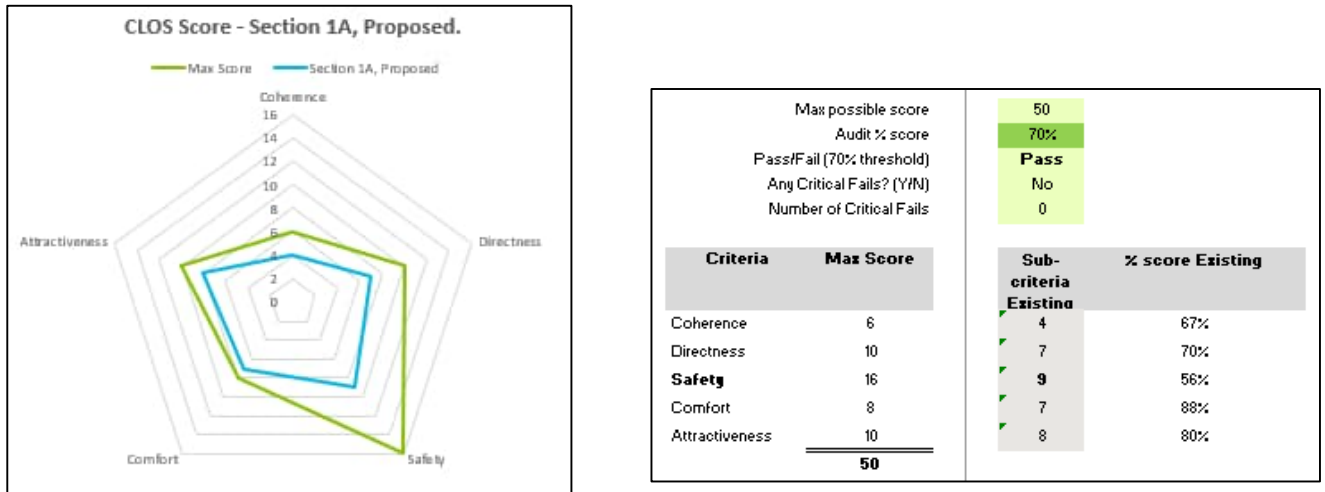


#### 6.2.2 LTN 1/20 assessment of Jubilee Terrace proposed scheme

The Cycle Level of Service assessment result for the proposed scheme on Jubilee Terrace are summarised overleaf in **Figure 12**, with an overall score of **70%** with no critical fails. This is considered a pass, albeit on the threshold of a pass/fail. Full audit outputs are provided at **Appendix B**.

Further improvement could be achieved through the removal of all parking along the route, continuous footways at side road junctions and improved onward connections to/from Kingsland Terrace at the junction, which is not included within the initial study area.

Figure 12 – Section A CLoS results



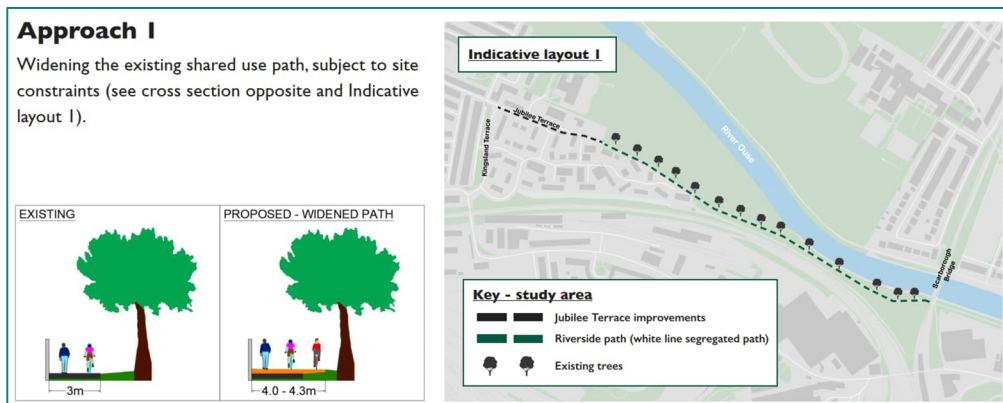
### 6.3 Section B – Cinder Lane Path

Section B covers the 650m section of the Cinder Lane between Jubilee Terrace and Scarborough Bridge at its northern and southern extent. Through consultation with CYC and review of multiple concept design options, two approaches were instructed to be progressed to feasibility design stage and were subsequently taken forward to public consultation.

Full feasibility drawings are provided at **Appendix C (Feasibility Options Roll Plan)**.

The two approaches are as follows:

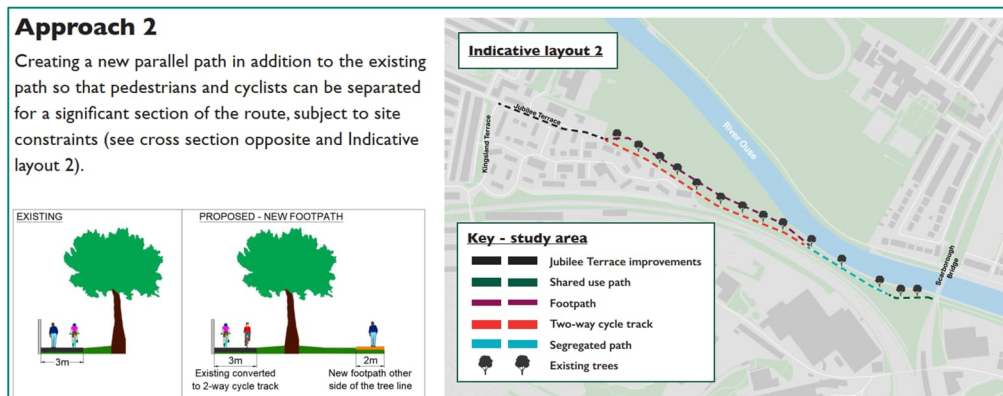
#### 6.3.1 Approach 1 (widened shared use route)



Approach 1 proposals are characterised by widening the existing path to between 4 – 4.3m to provide an enhanced shared-use path for both cyclists and pedestrians. The route would follow the existing alignment and aim to retain the existing treeline through incorporating a tree root protection surface. In addition, improvements to the visibility at the Scarborough Bridge underpass would aim to reduce conflicts and additional signage / markings along the route would aim to increase conspicuity of both pedestrians and cyclists.

In addition, this option is also considered to provide an improved lighting and CCTV strategy and raising of the path at particular low points.

### 6.3.2 Approach 2 (parallel path)



Approach 2 aims to maximise segregation of pedestrians and cyclists, through providing a separate cycle track and footpath (where possible), with a segregation kerb used to define the two where this is not possible.

The cycle track would follow the existing alignment, with a new alternative footpath provided on the opposing side of the tree line. Due to constraints, at the connection with Jubilee Terrace and at the Scarborough Bridge underpass, the route would become a shared-use path. However, improvements to the alignment to provide better visibility at Scarborough Bridge would aim to reduce conflicts and additional signage / markings would increase conspicuity for both pedestrians and cyclists.

This option is also considered to provide an improved lighting and CCTV strategy and raising of the path at particular low points.

### 6.3.3 Approach 1 / 2 – Additional Measures

Other specific measures identified during the concept / feasibility design process included:

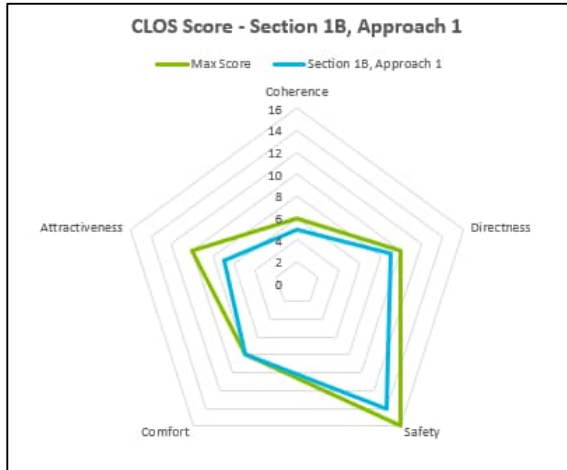
- Upgrade existing lighting or install new lighting where required (including under Scarborough Bridge).
- Reduce conflict between pedestrians and cyclists at Scarborough Bridge underpass.
- Install CCTV in key locations along the path.
- Raise path level at localised low points (on both sides of Scarborough Bridge). Feasibility drawings associated with proposals at the specific low point are provided at **D (Low Point Structural Proposals)**. These include structural proposals to raise the ~230M low point through introduction of a retaining feature along the existing Network Rail fenceline.
- Provide better advance warning systems to let people know when sections of the route are likely to be flooded.
- Additional seating / benches along the path.
- Install additional low level bollard lighting along the footpath (If this Approach 2 is taken forward).

### 6.3.4 LTN 1/20 assessment of Cinder Lane proposed approaches

#### Approach 1 – Shared use route

The proposed Section B – Approach 1 passes the 70% threshold, scoring **86%** and has no critical fails. A summary of the CLoS results for Option 1 is provided below in **Figure 11**.

Figure 11 – CLoS Section B, Approach 1



Max possible score	50
Audit % score	86%
Pass/Fail (70% threshold)	Pass
Any Critical Fails? (Y/N)	No
Number of Critical Fails	0

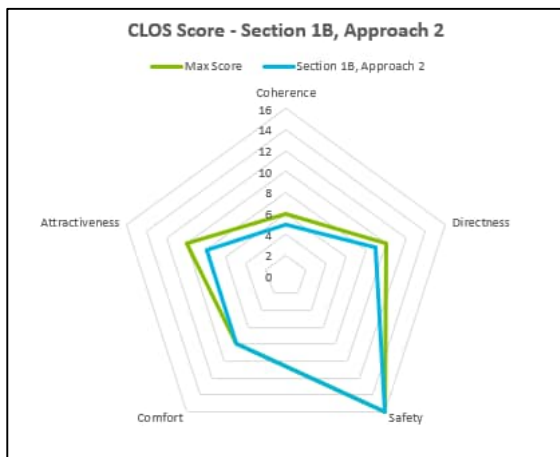
  

Criteria	Max Score	Sub-criteria Proposed	% score Proposed
Coherence	6	5	83%
Directness	10	9	90%
<b>Safety</b>	<b>16</b>	<b>14</b>	<b>88%</b>
Comfort	8	8	100%
Attractiveness	10	7	70%
<b>Total</b>	<b>50</b>		

Approach 2 – parallel path

The proposed Section B – Approach 2 provision passes the 70% threshold, scoring **92%** and has no critical fails. A summary of the CLoS results for Option 1 is provided below in **Figure 12**.

Figure 12 – CLoS Section B, Approach 2



Max possible score	50
Audit % score	92%
Pass/Fail (70% threshold)	Pass
Any Critical Fails? (Y/N)	No
Number of Critical Fails	0

Criteria	Max Score	Sub-criteria Proposed	% score Proposed
Coherence	6	5	83%
Directness	10	9	90%
<b>Safety</b>	<b>16</b>	<b>16</b>	<b>100%</b>
Comfort	8	8	100%
Attractiveness	10	8	80%
<b>Total</b>	<b>50</b>		

## 7. Flood Impact Assessment

### 7.1 Existing path closures due to flooding

The Riverside Path is prone to flooding during periods of high river water levels resulting in the path becoming inaccessible to users for several days a year. **Figure 14** below shows an instance of flooding in February 2022 with the water level being higher than the low point of the path in the vicinity of Scarborough Bridge.

**Figure 13 – River Flooding at Low Point**



To mitigate against instance of flooding, the scheme proposals include raising of the specific low point in the vicinity of Scarborough Bridge to reduce the number of days per year when the path is inaccessible during periods of flood.

#### 7.1.1 Quantifying instances of path closure

An initial high-level assessment of existing flood levels has been undertaken to quantify the number of days per year when the path is currently inaccessible due to flooding, and to quantify the number of days per year when the path is anticipated to be inaccessible should the low point of the path be raised as per the scheme proposals.

Based on topographical measurements and 3D alignment modelling of the proposed (raised) path, the outer edge (river side) of the raised foot/cycle path would be **9.301m**. This would tie in the height of the existing path section adjoining the low point. This is an increase of 0.67m compared to the current low point of **8.630m**.

A 10-year data set of recorded river levels has been reviewed as set out in **Table 3** overleaf which, based on the nearest available recorder, summarises the number of days per year when the river level is <8.630m; when the river level is in the range 8.630m-9.301m; and when the river level is >9.301m.



**Table 3. Viking Recorder – Estimated level of flooding per year**

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2021	2022	DAYS AVG
River level below 8.630M	21	350	362	340	355	363	362	360	348	357	357	299	355
River level equal to or above 8.630M (Path currently flooded)	12	8	3	21	11	1	3	5	18	8	8	4	9
River level between 8.630 - 9.301M (Potential additional none flooding days)	9	6	2	17	9	0	2	4	11	5	5	1	6
River level above 9.301M (Path flooded)	3	2	1	4	2	1	1	1	7	3	3	3	3

Key findings from Table 3 are:

1. On average the number of days the river level sits below 8.630M and is assumed not to flood the low point is approximately 355 days per year.
2. Assuming the low point sits within the 8.630-9.301M range, raising the path may reduce the number of days the path is inaccessible from, typically, 9 days per annum to 3 days per annum. River levels above 9.301M are assumed to flood the path beyond proposed raising.

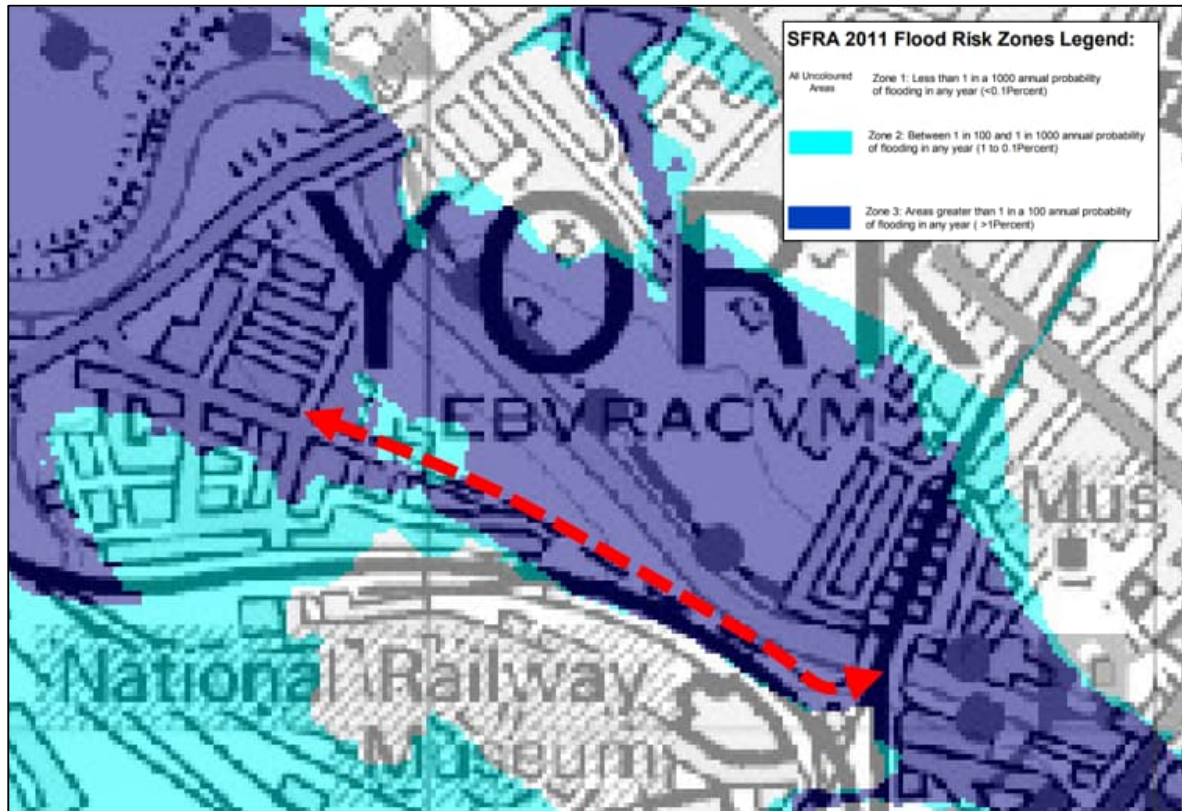
Notes:

- Topographical survey data for the site states ‘Coordinates relative to OS National Grid via GNSS centred on ST17 Levels relative to OS Datum’, with the Viking Recorder stated to be located 5m above ordnance datum. As such, an assumption has been made and adjustment to the recorded flood levels, so that they represent OS national grid levels shown within the topographical survey.
- Noting that the Viking Recorder is located beyond Scarborough Bridge / Riverside Path, further adjustment will be required to account difference in water level / gradient on the water surface between Viking Recorder and the path location. As such, whilst the tables provide an estimate, until an accurate adjustment factor is determined through hydrological modelling, the exact number of days the path is likely to be flooded cannot be accurately quantified. In addition, it should be noted that full data sets for the years 2012 and 2022 were not available, therefore these figures were not used within either calculation.

## 7.2 Hydrological Modelling Requirements

Based on an initial assessment of the Flood Map for Planning within the study area as shown in **Figure 15**, both Flood Zone 2 and Flood Zone 3 are located against the boundary of the existing path. It’s not clear from existing records whether the path is currently within the flood zone or raised above it. As the river floods by overtopping, then this suggests it is in Flood Zone 3.

Figure 14 – Flood Risk Zone



The proposed raising of the Riverside Path at the low point and associated potential volumetric loss of floodplain is considered minimal, particularly given the volume of flow in the River Ouse during flood events. However, to demonstrate that the raising works do not increase flood levels either at-site or elsewhere, hydraulic modelling is required at the next stage of design.

Recommendations from the Environment Agency (EA) within initial scoping discussions are to undertake a hydrological model review with the proposed raising works and assess the impact on flood levels. From here the EA will assess the proposed impact and determine whether compensatory flood storage is a requirement, with approvals forming part of the planning approval process.

As such and considering the early stage of design and further planning decisions to be undertaken, high-level compensatory flood storage cost estimates are included for each option, as summarised in **Chapter 8**.

## 8. High Level Cost Estimates

### 8.1 Whole scheme cost estimate

Indicative high-level cost estimates for the scheme as a whole (end-to-end) are summarised below in **Table 4** for Option 1 (shared use path on Cinder Lane) and Option 2 (segregated path on Cinder Lane). The estimated cost range for Option 1 is £2.2M-£2.4M and £1.95M-£2.2M for Option 2. Further detail on the cost breakdown for Section 1B by option is provided in 8.2 below.

**Table 4. Full Route High-Level Cost Estimates**

	Estimate Cost Range (£) <b>Option 1</b> <i>Shared Use Path</i>	Estimate Cost Range (£) <b>Option 2</b> <i>Segregated Path</i>
Section 1A (Jubilee Terrace)	150,000 – 200,000	150,000 – 200,000
Section 1B (Cinder Lane)	1,550,000 – 1,650,000	1,400,000 – 1,500,000
Compensatory Flood Storage Estimate	500,000 – 600,000	400,000 – 500,000
<b>Total Scheme Cost Estimate (Range)</b>	<b>£2,200,000 - £2,400,000</b>	<b>£1,950,000 – £2,200,000</b>

It is noted that CYC currently have £600K allocated for Riverside Path within the Capital Programme. As such, additional funding is required to enable the full scheme to be delivered. Additional funding streams are currently being explored, including a bid submission to the Active Travel England's Active Travel Fund 4 (ATF4) programme.

### 8.2 Cinder Lane cost breakdown (Section 1B)

Section 1B includes the remaining sections of Cinder Lane within the study area, Approach 1 and 2 have separate costs associated within Section B, that are provided below. Within both cost estimates, raising of the specific low section ~270M accounts for approximately £700,000 – 800,000 of the total cost, which includes foot / cycle path construction, removal / replacement of the concrete fence, lighting but not associated drainage costs. Costs included within Table 5 are considered robust estimates.

**Table 5. Additional Cost Breakdown – Section 1B**

Cost Breakdown (Section 1B)	Estimated Cost (£) <b>Approach 1</b> <i>Shared Use Path</i>	Estimated Cost (£) <b>Approach 2</b> <i>Segregated Path</i>
200 SITE CLEARANCE	190,000	118,000
300 FENCING / BARRIERS / WALLS	80,000	80,000
400 ROAD RESTRAIN SYSTEMS	N/A	N/A
500 DRAINAGE AND SERVICE DUCTS	135,000	70,000
600 EARTHWORKS	300,000	305,000
700 PAVEMENTS	N/A	N/A
1100 KERBS, FOOTWAYS AND PAVED AREAS	550,000	465,000
1200 TRAFFIC SIGNS AND ROAD MARKINGS	30,000	27,000
1300 ROAD LIGHTING COLUMNS / CCTV	200,000	310,000
3000 LANDSCAPE AND ECOLOGY	150,000	105,000
OTHER	300	300
<b>Total Cost Estimate</b>	<b>£1,635,300</b>	<b>£1,480,300</b>

### 8.2.1 Cost Estimate Notes:

- The length and depth of raising has been calculated, based on topographical measurements of low spots to the east and west of Scarborough Bridge. These equate to a length of approximately 250m of raised section, subject to final design and layout. At the next stage of design, a review hydrological data will determine the potential flood mitigation benefit in average number of days per year.
- The total cost of flood compensation works is estimated to be between £500-600k and £400-500k respectively for Approaches 1 and 2. In Approach 1, it is assumed that the path in its entirety must be raised ~250mm in addition to the specific low point, which is considered a robust estimate. At the next stage of design, informed by Arboriculture Surveys and confirmation from Network Rail in relation to their requirements, the requirement to raise the foot / cycle path is expected to be clarified and costs able to be refined appropriately.
- Costing accounts for Network Rail fence removal and replacement. Further discussion with Network Rail and review of aesthetical impact of partial fence removal may reduce costs at the next stage of design.
- Costing within Approach 2 accounts for resurfacing 33% of the existing path beyond the point of raising and providing an alternative 2m full construction footpath.
- Potential to omit additional drainage requirements following confirmation of construction method (this does not include omission of compensatory food storage).

Cost estimates indicate that the £600K budget would be insufficient for 'end to end' route treatment. This funding constraint was communicated in the public consultation exercise as below:

*"While all the potential improvements may not be possible in the final design within the current funding package, this consultation is a key element of understanding how to deliver the best design possible."*

### 8.3 Phased delivery approach

Reflecting the budgetary limitations and following the consultation feedback highlighting scheme priorities (**see AECOM - Consultation Report**), a phased approach is proposed as follows:

#### Phase 1 – Highest priority scheme elements

- Progress to preliminary design and more detailed cost estimation with the highest priority scheme elements, namely:
- upgraded lighting along the length of the Riverside Path
- raising of the path at low points
- widening of the existing path to provide more space for pedestrians and cyclists (Approach 1, as indicated in consultation feedback), retaining high quality existing trees, and including resurfacing.

Given the high level of public support/prioritisation (116 responses, 30%) and relatively low cost, it is also proposed to include CCTV / improved security within the Phase 1 package of works.

It is noted that cost estimation work undertaken at the concept design stage indicates that it is unlikely that the entirety of Phase 1 priority works as listed above can be completed within the existing funding package.

**Phase 2 – Lower priority scheme elements**

Progress to preliminary design and more detailed cost estimation of lower priority scheme elements, namely:

- better signage when there are flood events
- seating / resting places
- traffic engineering measures to restrict parking and traffic movements on Jubilee Terrace, thereby improving conditions for pedestrians and cyclists.

Based on the above, a high-level cost estimate has been determined based on this phased approach for the preferred **Option 1** provided in **Table 6**.

**Table 6. Option 1 (Widened Shared Use Path) - Priority Cost Breakdown**

		<b>Cost Estimate (inc uplifts &amp; 25% risk)</b>
<b>Priority 1</b>	Whole route Street lighting	£121,000
	Supplementary CCTV	£81,000
	<b>Sub Total 1</b>	<b>£202,000</b>
<b>Priority 2</b>	Raising of low point (either side of Scarborough Bridge)*	£683,000
	- approx 250m length	
	- includes reconstruction of NR fence (~275m)**	
	Estimated cost of compensatory flood storage (tbc) ***	£277,000
	<b>Sub Total 2</b>	<b>£960,000</b>
<b>Priority 3</b>	Widening of the existing shared use path (west of Priority 2)*	£752,000
	- approx 400m length	
	- includes reconstruction of remaining NR fence (~125m)	
	Estimated cost of compensatory flood storage (tbc) ***	£270,000
	<b>Sub Total 3</b>	<b>£1,022,000</b>
<b>Priority 3</b>	<b>Jubilee Terrace Area</b>	<b>£154,000</b>
	<b>GRAND TOTAL (Existing path alignment)</b>	<b>£2,338,000</b>

**Notes:**

\* Considered a robust estimate reflecting design stage, potential to use standard construction methods without raising of the path following Arboricultural input. Potential to also omit additional drainage requirements following confirmation of construction method. Cost does not account for street lighting / CCTV already included within Priority 1.

\*\* Includes retaining feature and replacement of Network Rail like for like.

\*\*\* Requirement and detailed cost estimate to be reviewed following EA / Hydrological impact review.

- **Cost uplifts** – Reflecting the concept stage of design, the above high-level cost estimate includes 25% risk allowance; 20% utilities allowance; and ‘other’ standard uplifts that equate to an additional 34%.
- **Cost refinement** – the recommended next step is to progress to preliminary design and more detailed cost estimation for the three priority areas identified above to enable informed decision making.
- **Jubilee Terrace** – although not regarded as a priority from the public consultation exercise, the Cycle Level of Service assessment identified the need to improve provision

for pedestrians and cyclists on Jubilee Terrace from a road safety perspective. The estimated cost of such works is £150K-£200K.

Further refinement of proposals at the next stage of design will allow for a more precise cost estimation exercise to be undertaken and a reduction in associated risk contingency.

## 9. Summary & Next Steps

### 9.1 Summary

Following a review of a range of scheme options and a public consultation exercise, this feasibility study has identified potential infrastructure enhancements for the Riverside Path to improve conditions for pedestrians and cyclists. In summary, these enhancements comprise:

- **Section A (Jubilee Terrace)** – interventions to reduce existing conflict between pedestrian / cyclists and motor vehicles
- **Section 2 (Cinder Lane)** – enhancements to the Riverside Path to reduce pedestrian / cycle conflict and improve user safety / perception of safety, achieved through one of the following approaches/options:
  - **Approach 1 (Option 1):** Widen the existing path to create a wider shared use path, supplemented by improved street lighting and personal security measures.
  - **Approach 2 (Option 2):** Provide a separate (parallel) walking path for much of the length of the route to clearly segregate pedestrians and cyclists.

Indicative high-level cost estimates for the scheme as a whole (end-to-end) are **£2.2M-£2.4M** for Approach 1 (widened shared use path on Cinder Lane) and **£1.95M-£2.2M** for Approach 2 (new parallel path on Cinder Lane). These cost estimates include an allowance for improvement works on Jubilee Terrace of £150K-£200K and raising of the and compensatory flood storage costs in the range of £400K-£600K across the two approaches/scheme options. It is noted that CYC currently have £600K allocated for Riverside Path within the Capital Programme. As such, additional funding is required to enable the full scheme to be delivered.

Reflecting the budgetary limitations and following the consultation feedback highlighting specific scheme priorities (see AECOM - Consultation Report), a phased approach has been identified, with the initial focus on the following key priorities:

- improved street lighting (whole route)
- supplement CCTV to enhance personal safety (whole route)
- raising the path at the low point in the vicinity of Scarborough Bridge to reduce the likelihood of the path being closed/inaccessible during periods of flooding.

Given the feasibility stage of design, it is recognised there are a number of unknowns. Further refinement of scheme proposals will be required following additional arboricultural and hydrological reviews, as well as clarification of design requirements from key stakeholders such as Network Rail and the Environment Agency at the next stage of design to inform proposed construction methods and associated cost refinement.

### 9.2 Next Steps

- Following Executive Member approval of the above phased approach, progress to preliminary scheme design stage for Phase 1 priority improvements.
- Update the scheme cost estimate for Phase 1 and seek Executive Member approval to progress to full detailed design for those prioritised scheme elements that can be delivered within the current budget. As noted above, it is recognised that some Phase 1 elements may need to be reassigned to Phase 2 pending the updated scheme costs estimates following preliminary design. This may include, for example, lower priority sections for widening and resurfacing.
- Subject to Executive Member approval, progress to preliminary scheme design and updated scheme cost estimate for Phase 2 works to identify the required additional funding requirements and to inform a phased implementation strategy.

## Appendix A – Existing CLoS

### A.1 Cycle Level of Service baseline results



Cycling Level of Service Assessment (CLOS) based on LTN 1/20	
Project Number	60690177
Scheme	CVC - Riverside Path / Cinder Lane
Location	York
Date	10/02/2023
Version Number	v0
Assessment By	Oliver Gibbs
Checked By	Luke Oddy

Cycling Level of Service (CLOS)

Key Requirement	Factor	Design Principle	Indicators	Critical	CLOS		
					0 (Red)	1 (Amber)	2 (Green)
Coherence	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily considering left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width (i.e. distances between primary and secondary routes within the network)		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 -1000m	Route contributes to a network density mesh width <250m
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as the-crow-flies' distance as possible.	4.Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 - 1.4	Deviation factor against straight line or shortest road alternative <1.2
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5.Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6.Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals)
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7.Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8.Gradient		Route includes sections steeper than the gradients recommended in Figure 4.4	There are no sections of route steeper than the gradients recommended in Figure 4.4	There are no sections of route which steeper than 2%
Safety	Reduce/remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9.Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph
	Avoid high motor traffic volumes where cyclists are sharing the carriageway.	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	10.Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic - see Table 6.2. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	11.Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5% HGV	2500-5000 and <2% HGV	0-2500 AADT
		Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic - see Table 6.2. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12.Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway - nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unsegregated traffic lanes in critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in off-carriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph.
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: - Minorside roads : cyclist priority and/or speed reduction across side roads - Major roads : separation of cyclists from motor traffic through junctions.	13.Conflicting movements at junctions	Side road junctions frequent and/or untreated. Major junctions, conflicting cycle/motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self-explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14.Legible road markings and road layout	Faded, old, unclear, complex road markings/unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15.Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (e.g. nearside cycle lane <2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity - e.g. less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16.Evasion room and unnecessary hazards	Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	
	Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/gullies, potholes, poor quality carriageway paint (e.g. from previous cycle lane)	17.Major and minor defects	Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface
		Pavement or carriageway construction providing smooth and level surface	18.Surface type	Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavements with frequent joints.	Machine laid smooth and non-slip surface - e.g. Thin Surfacing, or firm and closely jointed blocks undisturbed by turning heavy vehicles.	
Effective with without conflict		Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19.Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).	More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	
Wayfinding		Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20.Signing	Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved and junctions	Route is well signed with signs located at all decision points and junctions	
Social safety and perceived vulnerability of user		Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21.Lighting	Most or all of route is unlit	Short and infrequent unlit/poorly lit sections	Route is lit to highway standards throughout	
Attractiveness	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well-used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	22.Isolation	Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	
	Minimise street clutter	Signing required to support scheme layout	23.Impact on pedestrians	Route impacts negatively on pedestrian provision. Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A	
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on street	24.Street Clutter	Large number of signs needed, difficult to follow and/or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction	
		25. Cycle parking	No additional cycle parking provided or inadequate provision in insecure none overlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand		
				<b>Audit Score</b>	<b>27</b>	<b>0</b>	<b>34</b>

Max possible score  
Audit % score  
Pass/Fail (70% threshold)  
Any Critical Fails? (Y/N)  
Number of Critical Fails

Existing - Section 1A	
Jubilee Terrace	
Score	Comments
1	Connection to existing facilities at Kingsland Terrace / Cinder Lane
0	Cycle route at Jubilee Terrace is poorly signed, with lack of markings indicating on-ward connections.
2	Connection to existing facilities at either end Jubilee Terrace
2	Route is direct with no shorter alternative
2	Cyclists only have to give-way at Jubilee Terrace junction
1	Cyclists give-way at the Jubilee Terrace junction.
0	Cyclists are unable to overtake a vehicle
2	No significant gradients
2	Low vehicle speeds
2	Low traffic flows
0	Route in narrow lane
0	Side road junction only provides access to Primary School; however, could be improved. Major junction with Kingsland Terrace not separated.
0	Markings on the existing surface are in poor condition and not clearly defined
0	Significant give and take required around parked vehicles / manoeuvring vehicles.
0	Number of hazards could be reduced through removal of parking.
2	Surface quality considered good.
2	Laid surface along the route
1	N/A as cyclists with traffic
1	Signage could be improved along the route.
1	Lighting provided at regular intervals however illumination strategy could be improved due to old specification of columns.
1	This section of route is mostly overlooked by residential properties.
0	Shared vehicular / cycle / pedestrian route.
1	Moderate number of signs required in delineate the route
2	Not relevant for proposed scheme
<b>27</b>	<b>0</b>

Existing - Section 1B	
Existing 1.5m white line segregation	
Score	Comments
2	Connection to existing facilities at either end of Cinder Lane
1	Desiret sections towards Jubilee Terrace. However, links to on-going facilities.
2	Connection to existing facilities at either end of Cinder Lane
2	Route is direct with no shorter alternative
2	Cyclists do not have to stop or give-way apart from at the Scarborough Bridge underpass and Jubilee Terrace connection
2	Not relevant for section.
0	Cyclists in either direction are within a 1.5m two-way cycle track.
2	No significant gradients
2	Route off carriageway
2	Route off carriageway
2	Route off carriageway
2	Route off carriageway
0	Markings on the existing surface are in poor condition and not clearly defined
1	Route off carriageway. However, cyclists in either direction are within a 1.5m two-way cycle track, which can cause conflict with other cyclists or pedestrians.
2	Cyclists have sufficient evasion room.
1	Poor surface quality / subsidence and cracking in places.
2	Laid surface along the route
0	Cyclists in either direction are within a 1.5m two-way cycle track.
1	Signage could be improved along the route.
1	Lighting provided at regular intervals however illumination strategy could be improved due to old specification of columns.
0	Cinder Lane routes through an isolated park (particularly isolated at night)
0	White line segregation reduces available footway space to 1.5m.
2	Street clutter does not cause an issue.
1	No cycle parking provision
<b>34</b>	<b>0</b>

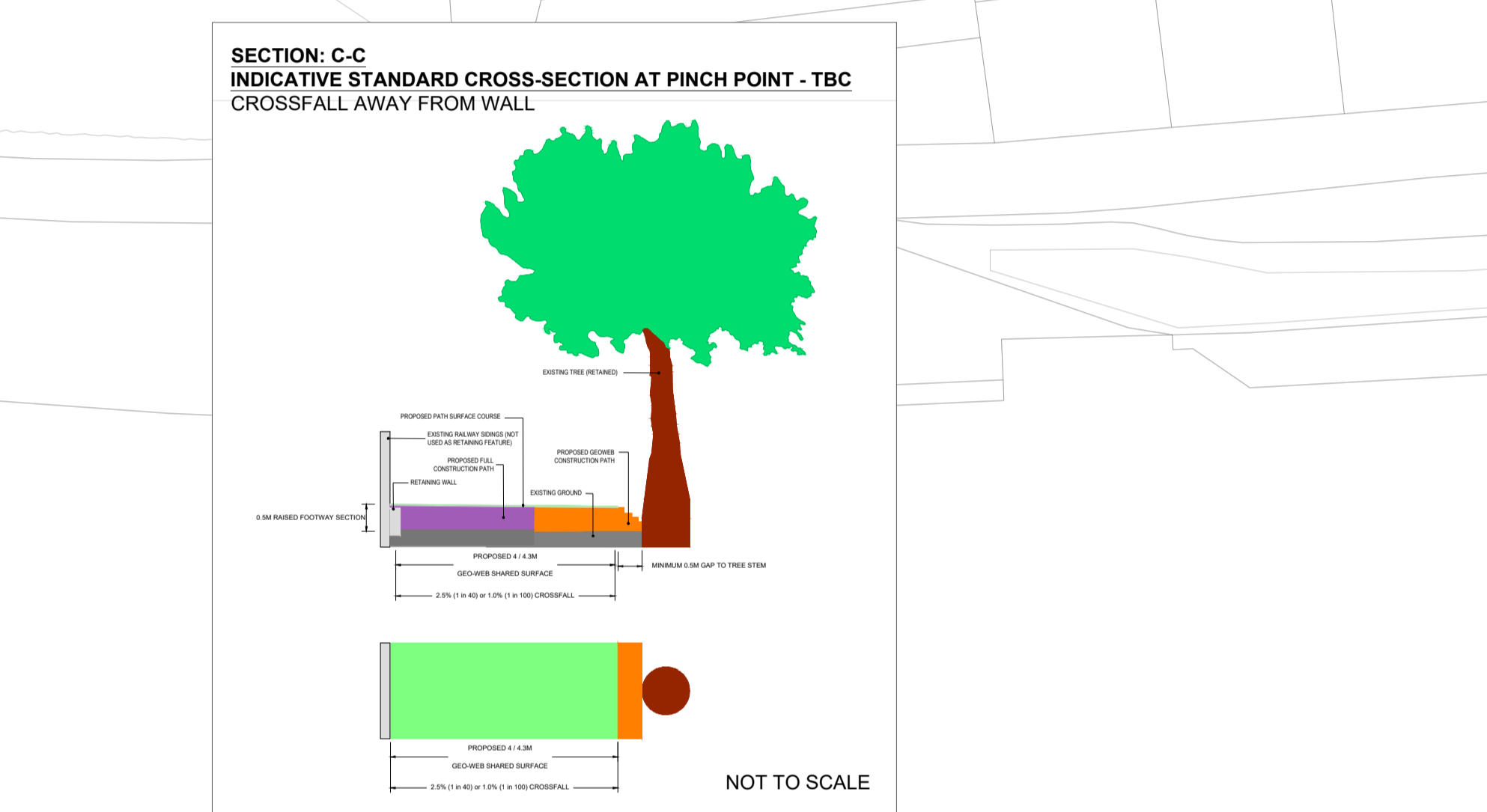
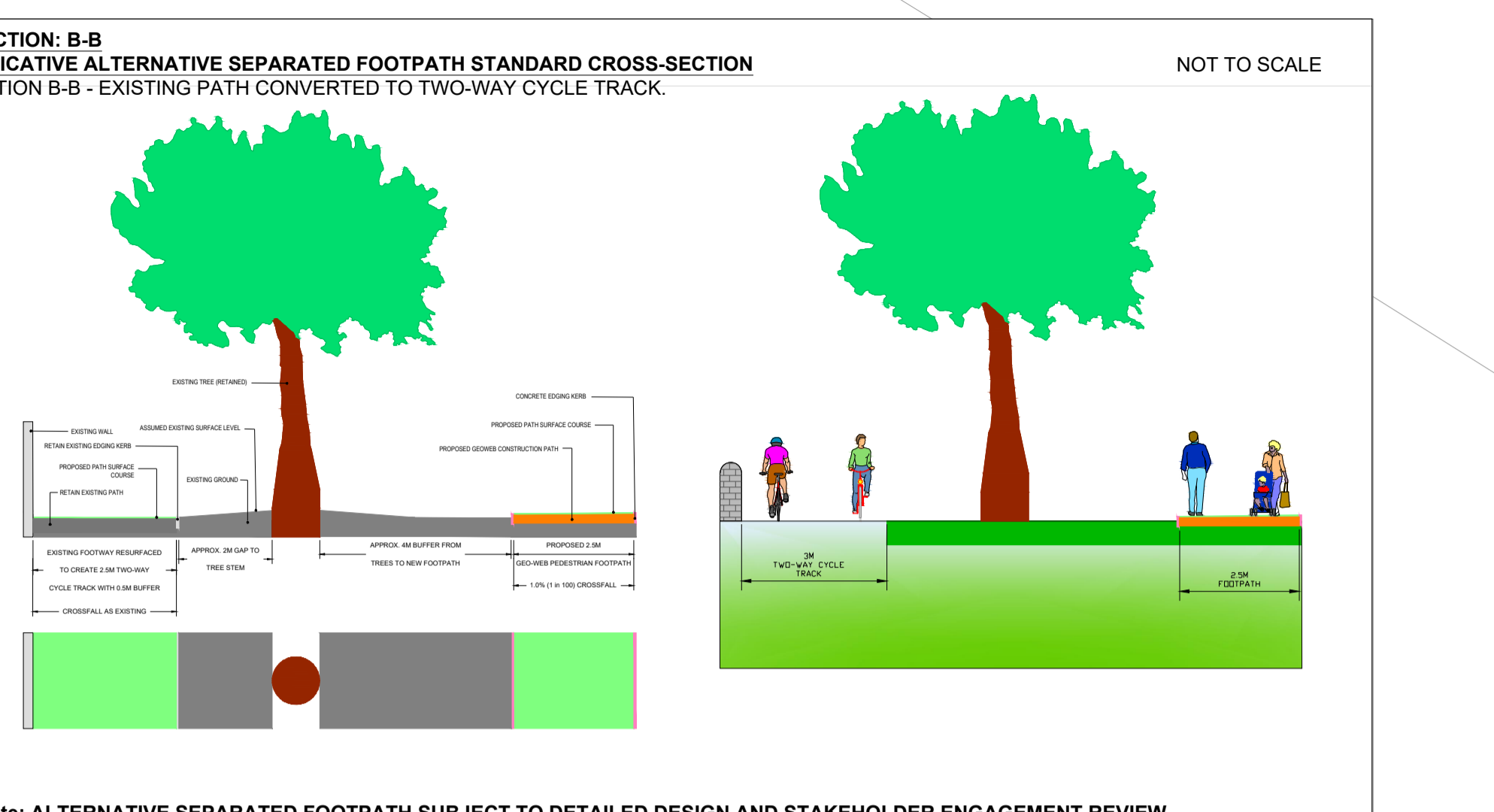
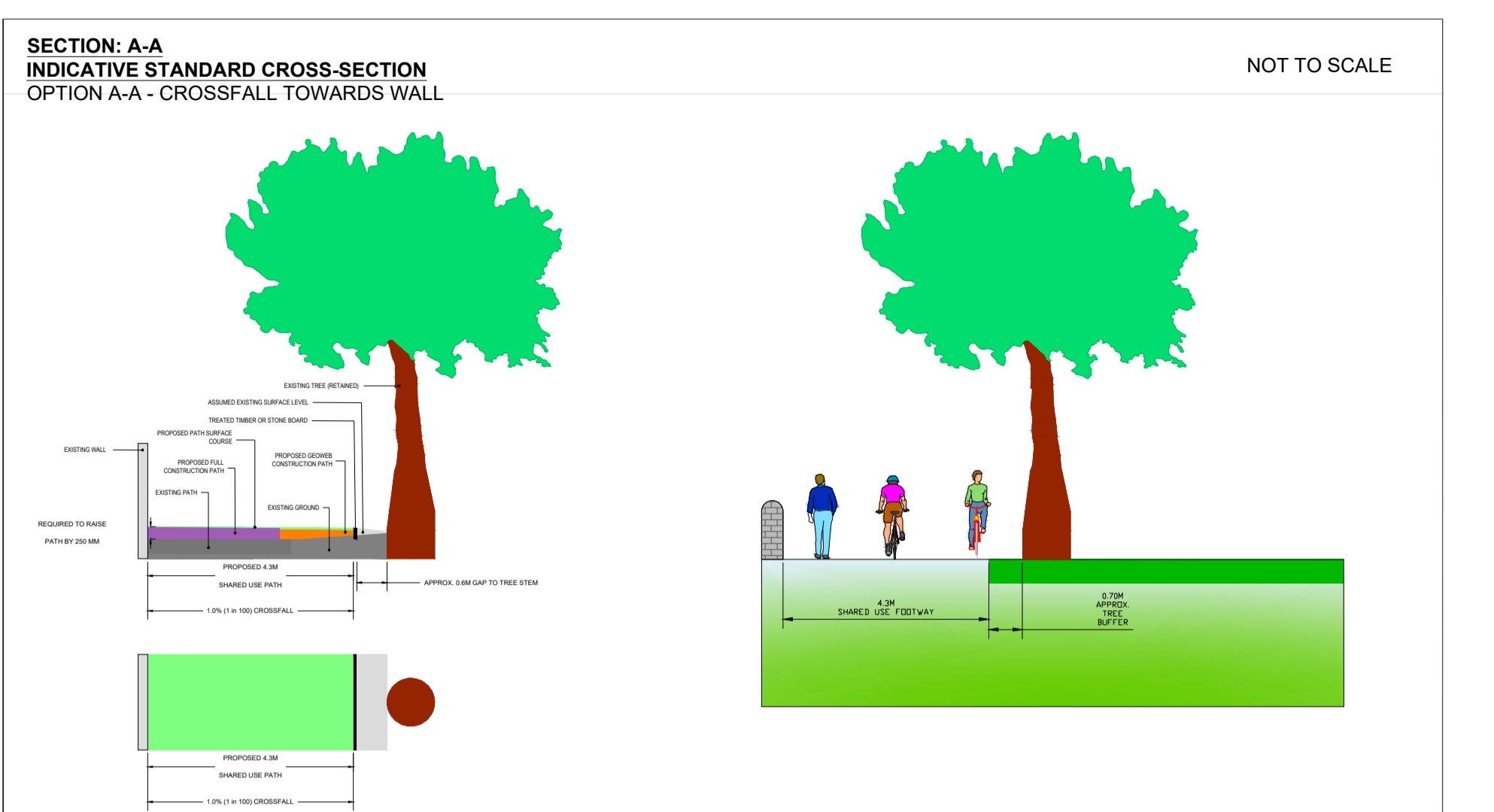
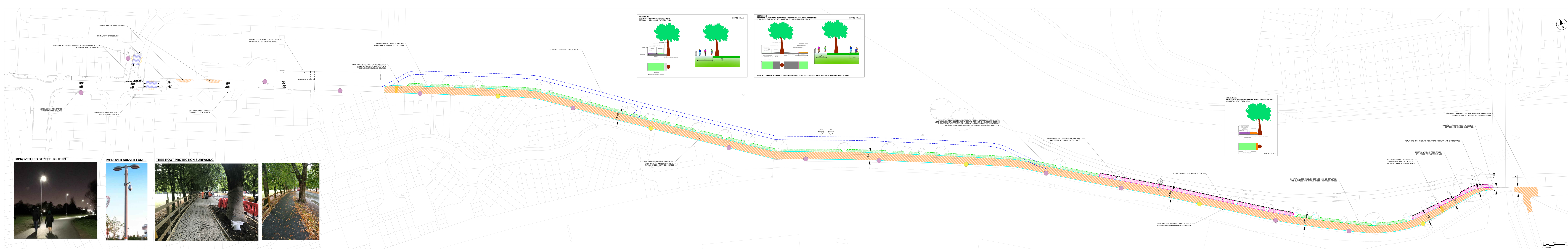
Max possible score  
Audit % score  
Pass/Fail (70% threshold)  
Any Critical Fails? (Y/N)  
Number of Critical Fails

## **Appendix B – Proposed CLoS**

### **B.1 Cycle Level of Service proposed scheme results**



## Appendix C – Feasibility Options Roll Plan



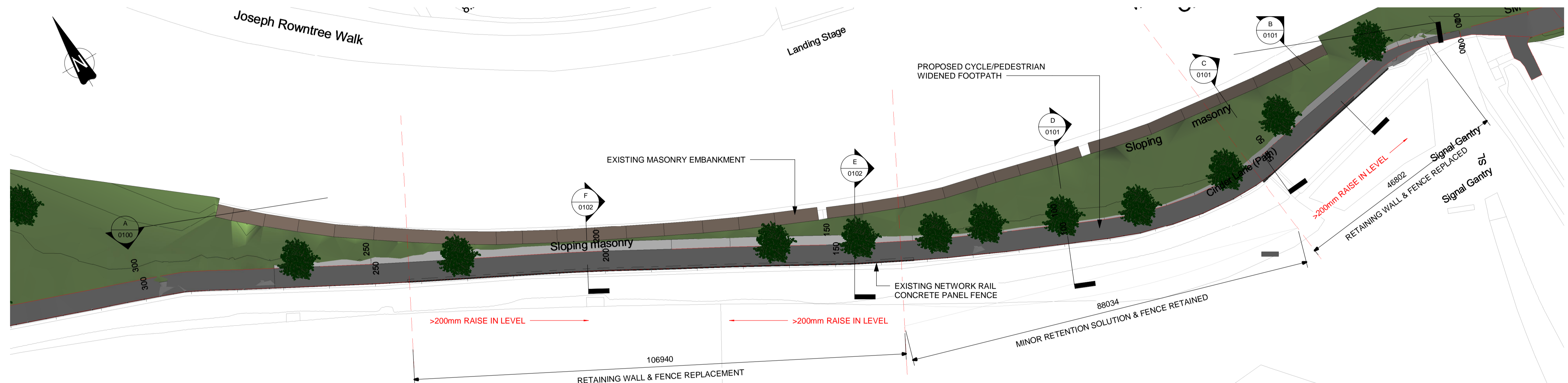
## Appendix D – Low Point Structural Proposals

**NOTES**

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- ALL LEVELS, CHAINAGES, AND COORDINATES, ARE IN METRES UNLESS NOTED OTHERWISE. ALL LEVELS ARE ABOVE ORDNANCE DATUM UNLESS NOTED OTHERWISE.



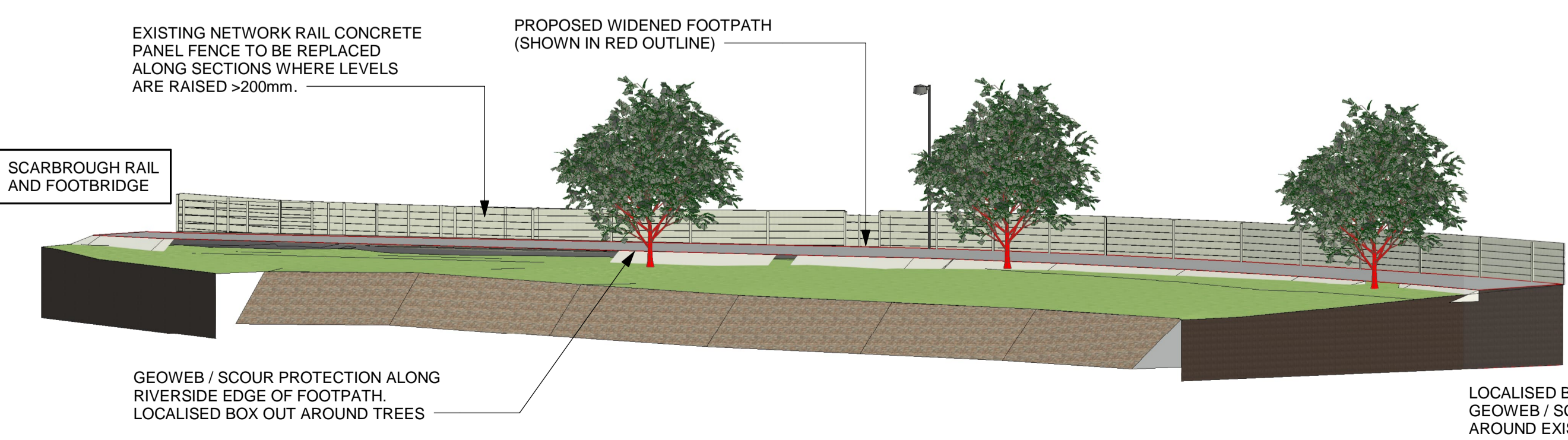
**OVERALL PLAN**  
1 : 1500



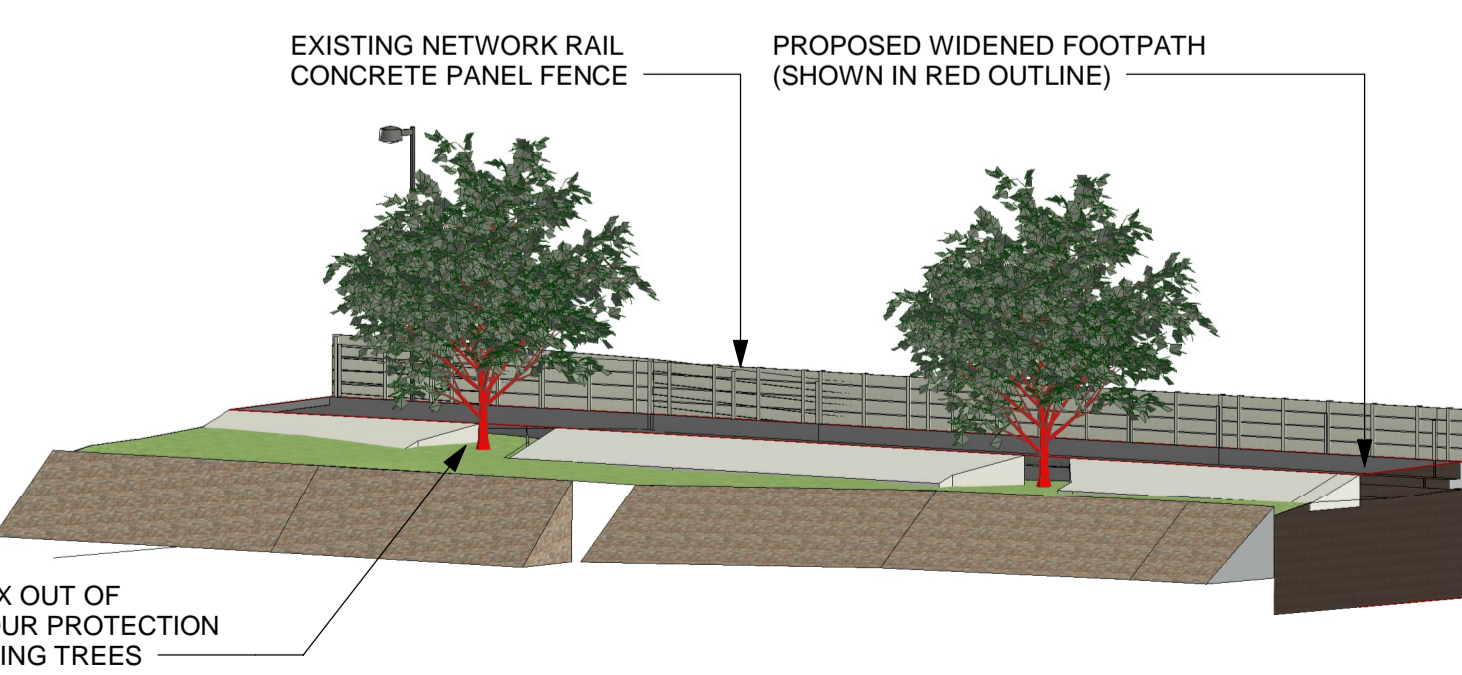
**PLAN - DETAIL 1**  
1 : 500



**ELEVATION A-A**  
1 : 500



**3D VIEW - EAST LOW SPOT**



**3D VIEW - WEST LOW SPOT**

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDS / RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:

<b>CONSTRUCTION</b>	A1. THERE ARE NO KNOWN EXCEPTIONAL RISKS
<b>MAINTENANCE / CLEANING / OPERATION</b>	B1. THERE ARE NO KNOWN EXCEPTIONAL RISKS
<b>DECOMMISSIONING / DEMOLITION</b>	C1. THERE ARE NO KNOWN EXCEPTIONAL RISKS

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR STATING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

**ISSUE/REVISION**

NO	DATE	BY	DESCRIPTION	CHK	APP
P01	17/02/23	KP	DRAFT ISSUE	PMR	PMR
I/R	DATE	BY	DESCRIPTION	CHK	APP

**SUITABILITY**

SO WORK IN PROGRESS

**CLIENT**



YORK CITY COUNCIL

**PROJECT**

**YORK RIVERSIDE PATH**

**SHEET TITLE**

YORK RIVERSIDE PATH  
LOW SPOTS  
GENERAL ARRANGEMENT

**CONSULTANT**



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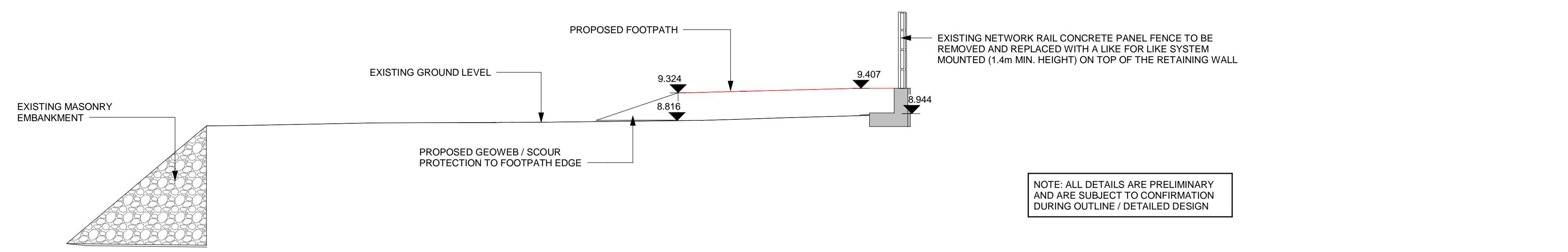
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**NOTES**

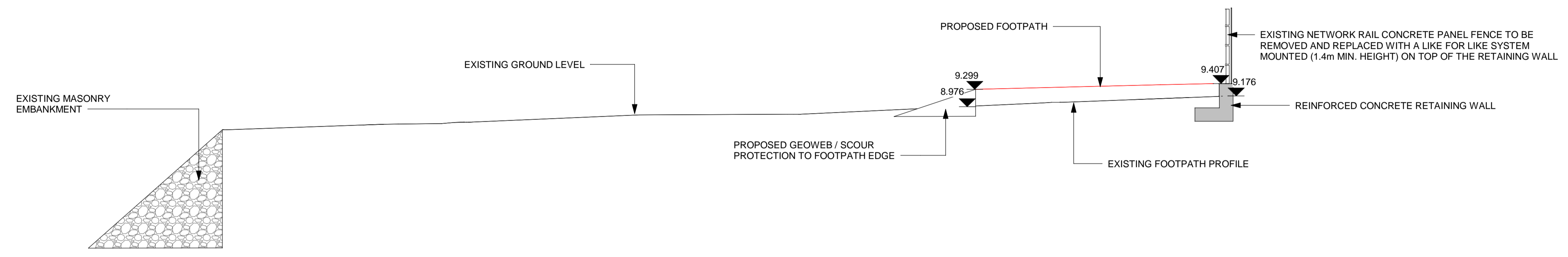
- DO NOT SCALE FROM THIS DRAWING.
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ISO A1 594mm x 841mm  
 Approved: PMR  
 Checked: PMR  
 Designer: KP

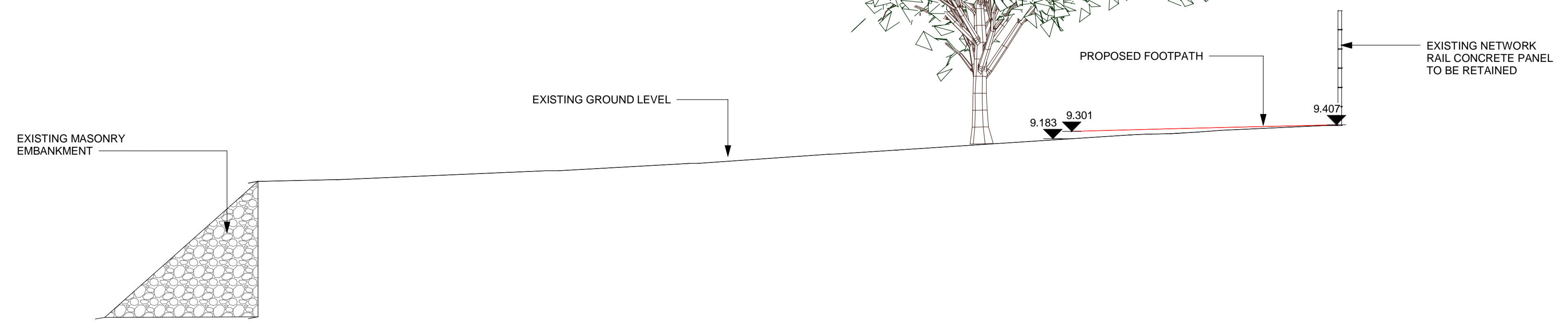
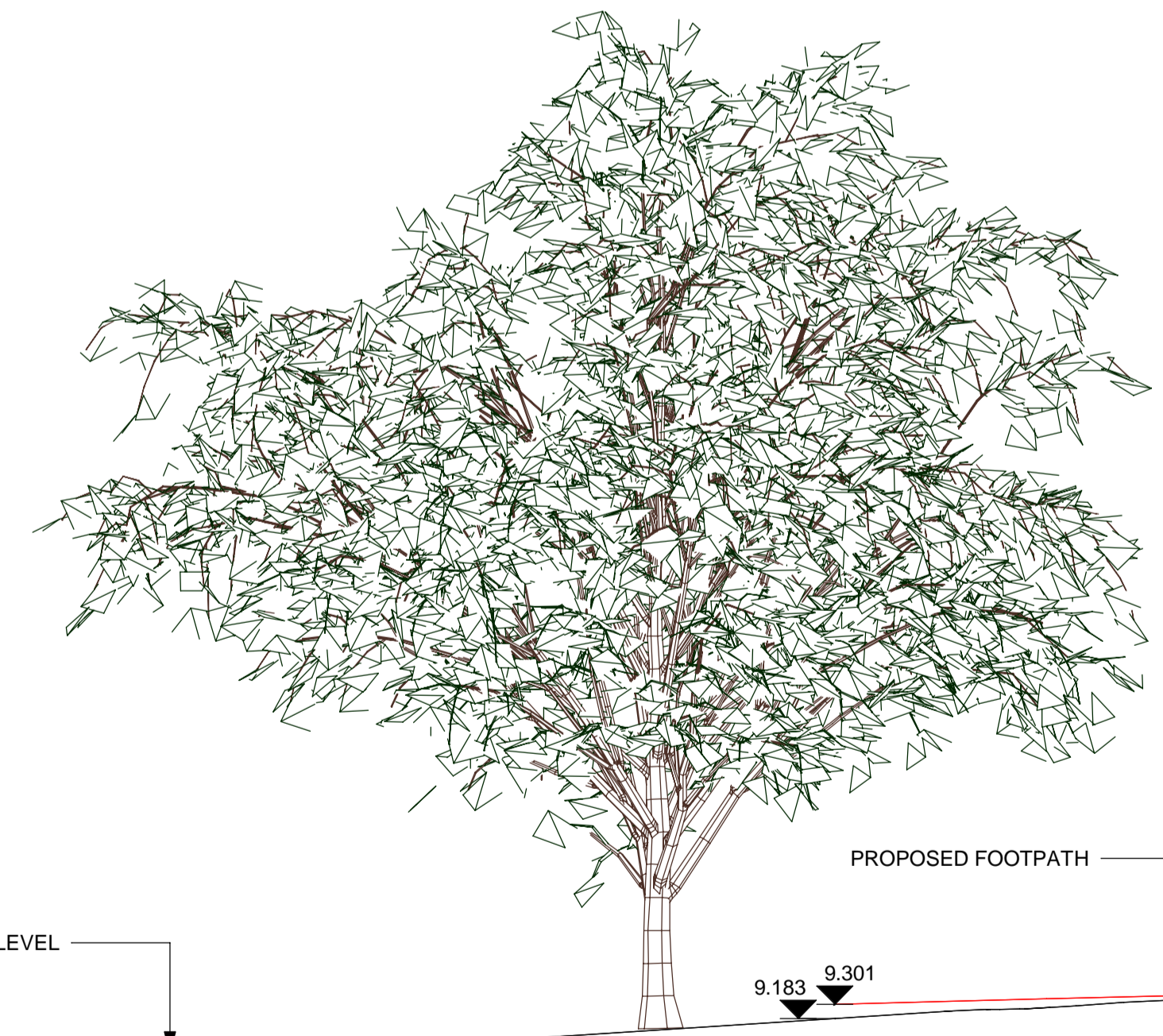


NOTE: ALL DETAILS ARE PRELIMINARY AND ARE SUBJECT TO CONFIRMATION DURING OUTLINE / DETAILED DESIGN

**SECTION B-B**  
1:50



**SECTION C-C**  
1:50



**SECTION D-D**  
1:50



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
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**ISSUE/REVISION**

I/R	DATE	BY	DESCRIPTION	CHK	APP
P01	17/02/23	KP	DRAFT ISSUE	PMR	PMR

**SUITABILITY**

SO WORK IN PROGRESS

**CLIENT**



YORK CITY COUNCIL

**PROJECT**

**YORK RIVERSIDE PATH**

**SHEET TITLE**

YORK RIVERSIDE PATH

LOW SPOTS

SECTIONS

SHEET 1 OF 2

**CONSULTANT**



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**SHEET NUMBER**

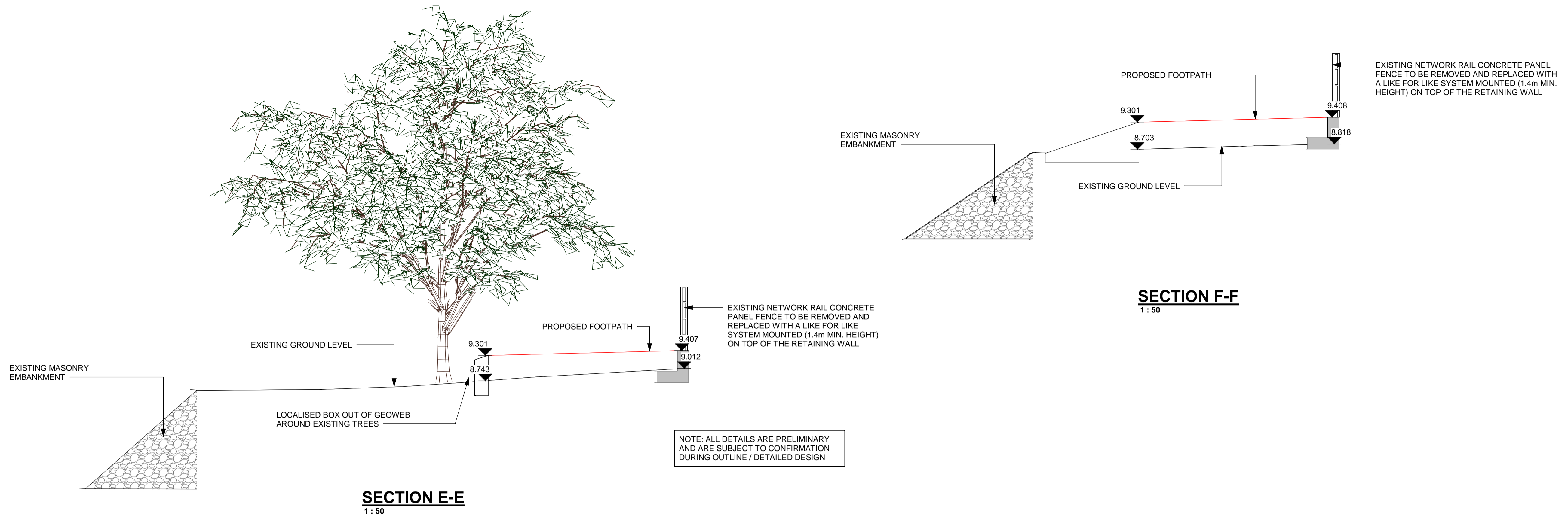
60690177-ACM-0100-ZZ-DR-CB-0101\_P01



## NOTES

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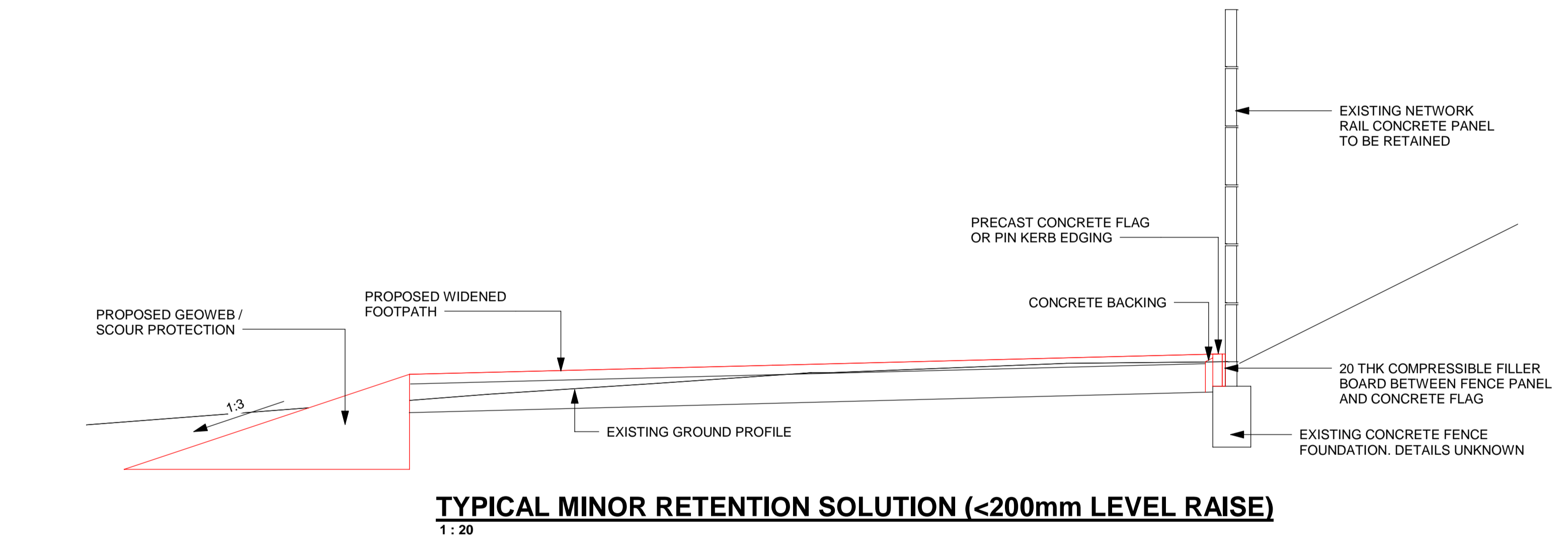
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 Designer: KP  
 Checked: PMR  
 Approved: PMR  
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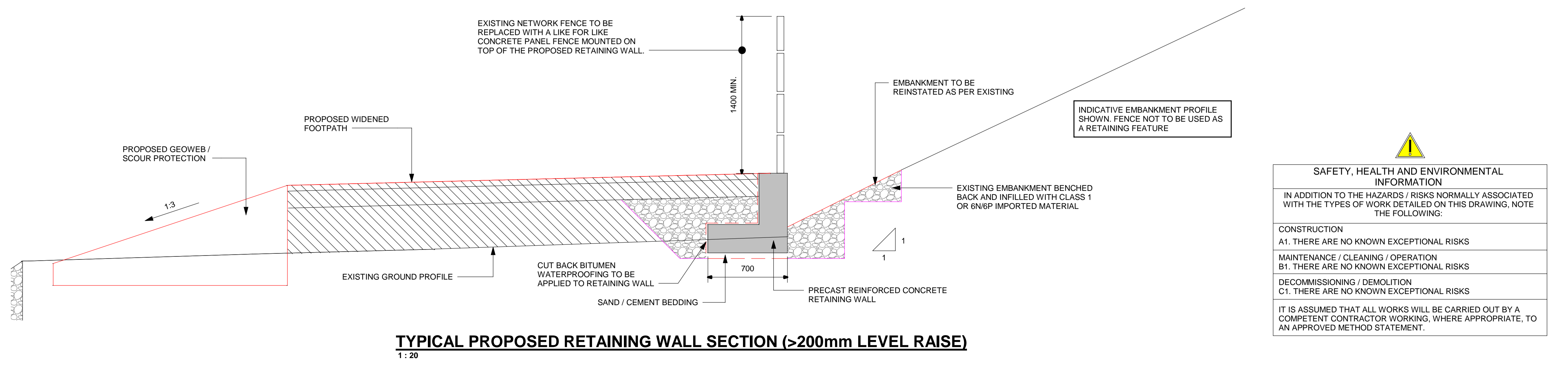
**SECTION E-E**  
1:50

**SECTION F-F**  
1:50

NOTE: ALL DETAILS ARE PRELIMINARY AND ARE SUBJECT TO CONFIRMATION DURING OUTLINE / DETAILED DESIGN



**TYPICAL MINOR RETENTION SOLUTION (<200mm LEVEL RAISE)**  
1:20



**TYPICAL PROPOSED RETAINING WALL SECTION (>200mm LEVEL RAISE)**  
1:20

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
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## ISSUE/REVISION

I/R	DATE	BY	DESCRIPTION	CHK	APP
P01	17/02/23	KP	DRAFT ISSUE	PMR	PMR

## SUITABILITY

SO WORK IN PROGRESS

## CLIENT



YORK CITY COUNCIL

## PROJECT

**YORK RIVERSIDE PATH**

## SHEET TITLE

YORK RIVERSIDE PATH

LOW SPOTS

SECTIONS

SHEET 2 OF 2

## CONSULTANT



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## SHEET NUMBER

60690177-ACM-0100-ZZ-DR-CB-0102\_P01



**City of York Council**  
**Equalities Impact Assessment**

**Who is submitting the proposal?**

<b>Directorate:</b>	Place		
<b>Service Area:</b>	Transport		
<b>Name of the proposal :</b>	Riverside Path (Jubilee Terrace to Scarborough Bridge) Upgrade		
<b>Lead officer:</b>	Tony Clarke		
<b>Date assessment completed:</b>	8/3/23		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Tony Clarke	York Central Highway Authority Lead	City of York Council	Highway Engineering

<b>1.1</b>	<b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.
	To upgrade the riverside path in response to the aspirations of the local community. Subject to approvals the upgrade would be progressed on a phased basis to align with the availability of funding. An initial decision is to be made on whether to progress the scheme in a phased manner delivering the higher priority affordable elements first (lighting and CCTV subject to detailed design). Further decisions will be taken on the detailed arrangements and progression of further elements if funding is made available.

### Step 1 – Aims and intended outcomes

<b>1.2</b>	<b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)
	Local Transport Notes e.g. LTN 1/20 for walking and cycling routes

<b>1.3</b>	<b>Who are the stakeholders and what are their interests?</b>
	<p><b>External stakeholders – Interests include User experience of the cycle/walking network.</b></p> <p>General Public (Residents and Commuters) York Cycling Campaign</p>

<b>1.4</b>	<b>What results/outcomes do we want to achieve and for whom?</b> This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	Improved facilities for pedestrians, cyclists and wheel chair users. Amendments to barriers to accommodate cycles and wheelchairs/mobility scooters, provision of benches/resting places.

## Step 2 – Gathering the information and feedback

<b>2.1</b>	<b>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</b> Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.	
	<b>Source of data/supporting evidence</b>	<b>Reason for using</b>
	Stakeholder Consultation programme progressed in December 2022 and January 2023 with hard copy and online survey and 2 in person events in St Barnabas Church. Consultation boards in West Office reception.	Survey to understand priorities for the upgrade of the path and initial response to concept options.

## Step 3 – Gaps in data and knowledge

<b>3.1</b>	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b>	
<b>Gaps in data or knowledge</b>		<b>Action to deal with this</b>
Consultation received responses from a broad range of users of the path however blind and partially sighted users may be under represented.		Direct contact with local blind and partially sighted groups

### Step 4 – Analysing the impacts or effects.

<b>4.1</b>	<b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</b> Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
<b>Equality Groups and Human Rights.</b>	<b>Key Findings/Impacts</b> <b>Further analysis of consultation needed to distinguish between characteristics</b>	<b>Positive (+)</b> <b>Negative (-)</b> <b>Neutral (0)</b>	<b>High (H)</b> <b>Medium (M)</b> <b>Low (L)</b>
<b>Age</b>	Older respondents were more supportive of a separate route than a shared route. Route layout to be confirmed. Overall proposal will increase the capacity of the route and reduce conflict between users. Separate route not possible for full length because of space available at area to be raised.	<b>Positive</b>	Medium
<b>Disability</b>	No clear differences between the overall priorities however although more disabled residents supported the provision of a wider path rather than a separate path there were some individual comments supporting the separation to minimise conflict between users.	<b>Positive</b>	Medium

<b>Gender</b>	General greater support for CCTV and improved lighting from female respondents.	<b>Positive</b>	<b>Medium</b>
<b>Gender Reassignment</b>	No reference to this characteristic was made as part of our information gathering process	<b>Neutral</b>	<b>High</b>
<b>Marriage and civil partnership</b>	No reference to this characteristic was made as part of our information gathering process	<b>Neutral</b>	<b>High</b>
<b>Pregnancy and maternity</b>	No reference to this characteristic was made as part of our information gathering process. However the need for the design to accommodate the needs of people using pushchairs was raised in the consultation.	<b>Neutral</b>	<b>High</b>
<b>Race</b>	No clear distinction of results between races.	<b>Neutral</b>	<b>High</b>
<b>Religion and belief</b>	No clear distinction of results between religion. Impact on access to St. Barnabas Church was raised by a number of respondents. The designs will need to accommodate the needs of disabled churchgoers and funeral vehicles.	<b>Neutral</b>	<b>High</b>
<b>Sexual orientation</b>	No clear distinction of results between sexual orientation.	<b>Neutral</b>	<b>High</b>
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	No reference to this characteristic was made as part of our information gathering process	<b>Neutral</b>	<b>High</b>
<b>Low income groups</b>	No reference to this characteristic was made as part of our information gathering process	<b>Neutral</b>	<b>High</b>
<b>Veterans, Armed Forces Community</b>	No reference to this characteristic was made as part of our information gathering process	<b>Neutral</b>	<b>High</b>
<b>Other</b>			

<b>Impact on human rights:</b>			
List any human rights impacted.			

**Use the following guidance to inform your responses:**

Indicate:

- Where you think that the proposal could have a **POSITIVE** impact on any of the equality groups like promoting equality and equal opportunities or improving relations within equality groups
- Where you think that the proposal could have a **NEGATIVE** impact on any of the equality groups, i.e. it could disadvantage them
- Where you think that this proposal has a **NEUTRAL** effect on any of the equality groups listed below i.e. it has no effect currently on equality groups.

It is important to remember that a proposal may be highly relevant to one aspect of equality and not relevant to another.



<p><b>High impact</b> (The proposal or process is very equality relevant)</p>	<p>There is significant potential for or evidence of adverse impact The proposal is institution wide or public facing The proposal has consequences for or affects significant numbers of people The proposal has the potential to make a significant contribution to promoting equality and the exercise of human rights.</p>
<p><b>Medium impact</b> (The proposal or process is somewhat equality relevant)</p>	<p>There is some evidence to suggest potential for or evidence of adverse impact The proposal is institution wide or across services, but mainly internal The proposal has consequences for or affects some people The proposal has the potential to make a contribution to promoting equality and the exercise of human rights</p>
<p><b>Low impact</b> (The proposal or process might be equality relevant)</p>	<p>There is little evidence to suggest that the proposal could result in adverse impact The proposal operates in a limited way The proposal has consequences for or affects few people The proposal may have the potential to contribute to promoting equality and the exercise of human rights</p>

**Step 5 - Mitigating adverse impacts and maximising positive impacts**

5.1	<p><b>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</b></p>
<p>Continue to adopt best practice guidance in the design, installation and application of cycling/walking design standards. Undertake further analysis of consultation results during the detailed design phase to address comments raised.</p>	

## Step 6 – Recommendations and conclusions of the assessment

6.1	<p><b>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</b></p>
<p>- <b>No major change to the proposal</b> – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.</p>	

- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.
- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty
- **Stop and remove the proposal** – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

**Important:** If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

Option selected	Conclusions/justification
No major change to the proposal	<p>The EIA demonstrates the proposal would generally have a positive impact for groups with protected characteristics and further design work will be undertaken to maximise the opportunities to further improve facilities to meet the comments raised during the consultation.</p> <p>The project demonstrates that suitable consideration has been taken into account with regards the concept design and its impact on those users who share a protected characteristic and does not lead to unlawful discrimination.</p>

**Step 7 – Summary of agreed actions resulting from the assessment**

<b>7.1 What action, by whom, will be undertaken as a result of the impact assessment.</b>			
<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>	<b>Timescale</b>
Additional Stakeholder Consultation	Contact to be made with specific groups such as blind and partially sighted groups to ensure designs meet their needs	Riverside Path Designer	ASAP following decision on phased approach to delivery

**Step 8 - Monitor, review and improve**

<b>8. 1</b>	<b>How will the impact of your proposal be monitored and improved upon going forward?</b> Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?
-------------	---

	<p>Further engagement will be needed during the preparation of a planning application. The results of the original consultation will be reviewed during the detailed design stage with further engagement progressed where needed.</p>
--	--

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# ATF4 Capital Funding Proforma - Scheme level

## Introduction

Q1. What is the name of your transport authority?

York Unitary Authority

## Overview of scheme

Q2. What type of scheme are you seeking funding for?

Development

Q3. Please provide the scheme name

Please use the same name as stated in the programme level survey

Wheldrake / Heslington Path

Q4. Please provide the scheme priority number

Please use the same priority number as stated in the programme level survey

7

Q5. Please select the capital scheme type from the list below. If a scheme encompasses more than one intervention type, please select all that apply.

New junction treatment

New shared use (walking & cycling) facilities

Improvements to make an existing walking/wheeling/cycle route safer

## Scheme cost

Q7. How much ATF4 funding are you requesting to deliver this scheme in the 22/23 financial year

50000

## Scheme location

Q8. Please upload a file(s) of where the scheme will be implemented.

Please use the Active Travel Infrastructure Programme (ATIP) to create an image of where the scheme will be implemented. Refer to the guidance document for further details on how to use ATIP (see 'scheme description and location'). Upload .txt files only.

You can access ATIP using the following link: <http://atip.uk>

- File: York\_Wheldrake to Heslington Path.txt

## Scheme outputs

Q10. Please provide details of the anticipated outputs for each scheme. Please ensure you are inputting the relevant units, as outlined in brackets. If the scheme type or output is not applicable, please leave blank.

<b>New segregated cycling facility (miles)</b>	-
<b>New segregated cycling facility (number of junctions treated)</b>	-
<b>New junction treatment (number of junctions treated)</b>	-
<b>New permanent footway (miles)</b>	-
<b>New shared use (walking, wheeling &amp; cycling) facilities (miles)</b>	1. 8
<b>Improvements to make an existing walking/cycle route safer (miles)</b>	4. 4
<b>Improvements to make an existing walking/cycle route safer (number of junctions treated)</b>	1
<b>Area-wide traffic management (including by TROs (both permanent and experimental)) (size of area)</b>	-
<b>Bus priority measures that also enable active travel (e.g. bus gates) (miles of road improved)</b>	-
<b>Provision of secure cycle parking facilities (number of parking spaces)</b>	-
<b>New road crossings (number of new crossings)</b>	-
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (miles)</b>	-
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (number of car parking spaces removed)</b>	-
<b>School streets (number)</b>	-

## Scheme timeline

Q12. What is the current status of this scheme?

Development



Q13. Please provide an estimated date for each of the key project milestones below (or confirmed date if the scheme has already passed a stage).

Note that all construction schemes are expected to have funding committed by 31 March 2024.

<b>Completion of consultation</b>	16/10/2023
<b>Completion of feasibility design</b>	14/08/2023
<b>Completion of detailed design</b>	16/01/2024
<b>Submission for consideration at design review gate</b>	31/01/2024
<b>Start of scheme construction</b>	29/04/2024
<b>Completion of scheme construction</b>	31/05/2024
<b>Date scheme opens for public use</b>	07/06/2024
<b>Completion of monitoring and evaluation activities</b>	09/09/2024

## Scheme Value for Money

Q16. Please upload scheme AMAT(s) below.

- File: York; Wheldrake Heslington; 7; Uplifts Tool.xlsx

## Scheme Value for Money

Q17. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)

Please answer in a brief, bullet point format where possible

Note: For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For schemes not using AMAT, please provide details of the cost effectiveness of the intervention using the accompanying value for money guidance alongside justification. Please also set out any other supporting information using local evidence or the alternative tools outlined in section 1.6 of the accompanying value for money guidance.

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. The two access roads linking Heslington to the city centre, A19 Selby Road and Elvington lane, are high speed and narrow. This scheme 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 using existing permissive routes and stretches of new off-road routes.

The scheme's Value for Money has been assessed using a Cost Effectiveness calculation, as outlined in the accompanying ATF4 VfM guidance (Annex B):

It is estimated that the scheme will cost £1,000,000 to implement. Land purchase costs are estimated at £90k based on a completed land survey report. Because this is a rural route, the complexity is thought to be lower than an urban route of similar length. It is reiterated that the total cost in £ figure is not the result of completed feasibility work.

The proposed cycle route is 6.27 miles in length and extends across three LSOAs (York 023B, 023C, and 020D). Therefore, there is potential for a significant number of beneficiaries. The Census 2011 gives an estimate of the number of commuters in the LSOAs:

LSOA Cyclist baseline	Walking baseline
York 023B 87 276	
York 023C 27 42	
York 020D 13 43	

Therefore, the number of beneficiaries is estimated as up to 488 per day.

The multiplier was calculated in line with assumptions suggested in Annex B.

$$\text{Cost Effectiveness} = 1000000 / (488 \times (253 \times 40 \times 2)) = 0.10124$$

## Scheme Value for Money

Q18. How many walking, wheeling, or cycling trips are currently undertaken per day in the area where the scheme will be implemented?

**Trips per day** 0

**Time period** -

Q19. How many additional walking, wheeling, or cycling trips will this scheme generate per day?

**Additional trips per day** 23

**Time period** -

## End of submission

Q20. You are about to submit your response. Please confirm you are happy to submit.

Yes



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**Decision Session – Executive Member for  
Transport****21 March 2023**

Report of the Director of Transport, Environment and Planning

**Hospital Fields Road Active Travel Scheme****Summary**

1. In February 2022, The Executive Member of Transport approved the proposed Hospital Fields Road project outline as part of the Active Travel Programme, refer to Annex K.
2. A further report was taken to Executive in November 2022 (refer to Background Paper 1), which approved the prioritisation of phase 1 projects within the Active Travel Programme, this included Hospital Fields Road.
3. The objective for the Hospital Fields Road scheme is to 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.
4. Four preliminary designs have been prepared to deliver segregated cycle facilities on Hospital Fields Road between the Millennium Bridge - New Walk (off-road path) and Fulford Road / Barracks off-road path to University of York).
5. A public consultation took place between November and December 2022.
6. This Executive report summarises the findings received in the public consultation period. An analysis of the public consultation has been undertaken.
7. This report proposes options for delivery of the scheme and requests a decision to confirm which proposal will be delivered.

## Recommendations

9. The Executive Member is asked to:

- a. Select a preliminary scheme to proceed to detailed design stage and construction of the scheme as detailed within this report, and in line with the preliminary designs included within the Annex taking into consideration the reduction of the footpath width, introduction of parking restriction and the impact the scheme has on protected characteristics identified in the Equalities Impact Assessment.

Reason: To deliver the schemes aims and objectives within the available budget.

- b. Approve the advertisement of amendments to the Traffic Regulation Order (TRO) to extend 'No Waiting at any time' restrictions to cover both sides of Hospital Fields Road for the full length.
- c. Delegate authority to Director of Environment, Transport and Planning to approve Detailed Design of the scheme selected by The Executive Member for Transport.

Reason: This will provide the necessary approval to advertise proposal to remove parking and follow the Statutory Consultation TRO process. Any objections received to the Statutory Consultation to be reported back to Executive Member for Transport Decision Session.

## Background

10. The Active Travel Programme consists of 24 no. 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.
11. In February 2022, the Executive Member of Transport approved the Hospital Fields Road project outline, refer to Annex K.
12. A further report was taken to Executive in November 2022. The report provided a summary of the Active Travel Programme and prioritised projects for delivery.

13. The Hospital Fields Road project outline is to 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.
14. Hospital Fields Road forms an important part of the East-West cycle route and currently has minimal facilities for cyclists. The introduction of segregated cycle facilities will fill a key gap on this important strategic route which links the University of York to the Millennium Bridge.
15. The scheme meets the York Council priorities of “getting around sustainably” and “provide a greener and cleaner city”.
16. The Hospital Fields Road scheme is capital funded by City of York Council.
17. The 4 no. proposed preliminary drawings are as follows:
18. Design 1 – Light segregation eastbound / On-street westbound (Annex A)
19. Design 2 – Kerbed segregation eastbound / On-street westbound (Annex B)
20. Design 3 – Stepped cycle eastbound / On-street westbound (Annex C)
21. Design 4 – Footway level demarcated cycle lane eastbound / On-street westbound (Annex D)

## **Consultation**

22. The consultation period was available between 17<sup>th</sup> November and 19<sup>th</sup> December 2022, open to all wanting to share their views on the proposals.
23. The online questionnaire received 210 no. responses from residents and local businesses.
24. A copy of the questionnaire can be found in Annex E, with a copy of the responses in Annex F.
25. A total of three responses were received via the active travel email. The York Cycle campaign and the York Civic Trust Transport Advisory Group provided comments, which can be found in Annex G and Annex H.

26. The type of cycling segregation that was included within the public consultation were the following:

- Light Segregation
- Kerbed Segregation
- Stepped Segregation
- Footway level demarcated cycle track

27. During the public consultation process the technical design drawings provided in Annex A to D were not distributed. The consultation focused on obtaining feedback on the different types of cycle segregation. This is because all 4 designs are very similar and not readily digestible by the general public. The consultation therefore focussed on the type of segregation preferred by users, and on the other related issues, such as parking provision.

## **Demographic**

28. 77% of the respondent's cycle on Hospital Fields Road, with 45% respondents walking, and 36% drive on Hospital Fields Road.

29. The feedback responses indicate that multiple modes of transportation are used, with a significant portion coming from those who cycle.

## **Scheme Preference**

30. Respondents were asked which type of cycling infrastructure they preferred and to score from 1 (most support) to 4 (least support). (Q20, Annex F)

31. The survey results indicate that light segregation received the most support with 38.5%, while kerbed segregation received 37% support.

32. The data suggests that there is a close level of support for both light segregation and kerbed segregation.

33. According to the survey results, 43.2% of respondents believed that light segregation would have a positive impact on safety and usability, while 54.55% believed that kerbed segregation would have a positive impact on safety and usability.

## **Key Themes**

34. From the survey results, there were certain common themes expressed within the comments.

35. The key themes raised within the public consultation are:

- Loss of Parking
- Reallocation of Funds
- Belief that the scheme is not required
- Loss of Road Space
- Footpath width
- Cycle lane width
- Lack of protection
- No provision to improve Junction
- Support scheme

### **Loss of Parking**

36. The public consultation on the Hospital Fields Road scheme yielded a range of opinions in regards to parking, both in favour and against the change. Some comments expressed concern about the displacement of parking spaces.

37. The removal of parking is a necessary requirement to enable the provision of segregated cycle infrastructure, which is the primary objective of the scheme as detailed within the project outline (Annex K).

38. On street parking is proposed to be removed to allow carriageway space to be relocated. The results from the public consultation indicate 31% did not support the removal of parking spaces, whilst 29% supported the removal of the parking spaces.

39. This illustrates that there is a difference of opinion on the removal of parking spaces.

40. It is to be noted that all preliminary designs require the removal of parking to deliver the scheme objectives.

41. The introduction of 'No Waiting at any time' restrictions will be subject to a separate consultation based on the traffic regulation order (TRO) process.

42. This report seeks authority to advertise amendments to existing Traffic Regulation Orders.
43. The Principal Designer acknowledged that in areas of constrained width parking and other kerbside activity are problematic to cyclists for the following reasons:
44. Buffer width – There is a requirement to provide a minimum buffer width between parking and segregated cycle facilities.
45. Conflict with on-coming vehicles - Parking narrows the effective width of the carriageway creating requirement to 'give and take' for manoeuvring vehicles.
46. The Principal Designer comments support the requirement of for the introduction of 'No Waiting at any time' restrictions to improve the active facilities on Hospital Fields Road.

### **Reallocation of Funds**

47. The Hospital Fields Road scheme was prioritised in the November 2022 Executive meeting (Background Paper 1). As a result, the possibility of redirecting funds to other projects within the active travel programme this has already been taken into consideration. Please refer to the aforementioned report for full detailed reasoning behind the scheme prioritisation.

### **Scheme not required**

48. Based on the public consultation, there were numerous comments made that the current conditions for cyclists are safe and there is no need for this scheme.
49. A review of the existing Hospital Fields Road was undertaken based on the Local Transport Note 1/20 Cycling Level of Service assessment. The assessment found the existing road does not meet the criteria and fails to meet the 70% pass threshold.
50. The existing layout does not provide any form of cycle facilities with cyclists sharing the carriageway with motor vehicle traffic. As a result of existing issues, detailed in Appendix I, the existing layout scored 56%, resulting in a fail, and importantly, a critical fail.



51. The critical fail is due to the existing carriageway lane widths, in which cyclists are required to cycle on carriageway in lanes within the critical range of between 3.2m and 3.9m.
52. Hospital Fields Road forms an important part of the East-West cycle route. It is part of a bigger cycle movement and therefore improving this section will aid in improving active travel on this strategic route that links the University of York to the Millennium Bridge.
53. The scheme meets the York Council key priorities in getting around sustainably and provide a greener and cleaner city.

### **Loss of Road Space**

54. There were several comments which expressed concerns regarding the reduction of space for other road users.
55. The reason for reducing space for other road users is to provide space to construct the segregated cycle facilities, which is an objective of the project.
56. According to 2020 Automatic Traffic Count data, 11% of traffic flow is made up of High Goods Vehicles (HGV). The high proportion of HGVs is due to access to industrial units on Hospital Fields Road. The Principal Designer recommends it is necessary to maintain a carriageway width that is adequate for HGV movements.
57. The Principal Designer has recommended a lane width of 3 metres in either direction to allow for two HGVs to pass without the need for "give and take" manoeuvres, based on guidance from the Manual for Streets.
58. Based on this design constraint of providing a 3 metre carriageway, this has restricted what can be constructed within the available space. Therefore this has resulted in a reduction of space for other users.

### **Footpath width**

59. A few comments in the public consultation raised concerns at the reduction of the footpath. As discussed previously, the reduction of space for other users is required to construct the segregated cycle facilities, which is an objective of the project (Annex K). Due to the physical

constraints of the site and design constraints it is necessary to reduce the footpath width to accommodate the scheme.

60. The Principal Designer attempted to maximise the width of the northern footpath, given the limitations of the site and the aspirations of creating a segregated cycle infrastructure.
61. It is acknowledged that the width of the northern footpath within the preliminary scheme designs falls below the recommended 2 metres as stated within the Department for Transport (DfT) Inclusive Mobility guidance.
62. Footway typical widths and pinch point widths for each proposal are provided below:

<b>Option</b>	<b>Northern – Typical</b>	<b>Northern – Pinch Point</b>
Design 1	1.7m	1.5m
Design 2	1.6m	1.4m
Design 3	1.8m	1.7m
Design 4	1.7m	1.5m

63. It is recognised that reducing the width of the footway on the northern side is not a desirable outcome. However, due to the need to maintain a 6m carriageway (due to HGV traffic flows), the only way of achieving segregated cycle infrastructure in an eastbound direction is to reduce the footway width.
64. The DfT allows for a minimum width of 1.5 m if the recommended width of 2m is not feasible due to physical constraints. A 1.5m is deemed acceptable as this should enable a wheelchair user and a walker to pass each other according to DfT Inclusive Mobility guidance.

### **Cycle lane width**

65. A few comments made were in reference to the width of the cycle track in all of the cycle infrastructure options consulted on. A common concern that was raised was that due to width of the track this may prevent the ability to overtake slower cyclists.
66. The design that will be progressed to Detailed Design stage will be part of a Road Safety Audit. Any safety concerns will be addressed by the Principal Designer.

67. As per the design constraints stated previously carriageway space is limited. To increase the cycle width, this would create further reduction in other facilities for road users.

### **Lack of protection**

68. A common theme that was made within the public consultation was a lack of protection provided in the westbound direction.

69. Several comments in the public consultation noted that the westbound lane for cyclists will be less comfortable due to the narrowing of the carriageway, as cyclists will have to share a narrower roadway than before.

70. The carriageway cross-section is circa ~ 11.3 m. To provide facilities in both directions would reduce the footpath to below minimum widths.

71. An eastbound cycle track was preferred by the Principal Designer as this provides a better continuity to and from both the shared footway of 'New Walk' to the west and into the advanced stop line (ASL) at the Fulford Road junction to the east.

72. There are multiple accesses and 2 no. side roads along the northern kerb line in the eastbound direction. As such, a cycle track in an eastbound direction gives priority and improves safety at potential conflict points along the northern kerb line.

### **No provision to improve Junction**

73. It was noted in the public consultation there is no provision offered to improve the junction of Fulford Road.

74. The project outline approved in the February 2022 Executive Decision, excluded changes to the existing traffic signal junction at Fulford junction / Hospital Fields Road / The Barracks.

75. Therefore to address any safety concerns at this junction is outside of the project scope.

### **Support Scheme**

76. There were comments received in support of the options being proposed. A copy of the comments can be found in Annex F.

## Responses from York Cycle Campaign

77. The response received from York Civic Trust Transport Advisory Group can be found in Annex G.
78. The observations of York Cycle Campaign align with the key themes highlighted in the public consultation.
79. In the response received by York Cycle Campaign, the following observation was made: *“Hospital Fields Road is a 20 mph road with limited levels of traffic not being a through-route. Reference to figure 4.1 of LTN 1/20 indicates that the combination should likely be acceptable as mixed traffic or mandatory/advisory lanes.”*
80. The existing posted speed limit along Hospital Fields Road is 20mph. It is noted that speed data obtained by the Principal Designer during COVID-19 where there was limited kerbside parking, recorded 85<sup>th</sup> percentile speeds of 28 mph eastbound / 26 mph westbound.
81. York Cycle Campaign made observations that the cycling infrastructure could lead to waiting/parking vehicles abusing the cycleway for parking/loading for deliveries to the residential units or units within the industrial estate that are existing and proposed along the route, as it will be easy for drivers to mount the kerb to park off the main carriageway.

## Responses from York Civic Trust

82. The response received from York Civic Trust Transport Advisory Group can be found in Annex H.
83. The observations of York Civic Trust align with the key themes highlighted in the public consultation.
84. The York Civic Trust preferred Footway level demarcated cycle track.

## Housing Delivery Programme

85. The City of York Council has granted planning permission for a housing development site that is currently proposed.
86. It has been recognised by Officers that both projects must ensure compatibility with one another, and Officers will work towards achieving this goal.

87. The officers will maintain communication with the Housing Development team throughout the Detailed Design phase to ensure that both schemes adhere to the necessary requirements.

### Proposed Preliminary Designs

88. Four no. Preliminary designs have been proposed based on the type of cycling segregation that was consulted on during the public consultation.

89. Design 1 proposes the construction of a light, segregated cycle lane heading eastbound on Hospital Fields Road heading towards Fulford Road, with on-street cycling heading westbound to the River Ouse. The lane would be on the same level as the road surface and feature light physical segregation to separate cars and cyclists for added protection.

90. Design 2 proposes the construction of a kerbed segregation cycle lane eastbound on Hospital Fields Road and on-street cycle lane heading westbound. The cycle lane would be at the same level as the carriageway with a kerb to physically separate cyclists and vehicles for added protection.

91. Design 3 proposes a stepped cycle lane heading eastbound with on-street cycling heading westbound on Hospital Fields Road. This option separates all road users by having the cycle lane, the road and pavement at different levels.

92. Design 4 proposes a demarcated cycle lane eastbound on the same level as the footway, with on-street cycling heading westbound. The footway and cycle track will be separated by a small kerb.

### Analysis

93. This below table presents an appraisal of the advantages and disadvantages of each design proposed.

	<b>Pros</b>	<b>Cons</b>
Design 1 – Light segregation eastbound / On-street westbound	<ul style="list-style-type: none"> <li>• Most cost effective solution.</li> <li>• Offers segregated protection to cyclists</li> </ul>	<ul style="list-style-type: none"> <li>• This option reduces the northern pavement width to an average of 1.7m, with a 1.5m.</li> </ul>

	<b>Pros</b>	<b>Cons</b>
	<ul style="list-style-type: none"> <li>• Cycle lane on road, so it directly aligns with Hospital Field Road for eastbound cyclists</li> <li>• The type of infrastructure included in Design 1 received support from public consultation</li> </ul>	<ul style="list-style-type: none"> <li>• Lowest Cycle of Level Service (CLoS) audit score (78% )</li> <li>• Does not offer the same level of segregated protection other designs</li> </ul>
Design 2 - Kerbed segregation eastbound / On-street westbound	<ul style="list-style-type: none"> <li>• Offers physical protection for cyclists travelling eastbound</li> <li>• Established form of cycle track segregation that is widely used around the UK</li> <li>• Creates a continuous link along the entire north side of Hospital Fields Road from New Walk path to Fulford Road junction.</li> <li>• Offers pedestrian priority.</li> <li>• Uses 'Dutch kerbs' to slow vehicles turning in/out of access roads</li> <li>• High Cycle of Level Service (CLoS) audit score</li> <li>• The type of infrastructure included in Design 1 received support from public consultation</li> </ul>	<ul style="list-style-type: none"> <li>• Northern footway averages 1.6 m in width, with a 1.4 m pinch point which falls below the DfT minimum width of 1.5m.</li> <li>• Cycle track average of 1.5m wide.</li> </ul>
Design 3 - Stepped cycle	<ul style="list-style-type: none"> <li>• Space efficient solution</li> </ul>	<ul style="list-style-type: none"> <li>• No physical boundary stopping vehicles pulling onto the cycle way, which</li> </ul>

	<b>Pros</b>	<b>Cons</b>
eastbound / On-street westbound	<ul style="list-style-type: none"> <li>• Retains 1.8m footway width on north side with a 1.7m pinch point.</li> <li>• Offers widest cycle track that is an average of 1.6m</li> <li>• Creates a continuous link on north side of Hospital Fields Road from New</li> <li>• Footpath to Fulford Road junction and offers pedestrian priority.</li> <li>• Uses 'Dutch kerbs' to slow vehicles turning in/out of access roads</li> <li>• High Cycle of Level Service (CLoS) audit score</li> </ul>	<p>can result in parking or driving violations</p> <ul style="list-style-type: none"> <li>• This design has increased design complexities, which increase the risk of delays and cost increases</li> </ul>
Design 4 - Footway level demarcated cycle lane eastbound / On-street westbound	<ul style="list-style-type: none"> <li>• Creates continuous link on north side of Hospital Fields Road from New Walk path to Fulford Road junction</li> <li>• Offers pedestrian priority.</li> <li>• Uses 'Dutch kerbs' to slow vehicles turning in/out of access roads</li> <li>• High Cycle of Level Service (CLoS) audit score</li> </ul>	<ul style="list-style-type: none"> <li>• Narrow cycle track average of 1.5m wide</li> <li>• Northern footway average is 1.7m, with a 1.5m pinch point.</li> <li>• This option proposes for pedestrian / cyclists to be on the same level, potential to create conflicts between road users</li> </ul>

## Cost Appraisal

94. A high level cost estimate of the proposed design have been prepared.

<b>Designs</b>	<b>Indicative estimated costs*</b>
Design 1 - Light segregation eastbound / On-street westbound	£ 305,432
Design 2 - Kerbed segregation eastbound / On-street westbound	£ 405,454
Design 3 - Stepped cycle eastbound / On-street westbound	£ 482,241
Design 4 - Footway level demarcated cycle lane eastbound / On-street westbound	£ 446,949

95. \* The above scheme costs include scheme design and development, preliminaries (construction, utilities, and temporary traffic management) and a 25% risk contingency.

96. It is to be noted these costs are based on the best information available at the time and does not include inflation. The costs will be revised and more accurate cost estimates will be developed during the Detailed Design stage.

97. Design 1 provides the most cost effective solution that meets the requirements of the scheme objectives, with Design 3 being the most expensive solution.

98. The cost of the proposed designs are within the budget available for the project.

### **Local Transport Assessment**

99. A Cycle Level of Service Assessment (CLOS) detailed within the Local Transport Note 1/20 guidance was undertaken of the proposed options.

100. A scheme with 70% score is deemed to meet guidance. The existing scenario was assessed based on the scoring criteria within the guidance. The existing scenario scored 56% which is deemed a fail as it did not meet the threshold and a critical fail. The critical fail is due to the existing



carriageway lane widths, in which cyclists are required to cycle on carriageway in lanes within the critical range of between 3.2m and 3.9m.

<b>Option</b>	<b>Cycle Level of Service (CloS) Audit Score</b>
Existing Layout	56% - FAIL
Design 1 - Light segregation eastbound / On-street westbound	78% - PASS
Design 2 - Kerbed segregation eastbound / On-street westbound	82% - PASS
Design 3 - Stepped cycle eastbound / On-street westbound	82% - PASS
Design 4 - Footway level demarcated cycle lane eastbound / On-street westbound	82% - PASS

101. A copy of the CLOS assessment can be found in Annex I.

102. It is to be noted there was little difference in the scoring assessment of the Cycling Level of Service.

103. Design 1 scored higher on 1 no. criteria within the directness criteria's of the CLOS assessment, whereas Designs 2 to 4, scored higher for 2 no. criteria's within the safety criteria's.

## **Options**

104. Option 1 – Approve the recommendation to proceed with one of the proposed preliminary schemes options to detailed design and construction of the scheme, as described within this report, and in line with the preliminary scheme drawings shown in the Annex for the Hospital Fields Road scheme.

105. Option 2 – Do not approve the progress of the scheme to detailed design and construction.

## **Analysis**

### **Option 1**

106. There is sufficient budget with the capital programme to deliver a scheme. Analysis of the proposed preliminary scheme are detailed within the section above.

### **Option 2**

107. This option represents a decision to not approve the scheme to progress to detailed design and on the ground implementation.

108. This option will result in not delivering the improvements to the east-west cycle route as outlined in the project initiation documentation.

## **Council Plan**

109. The Proposed scheme will encourage active travel.

110. Undertaking the scheme contributes to meeting a key outcome 'Getting around sustainably' key of the Council Plan.

111. The scheme meets the key priorities of the Council Plan in providing a greener and cleaner city.

## **Implications**

- **Financial**

114. The estimated costs of the recommended and alternative options outlined within the report are all within the allocated capital budget for this scheme.

- **Human Resources (HR)**

112. There are no HR implications

- **Equalities**

113. The Council needs to take into account the Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other

prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions).

114. An Equalities Impact Assessment has been carried out and is annexed to this report at Annex J.

115. As identified in this report, the Council has taken into account guidance, legislation and policy in producing the options for consideration in particular:

- a. Inclusive Mobility guidance 2021 (Department for Transport)
- b. Local Transport Note 1/20 Cycling Level of Service assessment
- c. Manual for Streets 2007 (Department for Transport and Ministry for Communities, Housing and Local Government)

116. In this report Officers have identified that there are considerations to be made in respect of users of the footway, cyclists and HGVs. There is a balance to be struck in considering the needs of these various stakeholders. The Council will need to demonstrate why a particular option has been chosen and that it is not an unreasonable decision for the Council to take when all factors are considered. The Local Transport Plan sets out a 'Hierarchy of Transport Users' which should also be referred to.

- **Legal**

117. The proposals would require an amendment to the relevant Traffic Regulation Order. The provisions of the Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 would apply.

118. The statutory consultation process for Traffic Regulation Orders requires public advertisement, which is formally notified to key stakeholders including local Ward Members, Town and Parish Councils, Police and other affected parties. It is a statutory requirement for the Council, as Highway Authority, to consider any formal objections received within the statutory advertisement period of 21 days.

119. The Council has discretion to amend its original proposals if considered desirable, whether or not in the light of any objections or comments received, as a result of such statutory consultation. If any objections

received are accepted and/or it is decided to substantially modify the original proposals, then those affected by the proposed modifications must be consulted further.

120. Any public works contracts required to implement the Hospital Fields Road project must be commissioned in accordance with a robust procurement strategy that complies with the Council's Contract Procedure Rules and (where applicable) the Public Contract Regulations 2015. Advice should be sought from both the Procurement and Legal Services Teams where appropriate.

- **Crime and Disorder**

121. There are no Crime and Disorder implications.

- **Information Technology (IT)**

122. There are no Information Technology implications.

- **Property**

123. There are no implications.

- **Other**

- **Highway Implications**

124. Constructing the Hospital Fields Road scheme will cause a level of disruption on the adopted highway, with an associated level of delay and disruption to pedestrians and vehicular traffic. Such works will be scheduled and planned to minimise this disruption, and sufficient information and notice will be given to affected parties.

125. If implemented, the enforcement of the 'No Waiting at any time' restrictions will fall to the Civil Enforcement Officers necessitating an extra area onto their work load.

- **Risk Management**

126. Projects within the Active Travel Programme are managed in line with the Corporate Risk Management Strategy. This involves action by assigned Project Managers to identify, manage, and mitigate specific risks to delivery.

**Contact Details**

**Author:**

**Shoaib Mahmood  
Project Manager  
Transport**

**Chief Officer Responsible for the report:**

**James Gilchrist  
Director of Transport, Environment and  
Planning**

**Report**  **Date** [Insert Date]  
**Approved**

**Specialist Implications Officer(s)** List information for all

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Legal Manager  
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**Wards Affected:** Fishergate Ward

**All**

**For further information please contact the author of the report**

**Background Papers:**

Background Paper 1 -

November 2022 Executive Decision -

<https://democracy.york.gov.uk/ieListDocuments.aspx?CId=733&MIId=13292&Ver=4> (Item 49)

**Annexes**

Annex A – Proposed Preliminary Design 1

Annex B – Proposed Preliminary Design 2

Annex C – Proposed Preliminary Design 3

Annex D – Proposed Preliminary Design 4

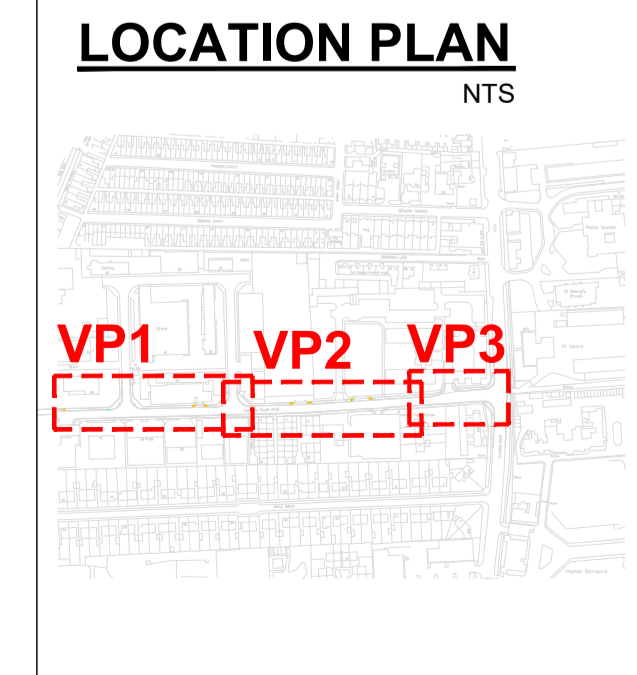
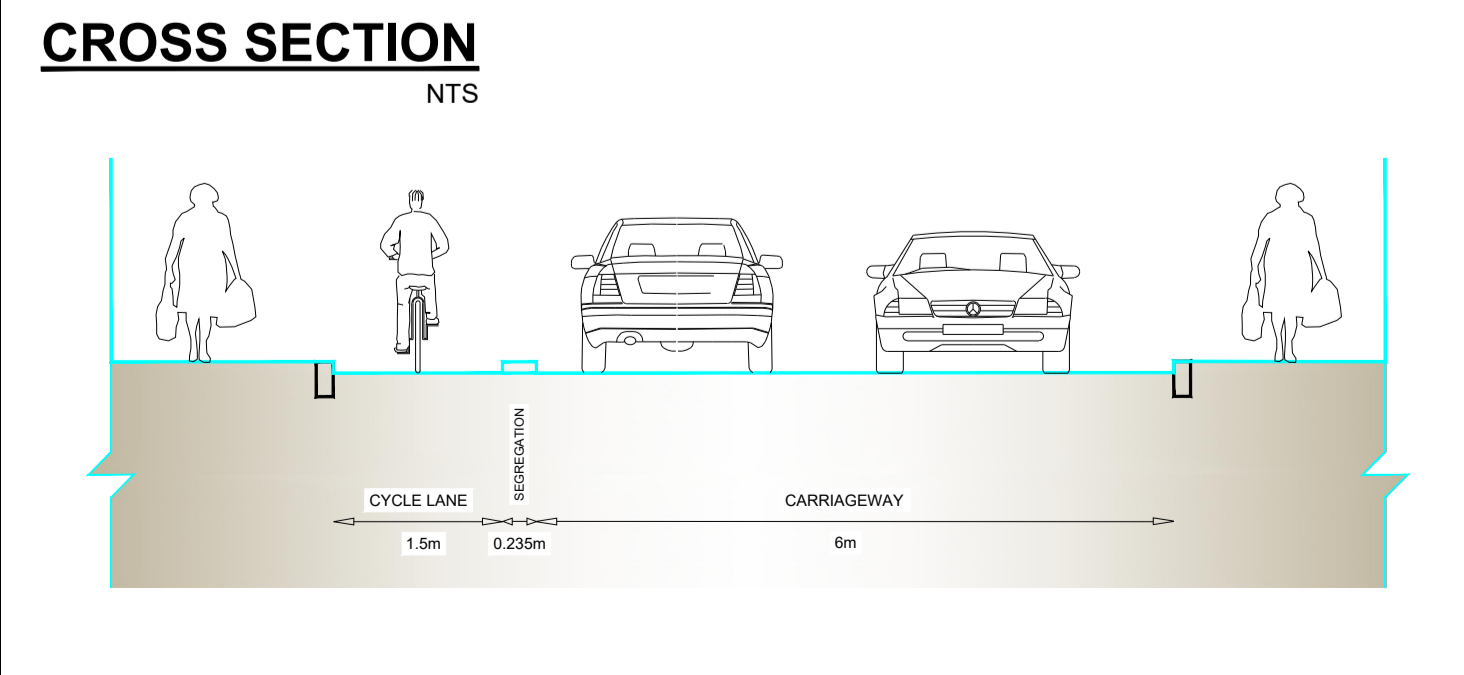
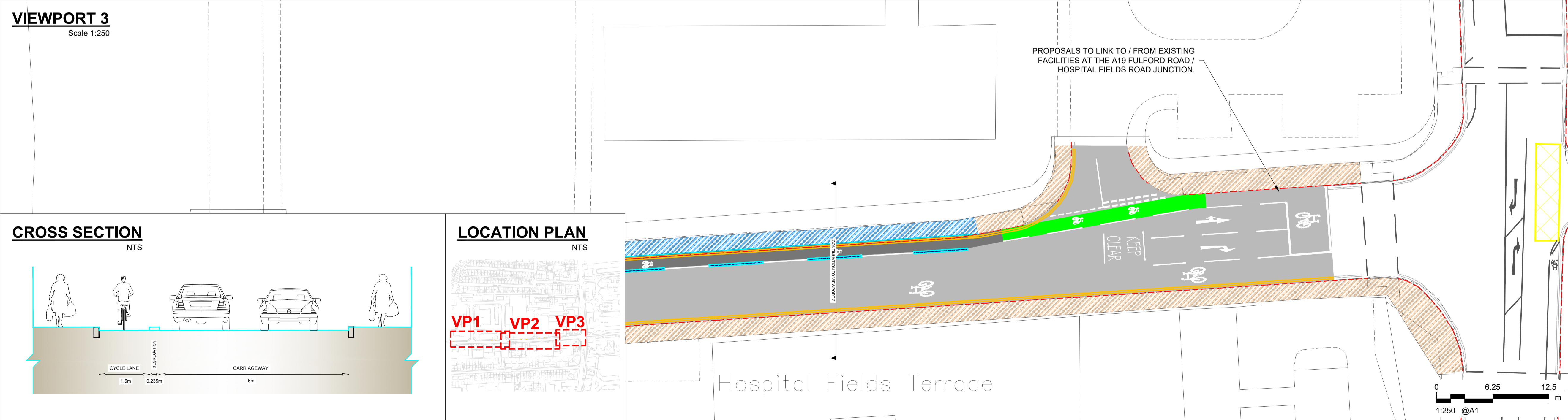
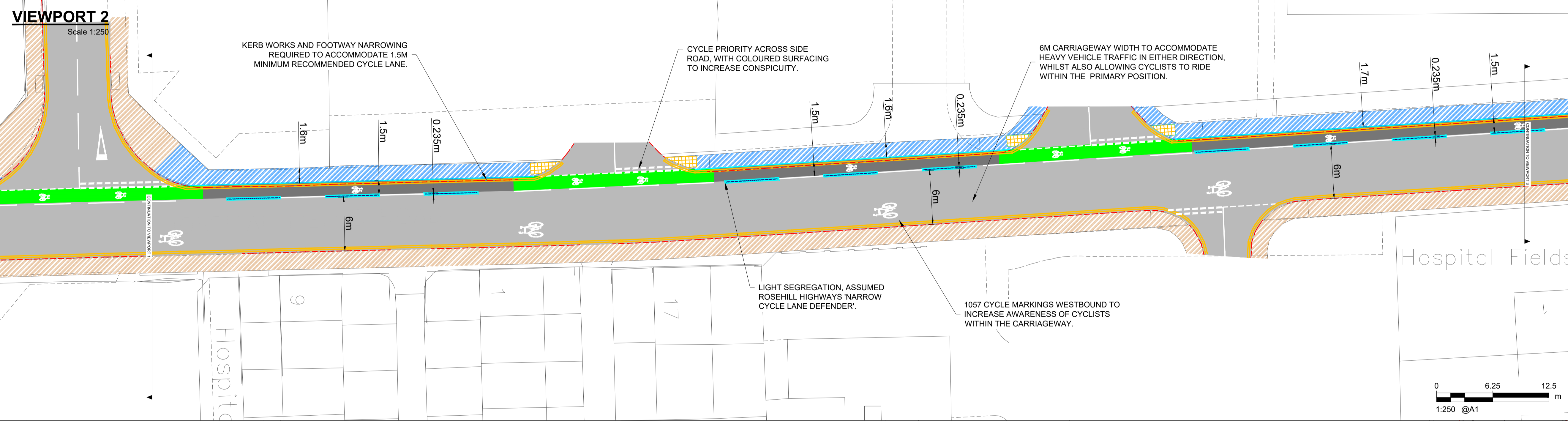
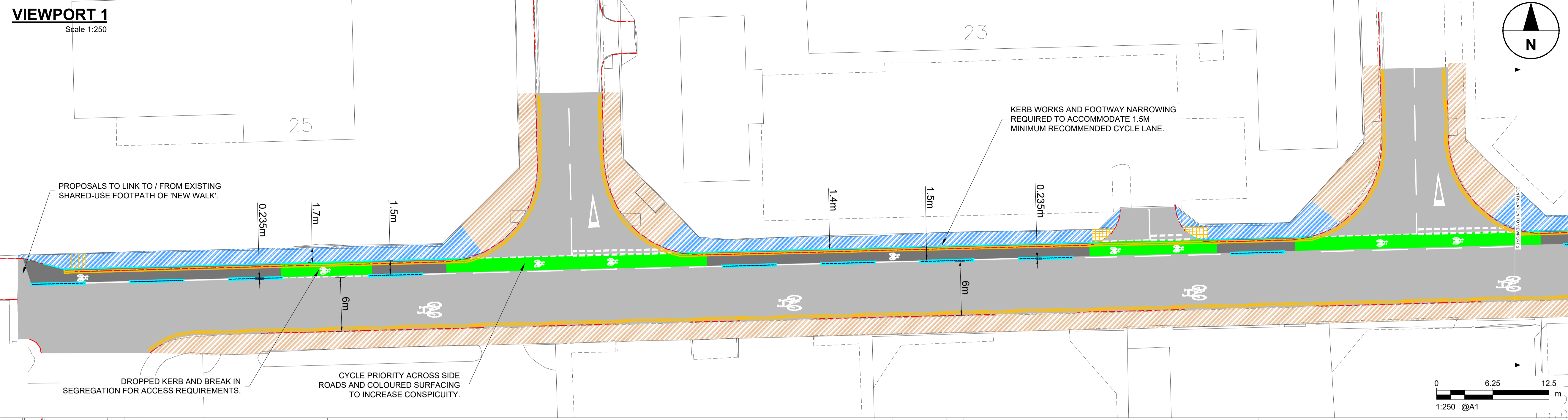
Annex E – Public Consultation Questionnaire

Annex F – Public Consultation Feedback  
Annex G – York Cycle Campaign Representation  
Annex H – York Civic Trust Representation  
Annex I – LTN 1/20 Cycling Level of Service Assessment  
Annex J - Equalities Impact Assessment  
Annex K – Hospital Fields Road Project Outline

### **List of Abbreviations Used in this Report**

CYC	–	City of York Council
DfT	–	Department for Transport
ATP	–	Active Travel Programme
ATF	–	Active Travel Fund
LTN	–	Local Transport Note
CLoS	–	Cycling Level of Service

ISO A1 594mm x 841mm  
 Drawn: OG  
 Approved: NB  
 Checked: LO  
 Designer: OG  
 Project Management Initials: P01  
 Revision:



# AECOM

**PROJECT**  
 CYC CB109  
 Hospital Fields Road  
 Active Travel

**CLIENT**  
 CITY OF YORK COUNCIL

**CONSULTANT**  
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 1st and 5th Floor  
 City Walk  
 Leeds, LS11 9AR  
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 www.aecom.com

- NOTES**
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
  - DRAWINGS BASED ON TOPOGRAPHICAL SURVEY INFORMATION SUPPLIED BY CYC.
  - ROAD MARKINGS AND TRAFFIC SIGN LOCATIONS ARE INDICATIVE AT PRELIMINARY DESIGN STAGE AND WILL BE REVIEWED AT DETAIL DESIGN.
  - ROAD MARKINGS AND TRAFFIC SIGNS WILL BE DESIGNED IN ACCORDANCE WITH TSRGD 2016, ITS SUBSEQUENT AMMENDMENTS AND TSM GUIDANCE.
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- PROPOSED LIGHT SEGREGATION
- PROPOSED CYCLE TRACK / RESURFACING
- PROPOSED FOOTWAY NARROWING
- PROPOSED TACTILE PAVING
- PROPOSED DOUBLE YELLOW MARKINGS
- PROPOSED COLOURED SURFACING
- EXISTING KERBLINE
- EXISTING FOOTWAY
- EXISTING CARRIAGEWAY

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P01	26/09/2022	PRELIMINARY DESIGN ISSUE
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**ISSUE PURPOSE / SUITABILITY**  
 PRELIMINARY DESIGN ISSUE

**KEY PLAN**

**PROJECT NUMBER**  
 60683421

**SHEET TITLE**  
 HOSPITAL FIELDS ROAD  
 OPTION 1  
 LIGHT SEGREGATION

**SHEET NUMBER**  
 60683421-ACM-000-ZZ-DR-TR-0001

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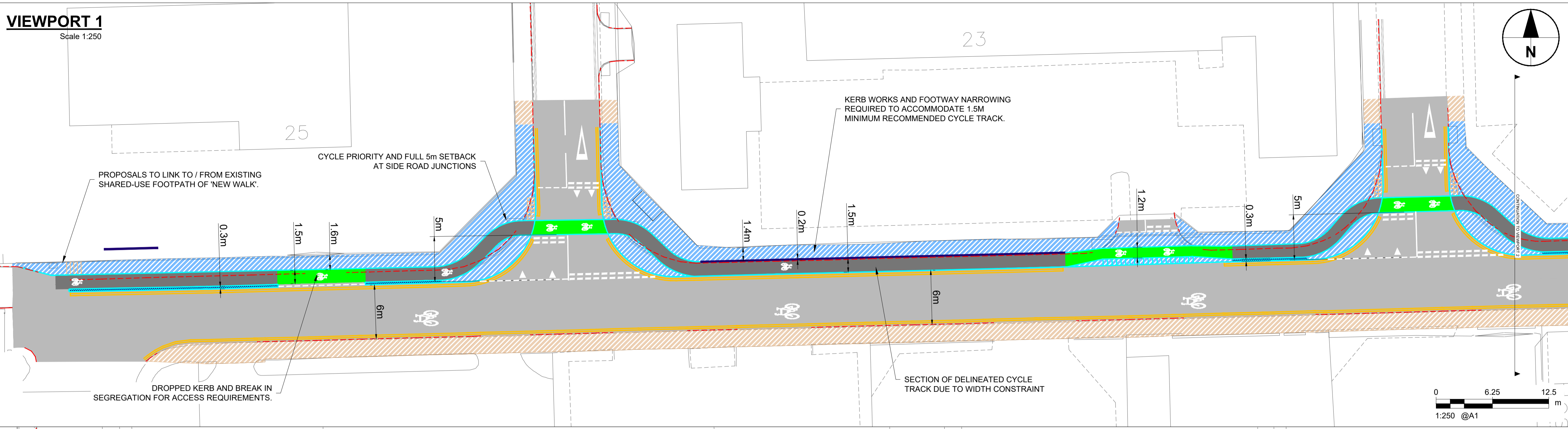
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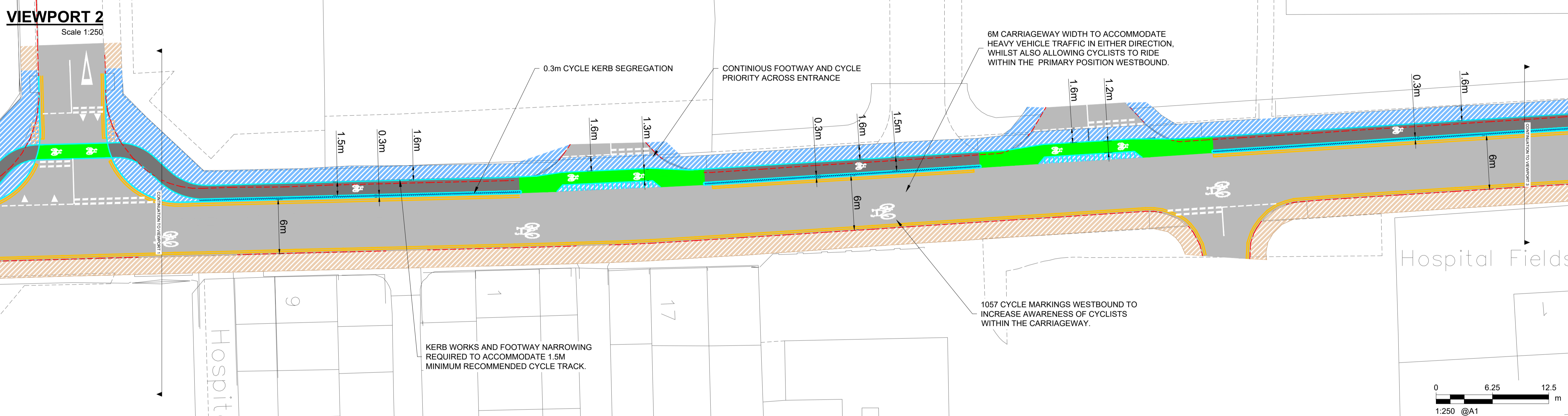
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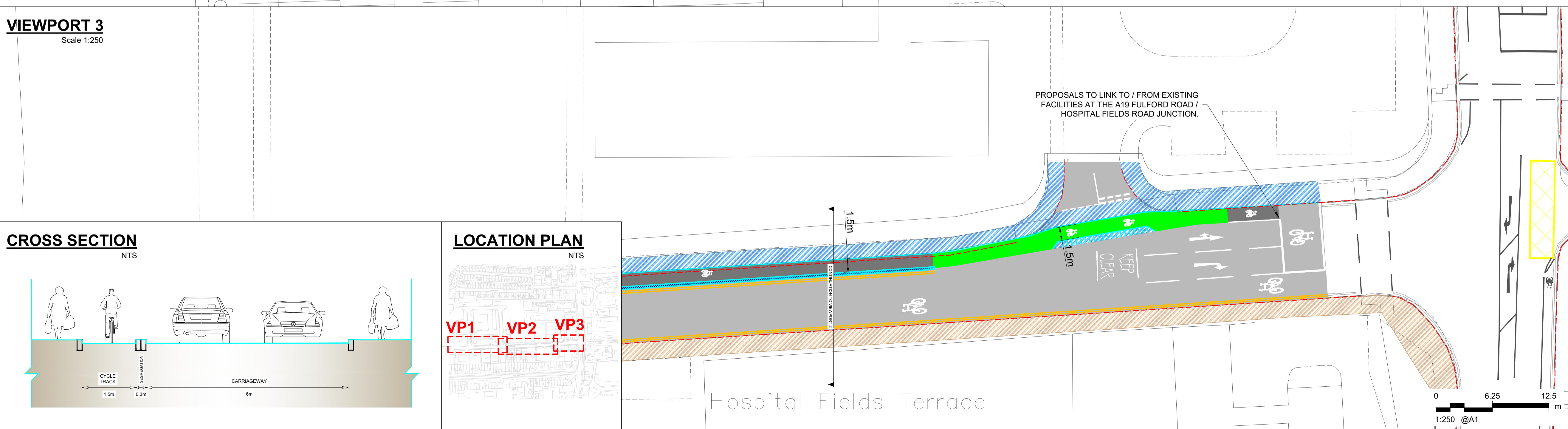
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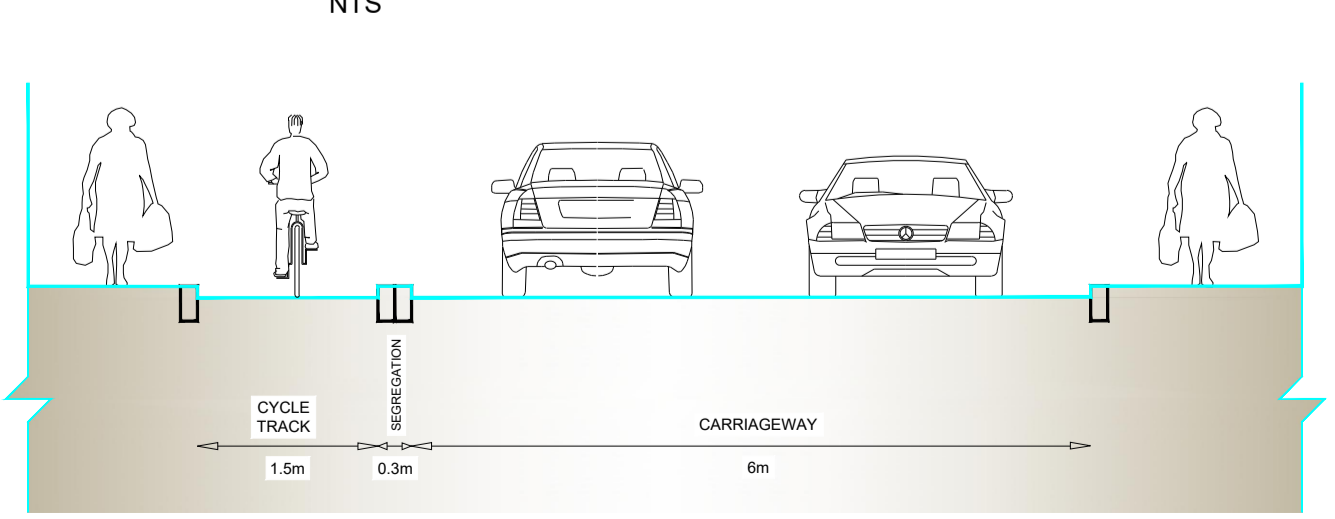
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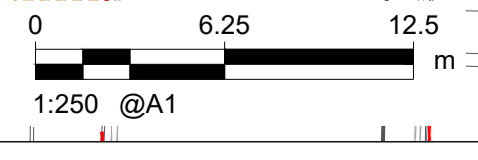
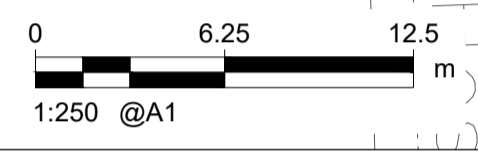
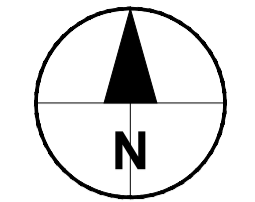
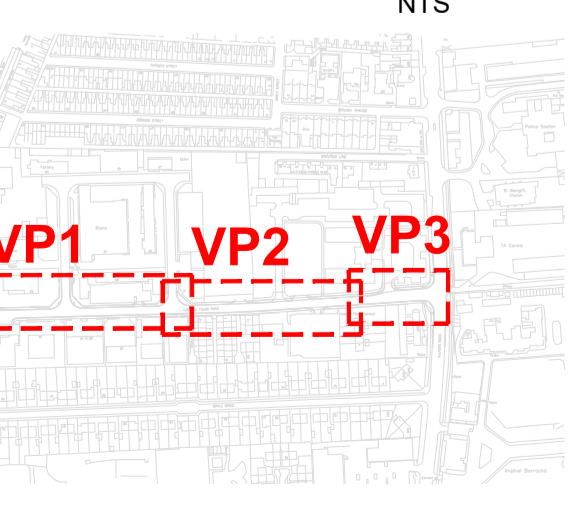
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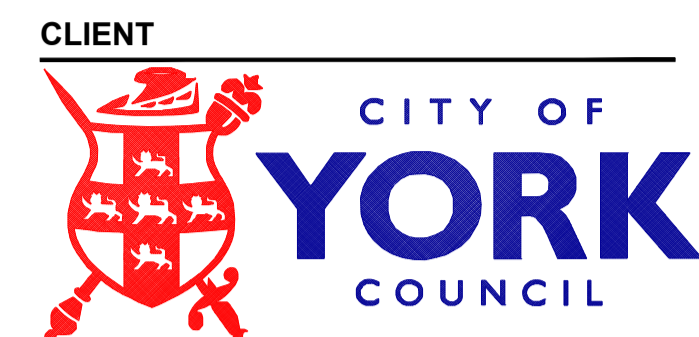
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**LOCATION PLAN**  
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**PROJECT**  
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Hospital Fields Road  
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PRELIMINARY DESIGN ISSUE

**KEY PLAN**

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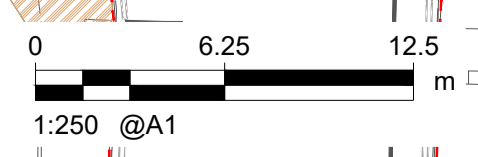
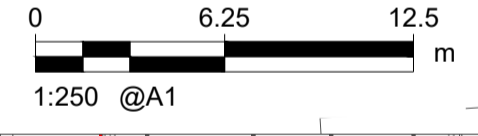
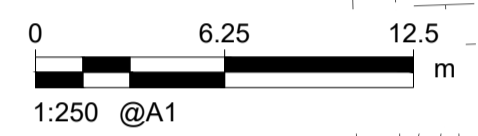
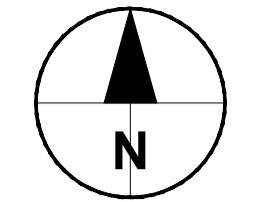
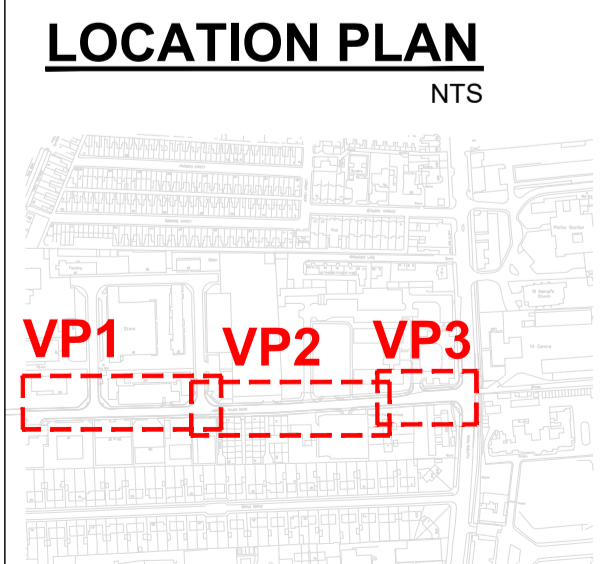
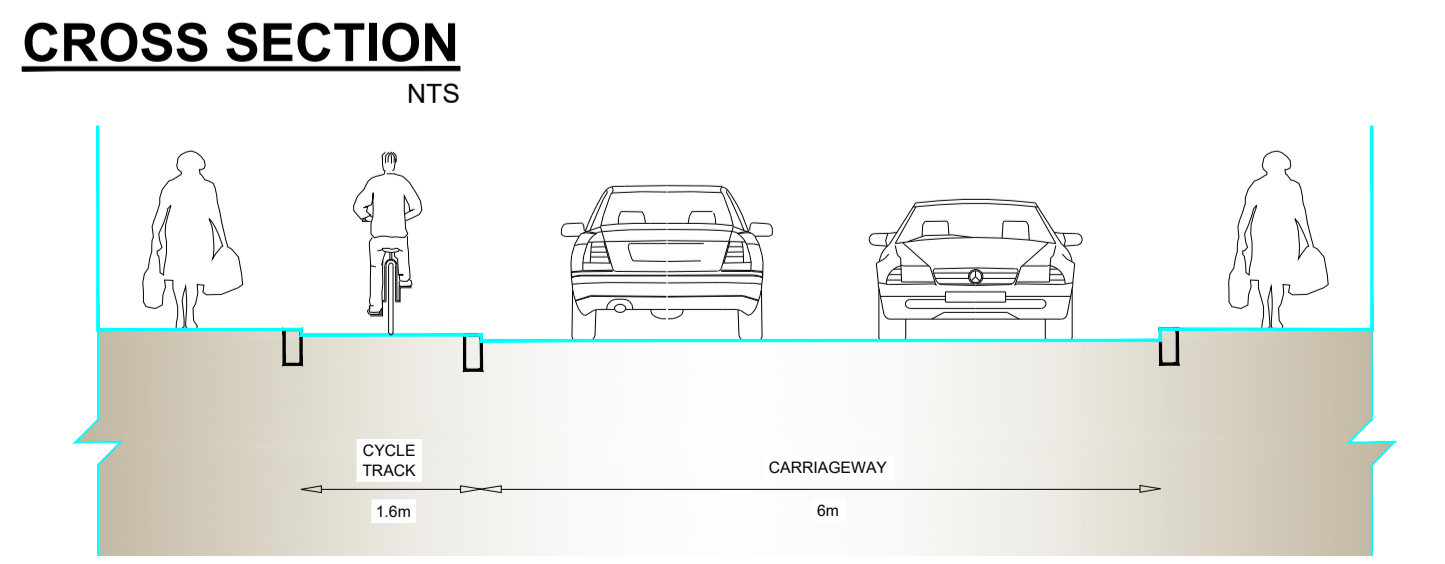
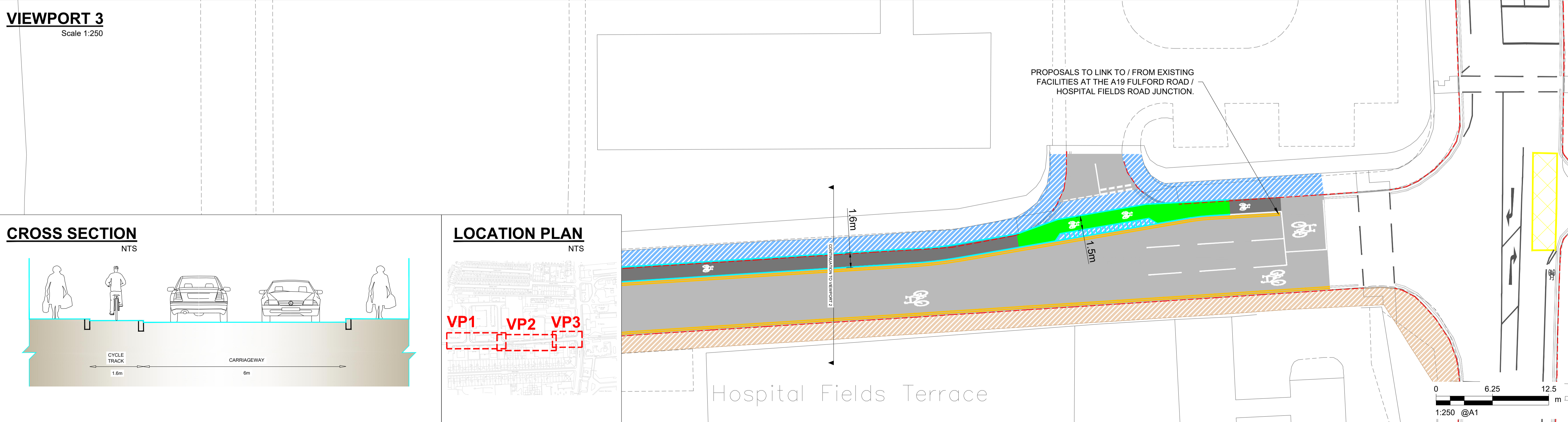
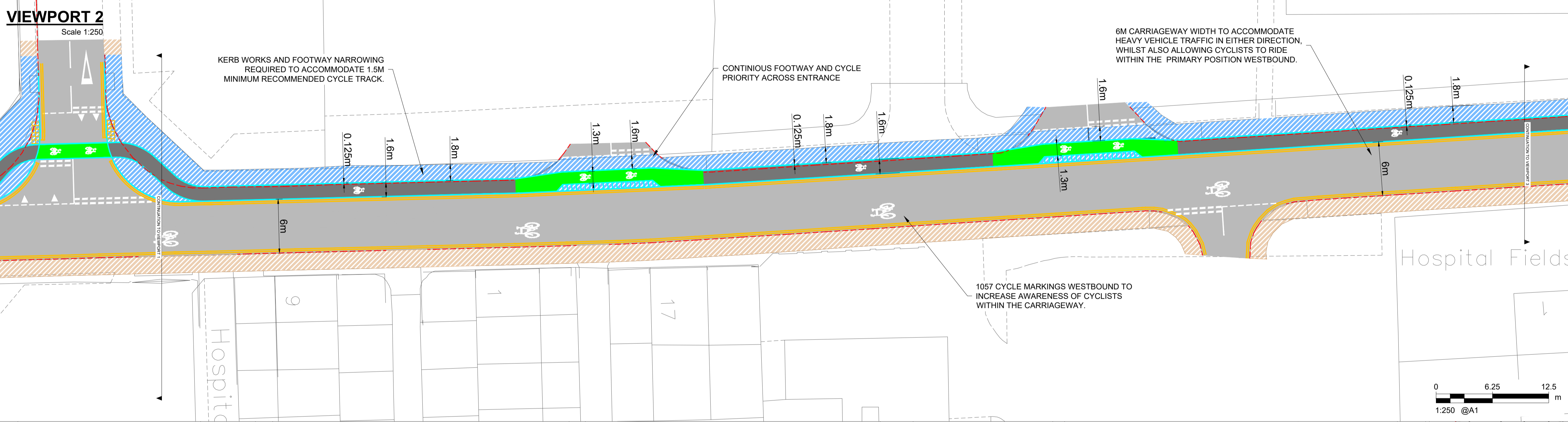
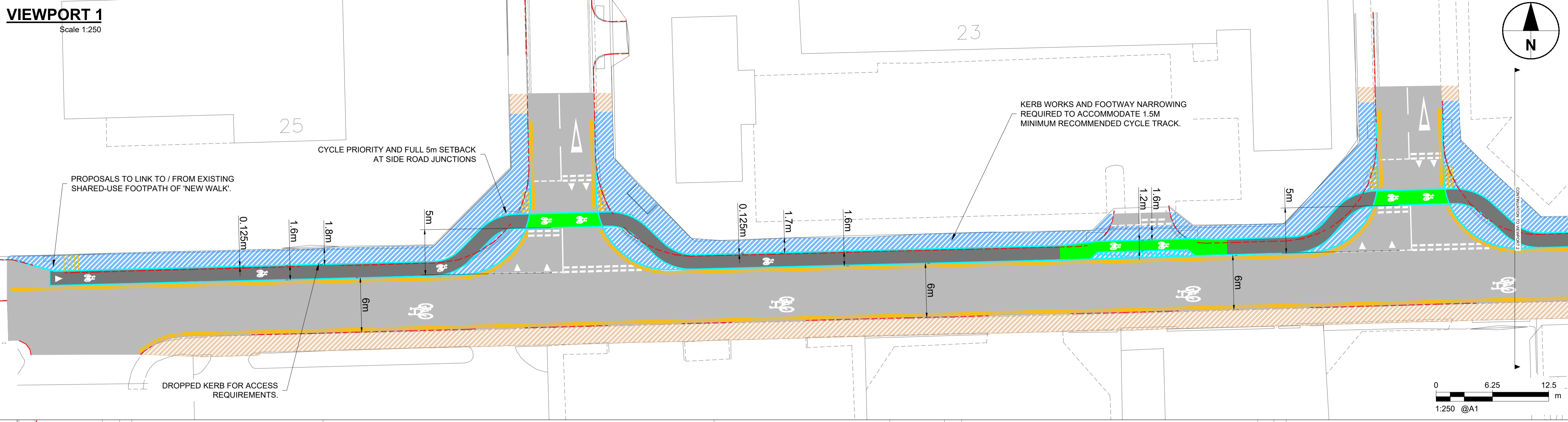
**SHEET TITLE**  
HOSPITAL FIELDS ROAD  
OPTION 2  
KERBED SEGREGATION

**SHEET NUMBER**  
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 CYC CB109  
 Hospital Fields Road  
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PRELIMINARY DESIGN ISSUE

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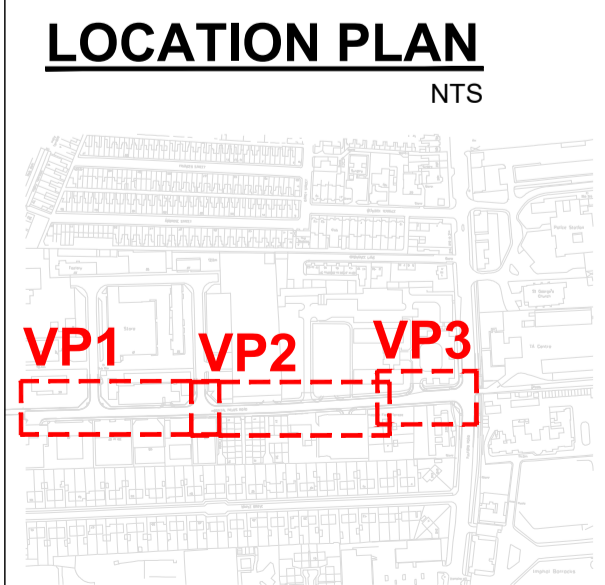
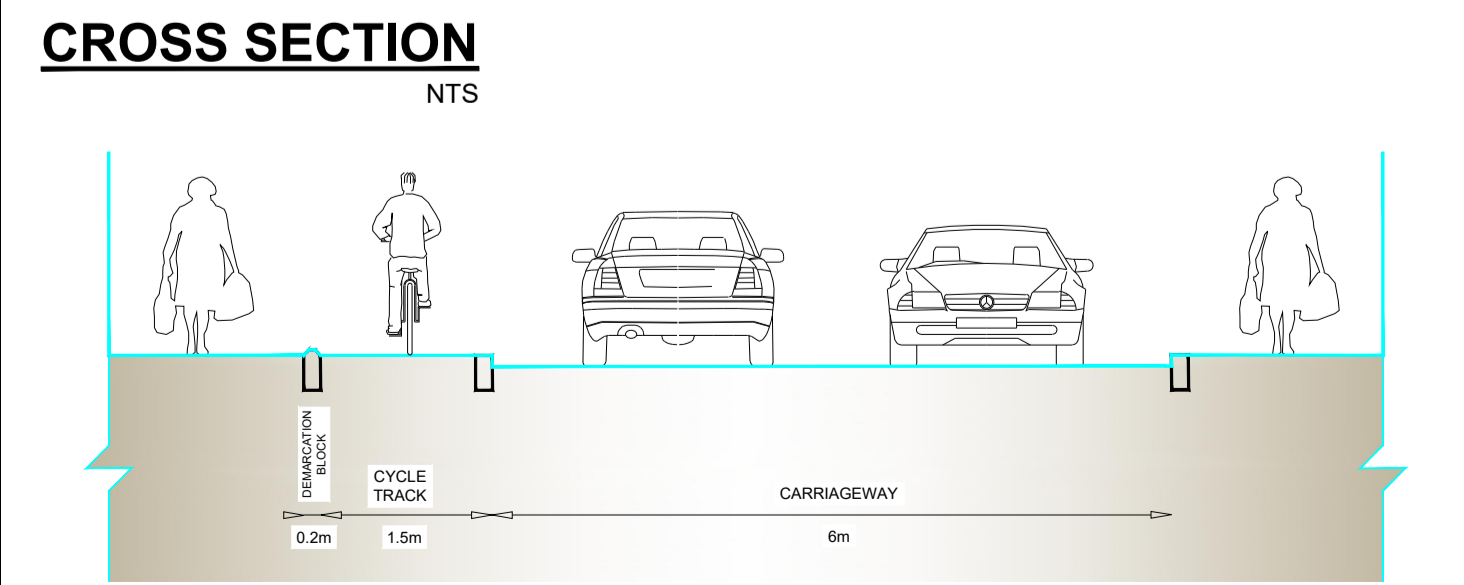
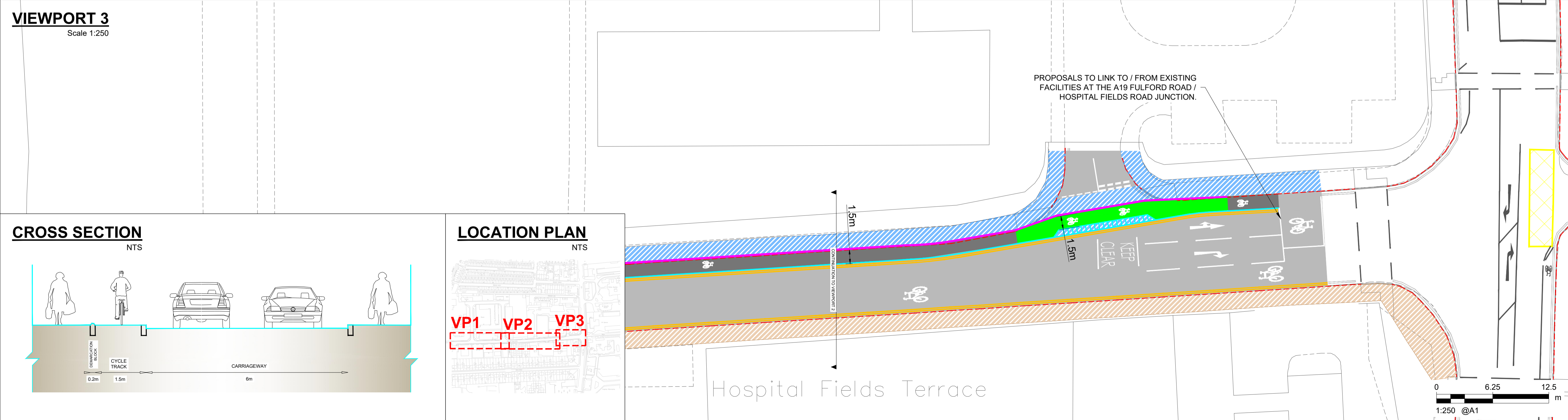
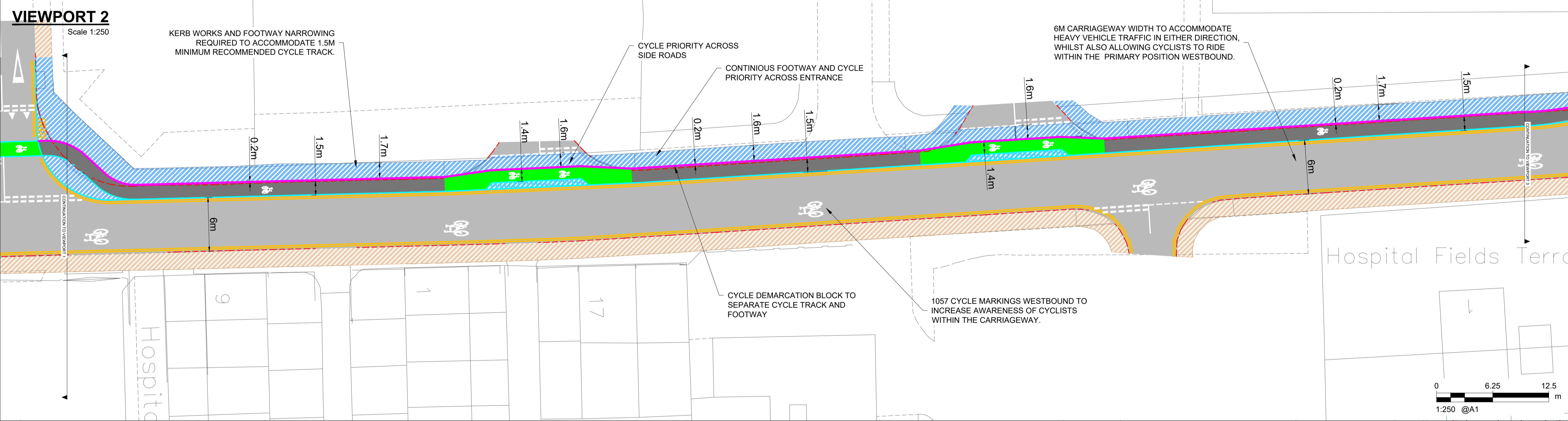
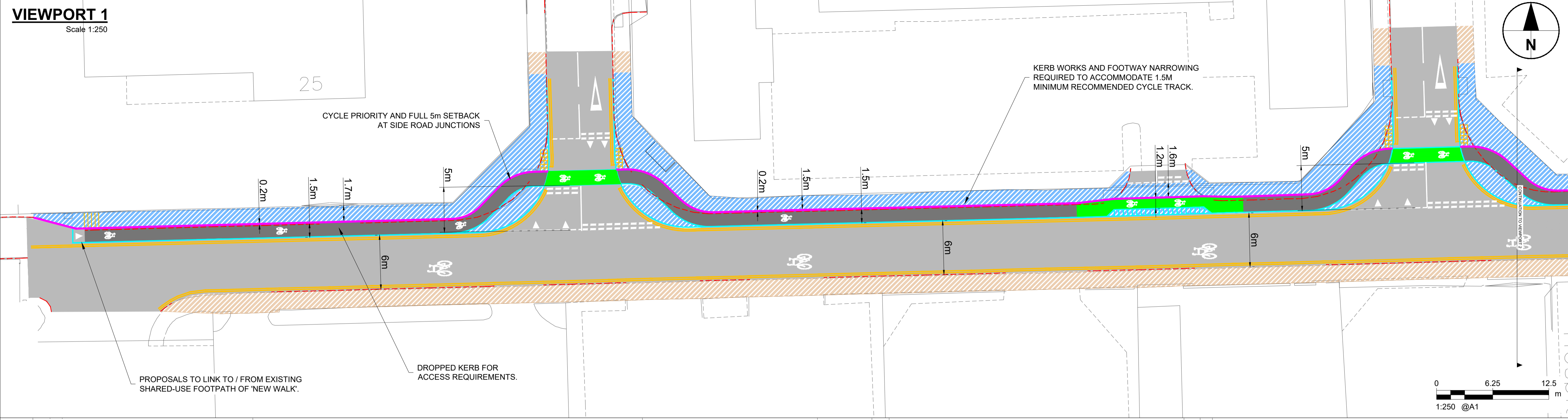
**SHEET TITLE**  
HOSPITAL FIELDS ROAD  
OPTION 3  
STEPPED TRACK SEGREGATION

**SHEET NUMBER**  
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**SHEET TITLE**  
 HOSPITAL FIELDS ROAD  
 OPTION 4  
 FOOTWAY LEVEL CYCLE TRACK

**SHEET NUMBER**  
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## Privacy

### **Background**

As part of the [Active Travel Programme](#), City of York Council is proposing to deliver improvements to the cycle facilities along Hospital Fields Road by introducing segregated cycle lanes, designed to separate cyclists from the carriageway.

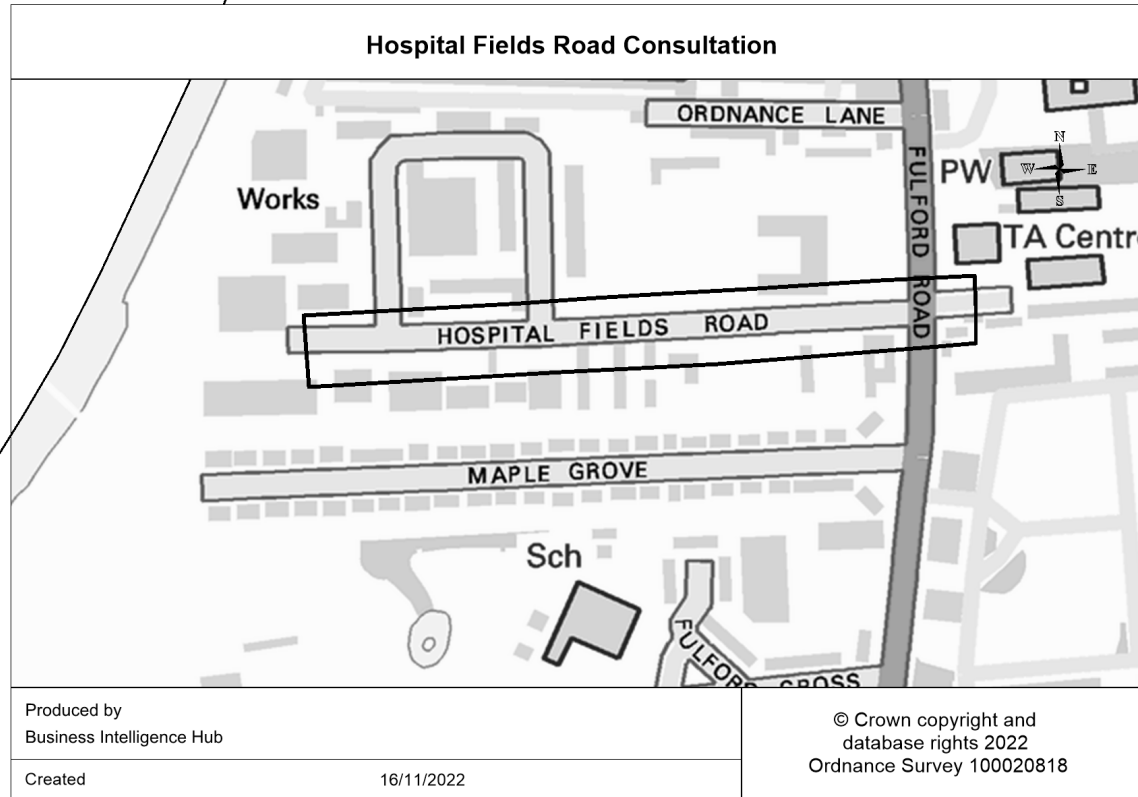
Hospital Fields Road is an important part of the East-West Cycle Route that links Millennium Bridge to the Barracks and gets a high volume of cycling traffic. The proposed design options aim to improve the safety and usability of the road for cyclists in the eastbound direction.

We want to hear your thoughts on these proposed changes prior to formal decisions being made.

### **What will change?**

The works aim to improve the safety and usability of Hospital Fields Road for cyclists. The design team has proposed the following changes:

- The delivery of an eastbound segregated cycle lane. There are four separate options to consider (presented in more detail later in the survey)
- The removal of 26 on-street parking spaces (22 on the north side and 4 from the south)
- The reduction of the north side pavement to create space for the cycle lanes



We want to hear your thoughts on the proposed changes to the area and any further comments you would like to share with us about this scheme at this early stage.

This survey is an opportunity for you to share your opinions on the proposed solutions. Please help with the evaluation by completing this survey. The survey should take around 5-10 minutes to complete. The survey will close on Friday 23 December.

Our survey may ask for personal information which you may choose not to give. We do not publish or share any information which can identify you. Please read our [privacy notice](#) to find out more about how we protect your personal information. We will ask for your consent to do this at the start of the survey.

You can withdraw your consent at any time by contacting [activetravel@york.gov.uk](mailto:activetravel@york.gov.uk).

\* 1. Do you confirm that you have read and understood the privacy notice? You must select 'Yes' in order to take the survey.

Yes     No







## Option information: Option 1

**This section outlines the four options proposed to deliver a segregated cycle lane along the north pavement, heading eastbound towards Fulford Road Junction.**

**All four options propose on-street cycling heading westbound towards New Walk Riverside Path / Millennium Bridge.**

**Option 1 - Light segregated:**

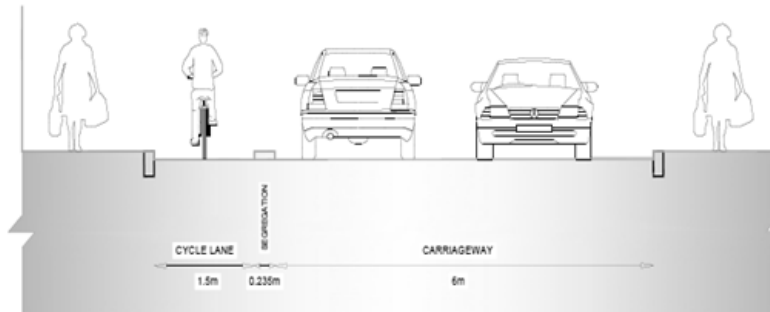
A lightly segregated cycle lane heading eastbound and on-street cycling heading westbound. This option proposes to construct a cycle lane that is on the same level as the road surface but with light physical segregation to separate cars and cyclists to ensure protection.

Below is an image of light segregation in the real-world, along with a cross sectional view.



**Please note:** these images are to demonstrate what each option could look like. They may not look exactly like this and **could** be subject to change.

**CROSS SECTION**  
NTS



**Pros:**

- Cheapest option
- Offers some segregated protection to cyclists, which is an improvement to the existing facilities on Hospital Fields Road
- The cycle lane is on the road, so it directly aligns with Hospital Fields Road for eastbound cyclists, rather than the setbacks seen at junctions in option 2, 3, and 4

**Cons:**

- This option proposes the narrowest cycle track that averages 1.5 metres wide. The recommended width is 2 metres. Other options propose wider cycle lanes
- This option reduces the northern pavement width to an average of 1.6m, with a 1.4m pinch point for 70 metres
- Lowest audit score (78% on Cycling Level of Service tool), which is still a pass, but means option 2, 3, and 4 are better
- Does not offer the same level of segregated protection as options 2, 3, or 4
- Less aesthetically appealing than the other options

8. To what extent do you support this option?

A great deal	A moderate amount	A little	Not at all	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. Would you like to provide more information about your support of this option?

10. Do you think this option would improve the safety and usability of Hospital Fields Road for cyclists?

Strongly agree

Agree

Neither / nor

Disagree

Strongly disagree

## Option information: Option 2

**Option 2 - Kerbed segregation:**

A kerbed cycle lane heading eastbound and on-street cycling heading westbound. This cycle lane would be at the same level as the carriageway with a kerb that physically separates cyclists and vehicles to ensure protection.

Below is an image of kerbed segregation in the real-world, along with a cross sectional view.

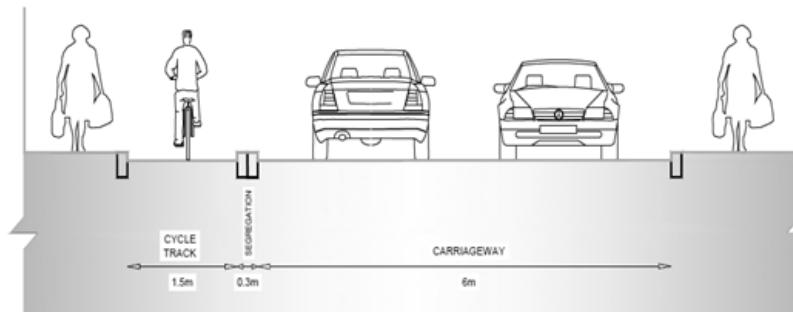


Example of kerb-segregated cycle track  
Credit: PJA

**Please note:** these images are to demonstrate what each option could look like. They may not look exactly like this and **could** be subject to change.

**CROSS SECTION**

NTS



**Pros:**

- Offers good physical protection for cyclists travelling eastbound
- Established form of cycle track segregation that is widely used around the UK
- Creates a continuous link along the entire north side of Hospital Fields Road from New Walk path to Fulford Road junction and offers pedestrian priority. Option 1 does not offer this
- Uses 'Dutch kerbs' to slow vehicles turning in/out of access roads
- Joint best audit score (scored 82% on the Cycling Level of Service tool). This is the same as option 3 and 4

**Cons:**

- Northern footway averages 1.6m in width, with a 1.4m pinch point that lasts 70 metres. This is the joint worst pinch point proposed and is the same as option 1
- Joint narrowest cycle track that is an average of 1.5m wide
- This option is expensive

11. To what extent do you support this option?

A great deal

A moderate amount

A little

Not at all

Don't know






12. Would you like to provide more information about your support of this option?

13. Do you think this option would improve the safety and usability of Hospital Fields Road for cyclists?

Strongly agree

Agree

Neither / nor

Disagree

Strongly disagree



## Option information: Option 3

**Option 3 - Stepped segregation:**

A stepped cycle lane heading eastbound and on-street cycling heading westbound. This option proposes putting the road, cycle lane, and pavement on different levels, which allows all to be completely segregated from one another.

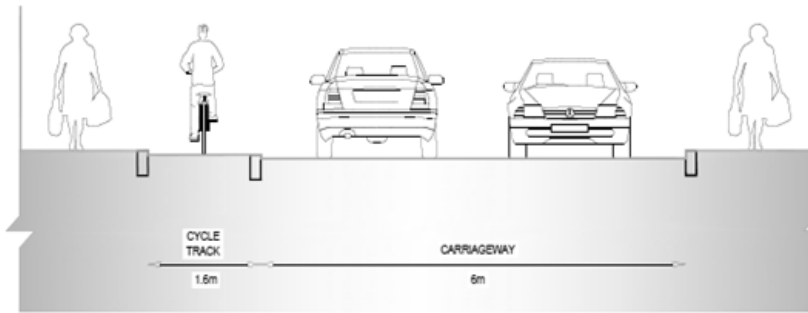
Below is an image of what this would look like in real-life, along with a cross sectional view.



**Please note:** these images are to demonstrate what each option could look like. They may not look exactly like this and **could** be subject to change.

**CROSS SECTION**

NTS



**Pros:**

- Most space efficient option.
- It retains 1.8m footway width on north side with a 1.7m pinch point for 70 metres
- It offers the widest cycle track that is an average of 1.6m
- Creates a continuous link on north side of Hospital Fields Road from New Walk path to Fulford Road junction and offers pedestrian priority. Option 1 does not offer this
- Uses 'Dutch kerbs' to slow vehicles turning in/out of access roads
- Joint best audit score (scored 82% on the Cycling Level of Service tool). This is the same as option 2 and 4

**Cons:**

- There is no physical boundary stopping cars pulling onto the cycle way, which can result in parking or driving violations
- This option has increased design complexities, which increase the risk of delays and cost increases
- The most expensive option

14. To what extent do you support this option?

A great deal

A moderate amount

A little

Not at all

Don't know






15. Would you like to provide more information about your support of this option?

16. Do you think this option would improve the safety and usability of Hospital Fields Road for cyclists?

Strongly agree

Agree

Neither / nor

Disagree

Strongly disagree

## Option information: Option 4

**Option 4 - Footway level demarcated cycle way:**

A footway level, demarcated cycle lane eastbound and on-street cycling heading westbound. This means that the footway and cycle track will be the same level and separated by a small kerb-like dividing line.

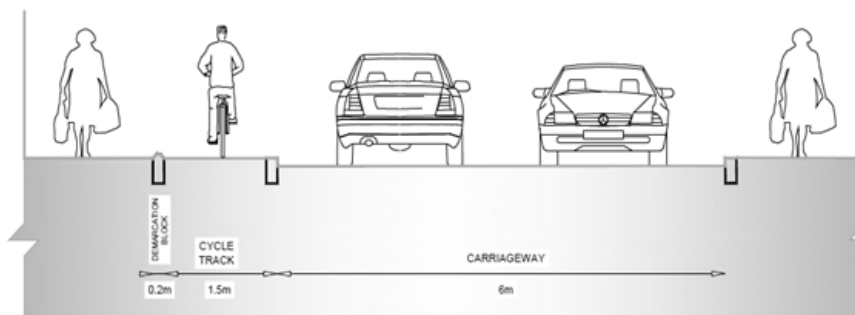
Below is an image of what a footway level demarcated cycle way looks like in real-life, along with a cross sectional view.



**Please note:** these images are to demonstrate what each option could look like. They may not look exactly like this and could be subject to change.

**CROSS SECTION**

NTS



**Pros:**

- Creates continuous link on north side of Hospital Fields Road from New Walk path to Fulford Road junction and offers pedestrian priority. Option 1 does not offer this
- Uses 'Dutch kerbs' to slow vehicles turning in/out of access roads
- Joint best audit score (scored 82% on the CLoS tool). This is the same as option 2 and 4

**Cons:**

- Joint narrowest cycle track that is an average of 1.5m wide
- Northern footway average is 1.7m, with a 1.5m pinch point for 70 metres
- This option proposes for pedestrian/cyclists to be on the same level (with demarcation to separate), which can create potential for conflicts
- This is considered an expensive option

17. To what extent do you support this option?

A great deal	A moderate amount	A little	Not at all	Don't know
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

18. Would you like to provide more information about your support of this option?









19. Do you think this option would improve the safety and usability of Hospital Fields Road for cyclists?

Strongly agree	Agree	Neither / nor	Disagree	Strongly disagree
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



## Options summary

20. Please rank the options from 1 (most support) to 4 (least support). You can click back to review the pros and cons again.

		Option 1 - Light segregation
		Option 2 - Kerbed segregation
		Option 3 - Stepped segregation
		Option 4 - Footway level demarcated cycle way

21. Would you like to provide more information about your support of these options?



On the following page we will ask some questions about you.

Any information you share may help us identify themes in specific groups to aid any future support and will not be used to identify you. You may choose not to answer or select 'prefer not to say' to any question. If you would prefer to opt out of this section please click the relevant option below.

22. Would you like to continue to the 'About You' section?

- Yes, continue to this section
- No, skip this section



## About you

## 23. Your age: (please select the appropriate range)

- |   |                             |
|---|-----------------------------|
| <input type="radio"/> Prefer not to say | <input type="radio"/> 35-44 |
| <input type="radio"/> Under 16          | <input type="radio"/> 45-54 |
| <input type="radio"/> 16-24             | <input type="radio"/> 55-64 |
| <input type="radio"/> 25-34             | <input type="radio"/> 65+   |

## 24. Your Gender:

- |   |   |
|---|---|
| <input type="radio"/> Prefer not to say | <input type="radio"/> Female                    |
| <input type="radio"/> Male              | <input type="radio"/> Non-binary/Gender Variant |

## 25. Is the gender you identify with the same as your sex registered at birth?

- Prefer not to say
- Yes
- No

## 26. What is your ethnic group?

- |   |  |
|---|--|
| <input type="radio"/> Prefer not to say   | <input type="radio"/> Asian - Indian   |
| <input type="radio"/> White - English / Welsh / Scottish / Northern Irish / British | <input type="radio"/> Asian - Pakistani  |
| <input type="radio"/> White - Irish   | <input type="radio"/> Asian - Bangladeshi  |
| <input type="radio"/> White - Gypsy or Irish Traveller                              | <input type="radio"/> Asian - Chinese  |
| <input type="radio"/> White - Roma  | <input type="radio"/> Any other Asian background                                       |
| <input type="radio"/> Any other White background                                    | <input type="radio"/> Black - African  |
| <input type="radio"/> Mixed - White and Black Caribbean                             | <input type="radio"/> Black - Caribbean  |
| <input type="radio"/> Mixed - White and Black African                               | <input type="radio"/> Any other Black / Black British / African / Caribbean background |
| <input type="radio"/> Mixed - White and Asian                                       | <input type="radio"/> Other - Arab   |
| <input type="radio"/> Any other Mixed / multiple ethnic background                  | <input type="radio"/> Any other ethnic background                                      |





## About you

27. Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

- Prefer not to say
- Yes
- No

28. If you answered “Yes” above, do any of your conditions or illnesses reduce your ability to carry out day-to-day activities?

- A lot
- A little
- Not at all

29. What is your religion or belief?

- |   |                                   |
|---|-----------------------------------|
| <input type="radio"/> Prefer not to say | <input type="radio"/> Muslim      |
| <input type="radio"/> Buddhist          | <input type="radio"/> Sikh        |
| <input type="radio"/> Christian         | <input type="radio"/> No religion |
| <input type="radio"/> Hindu             | <input type="radio"/> Other       |
| <input type="radio"/> Jewish            |                                   |

If 'Other' please tell us what your religion or belief is or leave blank if you prefer not to say

30. Which of the following best describes your sexual orientation?

- Prefer not to say
- Bisexual
- Gay or Lesbian
- Heterosexual/straight
- Other

31. Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age? (Excluding anything which is part of paid employment)

- Prefer not to say
- Yes
- No

32. If you feel you may be disadvantaged by any of the design options presented, please detail why below.



End of survey

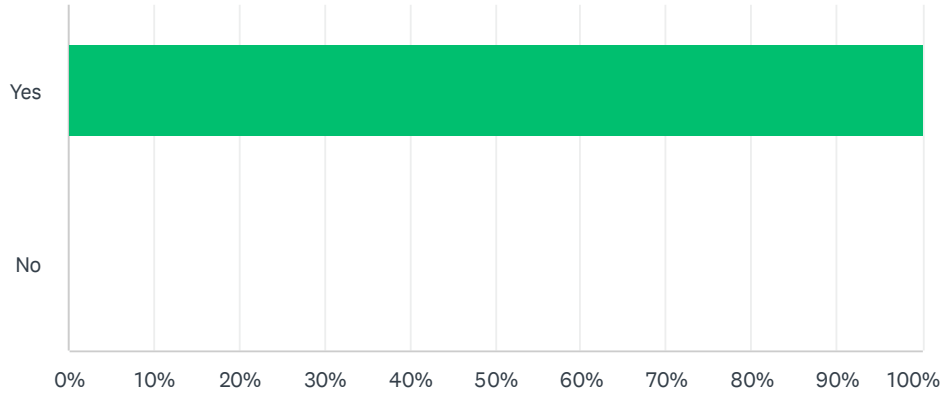
Thank you for taking the time to complete this survey. Your feedback is very valuable to us! If you would like to contact us about anything, please email [activetravel@york.gov.uk](mailto:activetravel@york.gov.uk).

This scheme is part of the Government’s Active Travel Programme, shaping the future of walking, cycling and active travel in York. If you would like to know more about this programme, please visit our [Active Travel Programme](#) page.

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**Q1 Do you confirm that you have read and understood the privacy notice?  
You must select 'Yes' in order to take the survey.**

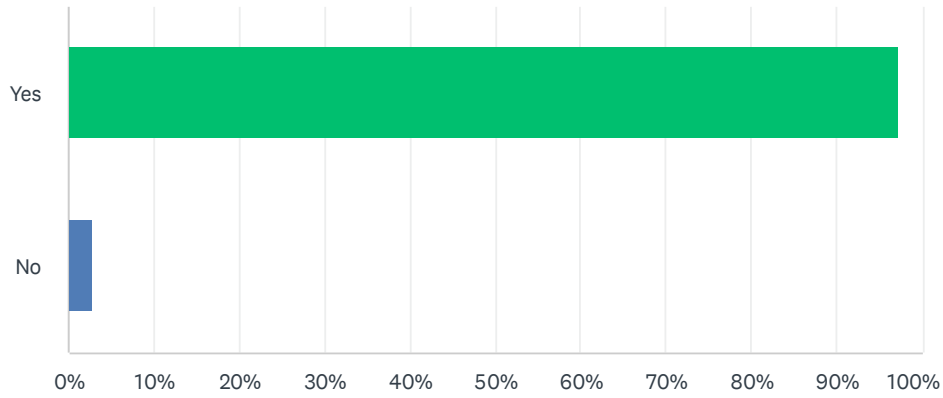
Answered: 210 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	210
No	0.00%	0
TOTAL		210

## Q2 Do you currently travel on/to Hospital Fields Road?

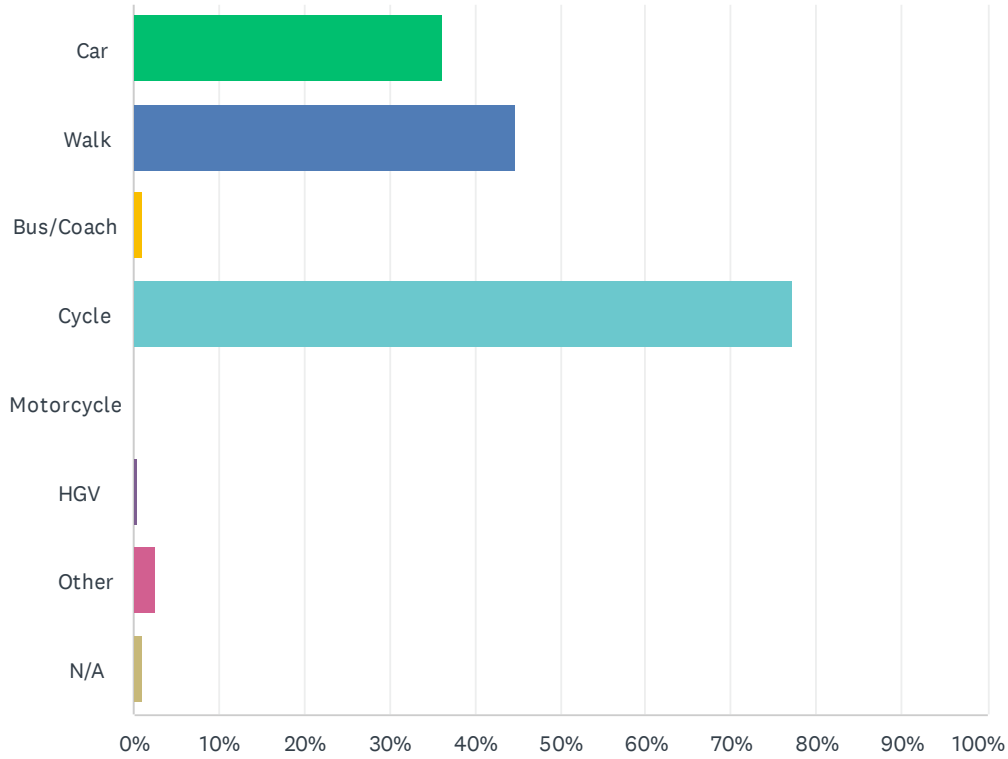
Answered: 184 Skipped: 26



ANSWER CHOICES	RESPONSES	
Yes	97.28%	179
No	2.72%	5
TOTAL		184

### Q3 How do you normally travel on/to Hospital Fields Road? (Please select all that apply)

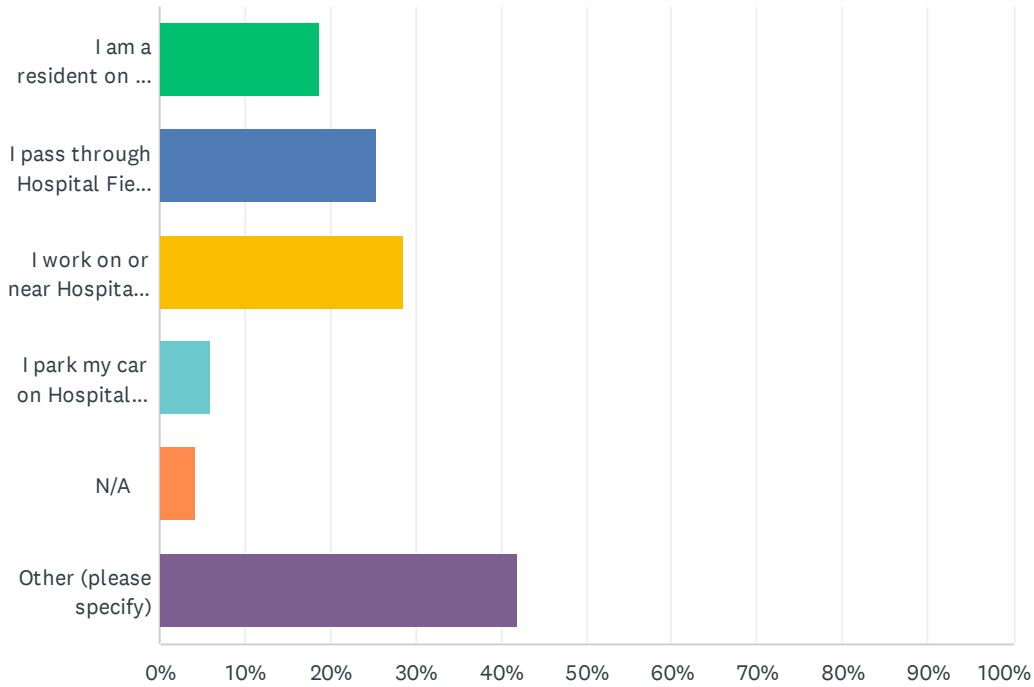
Answered: 188 Skipped: 22



ANSWER CHOICES	RESPONSES	
Car	36.17%	68
Walk	44.68%	84
Bus/Coach	1.06%	2
Cycle	77.13%	145
Motorcycle	0.00%	0
HGV	0.53%	1
Other	2.66%	5
N/A	1.06%	2
Total Respondents: 188		

### Q4 For what purpose(s) do you currently travel on/to Hospital Fields Road? (Please select all that apply)

Answered: 186 Skipped: 24



ANSWER CHOICES	RESPONSES
I am a resident on or near (within 500 metres of) Hospital Fields Road	18.82% 35
I pass through Hospital Fields Road on my commute to work	25.27% 47
I work on or near Hospital Fields Road	28.49% 53
I park my car on Hospital Fields Road	5.91% 11
N/A	4.30% 8
Other (please specify)	41.94% 78
Total Respondents: 186	

#	OTHER (PLEASE SPECIFY)	DATE
1	I pass through HFR to access east side of York for shopping and leisure	12/19/2022 7:32 PM
2	Local resident greater than 500m away	12/19/2022 7:30 PM
3	To visit cycle shops and others on the estate, sometimes when NewWalk is flooded for each the main road on my way into the city (I live in Fulford)	12/19/2022 4:14 PM
4	I regularly use it for a variety of trips, between 1 and 10x a week, but never less than once a week.	12/19/2022 2:53 PM
5	Occasional trip to university	12/19/2022 2:17 PM



6	visiting friends who live on Hospital Fields Road	12/19/2022 2:07 PM
7	Local business	12/19/2022 2:05 PM
8	Occasional route from uni where I work to Fulford / Bishy road	12/19/2022 1:35 PM
9	accessing south side of the city for appointments, visiting Rowntrees Park and local shops on Bishy Rd, reaching Bishopthorpe village for work, travelling to the Nimbus healthcare centre at Askham Bar, leisure cycling	12/19/2022 12:56 PM
10	Delivering goods. Visiting businesses.	12/19/2022 12:55 PM
11	Use regularly to access Millennium Bridge and some businesses on or near hospital fields road	12/17/2022 5:23 PM
12	To visit shops or businesses or to travel onwards to the university or other parts of York such as Fulford	12/16/2022 5:08 PM
13	I commute from South Bank to the uni via Tier eScooter.	12/16/2022 8:57 AM
14	travelling from knavesmire to fulford rd	12/12/2022 11:57 AM
15	Use as a through route for purposes other than commute to work	12/11/2022 5:19 PM
16	I walk through when visiting local facilities	12/11/2022 2:51 PM
17	Resident a bit further but still cycling distance to centre	12/9/2022 8:04 PM
18	I pass through to cycle to town for shopping and leisure activities	12/9/2022 4:00 PM
19	I organise cycle club rides from near by.	12/9/2022 10:03 AM
20	travelling to from university	12/9/2022 9:15 AM
21	The cycle club I ride with meet near here	12/8/2022 7:14 PM
22	Leisure, for access to Millennium bridge and riverside	12/8/2022 2:51 PM
23	To visit family in Badger Hill	12/8/2022 12:58 PM
24	leisure, visiting friends living within 500m	12/8/2022 2:31 AM
25	Just when I happen to be riding in that direction, because of the route I have planned.	12/7/2022 11:41 PM
26	I pass though Hospital Fields road on occasional basis a few time per month.	12/7/2022 10:47 PM
27	Visit Cycle Heaven and sometimes use it to get to the university	12/7/2022 10:29 PM
28	Access to or from Millennium Bridge, or to visit Cycle Heaven	12/7/2022 9:22 PM
29	I cycle via HFR to get to Cycle Heaven or across Millennium Bridge.	12/7/2022 9:20 PM
30	local resident	12/7/2022 8:24 PM
31	To visit a business in that location	12/7/2022 8:16 PM
32	Travelling about the city	12/6/2022 8:04 PM
33	Cycle to and from the sport village, as part of a longer cycle ride, as part of a walk	12/6/2022 6:09 PM
34	Drop-off at Adventurers Day Nursery	12/6/2022 11:51 AM
35	A customer of a business	12/6/2022 11:23 AM
36	Walking with my family, leisure cycle rides	12/5/2022 9:32 PM
37	I used to work on HFR. Visiting the cycle shops. Shopping at Aldi. Travelling to/from the Uni.	12/5/2022 4:13 PM
38	Bike rides. Shopping.	12/5/2022 1:56 PM
39	I go shopping in the area, and I use it on orbital journeys	12/5/2022 8:49 AM
40	To go to cycle shop or cafe	12/4/2022 10:36 PM
41	Visiting businesses	12/4/2022 9:55 PM
42	Heading to bus stop on main road, from Reginald Grove becasue bus service is better than on	12/4/2022 5:27 PM

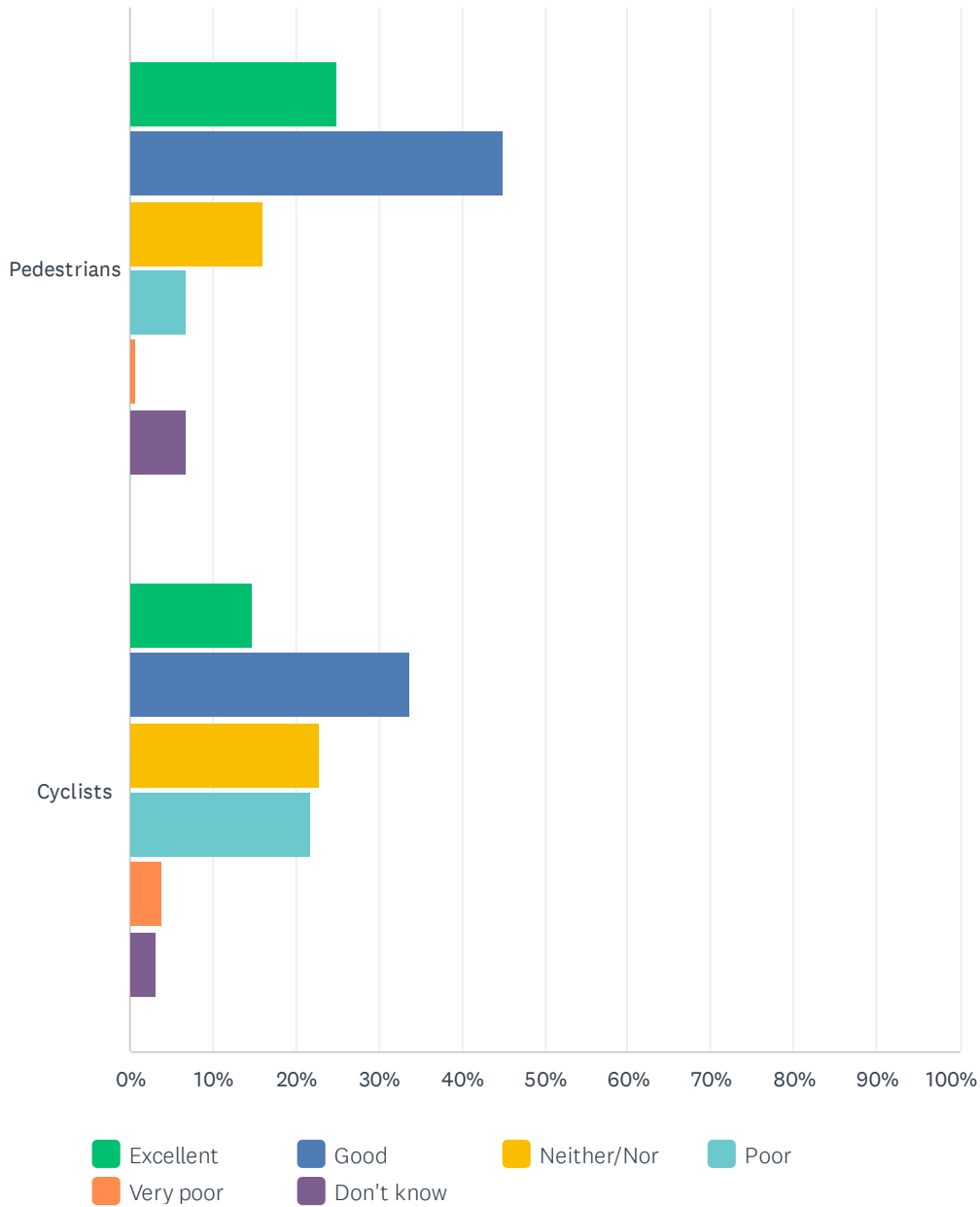
Bishopthorpe Rd, Also, heading UoY by bike.

43	Leisure cycling	12/4/2022 3:30 PM
44	Cycle along this road as part of longer cycle journey. Also visit businesses here by bicycle.	12/4/2022 12:51 PM
45	I go to events at the University via this road.	12/4/2022 12:03 PM
46	Visiting local business or travel to riverside cycle path	12/4/2022 11:47 AM
47	Occasional route to university	12/4/2022 11:10 AM
48	Occasionally for leisure cycle rides	12/3/2022 10:29 PM
49	I pass through on a semi regular basis when going to other locations.	12/3/2022 4:40 PM
50	I use Hospital Fields Road to access the eastern parts of York on my bicycle, via Walmgate Stray.	12/3/2022 4:40 PM
51	Other essential journeys	12/3/2022 2:16 PM
52	Visiting family and Cycle heaven	12/2/2022 9:52 PM
53	Passing through for leisure cycling now and again	12/2/2022 8:47 PM
54	I use Hospital Fields Road as a route to & from South Bank, mix of work & leisure riding	12/2/2022 6:06 PM
55	Access cyclepath near millennium bridge	12/2/2022 5:51 PM
56	It's my preferred safe route into town from my home in Heslington by bike. I previously commuted by bike on it for 5 years when I lived in the city centre.	12/2/2022 5:19 PM
57	Leisure (to/from riverside/Millennium Bridge/etc)	12/2/2022 4:51 PM
58	I visit businesses and cafe in area	12/2/2022 3:57 PM
59	Cycle or run through for meetings, leisure rides or to access amenities - eg Cycle Heaven	12/2/2022 3:52 PM
60	Until recently was a resident off Bishopthorpe Rd.	12/2/2022 2:59 PM
61	I have my car serviced.	12/2/2022 2:51 PM
62	Customer of business on the road. Recreational use to access the riverside path and Millennium Bridge	12/2/2022 8:24 AM
63	Access across city	12/2/2022 7:28 AM
64	I use local amenities on Hospital Fields Road	11/30/2022 9:00 AM
65	Recent regular commuter on the road	11/30/2022 8:20 AM
66	Visiting local hackspace	11/29/2022 9:25 PM
67	I regularly visit multiple businesses on hospital fields road	11/29/2022 9:18 PM
68	Member of a local group with premises on hospital fields lane	11/29/2022 7:28 PM
69	I cycle through to reach York Hackspace and to reach leisure facilities	11/29/2022 6:43 PM
70	To access town via river footpath	11/29/2022 7:22 AM
71	I use it to get to Walmgate Stray	11/28/2022 10:11 PM
72	Work	11/28/2022 9:20 PM
73	My children cycle to school along this route. I use this route to walk and cycle to do essential tasks.	11/28/2022 8:12 PM
74	Leisure	11/28/2022 5:35 PM
75	Visit Cycle heaven for servicing	11/28/2022 4:59 PM
76	I ride or walk from Acomb to do errands like visiting cycle heaven, aldi, etc	11/25/2022 11:14 AM
77	To reach Millenium Bridge	11/24/2022 7:53 PM



Q5 The aim of this project is to improve safety, usability, and connectedness of Hospital Fields Road for cyclists. Please rate the existing conditions on Hospital Fields Road for pedestrians and cyclists.

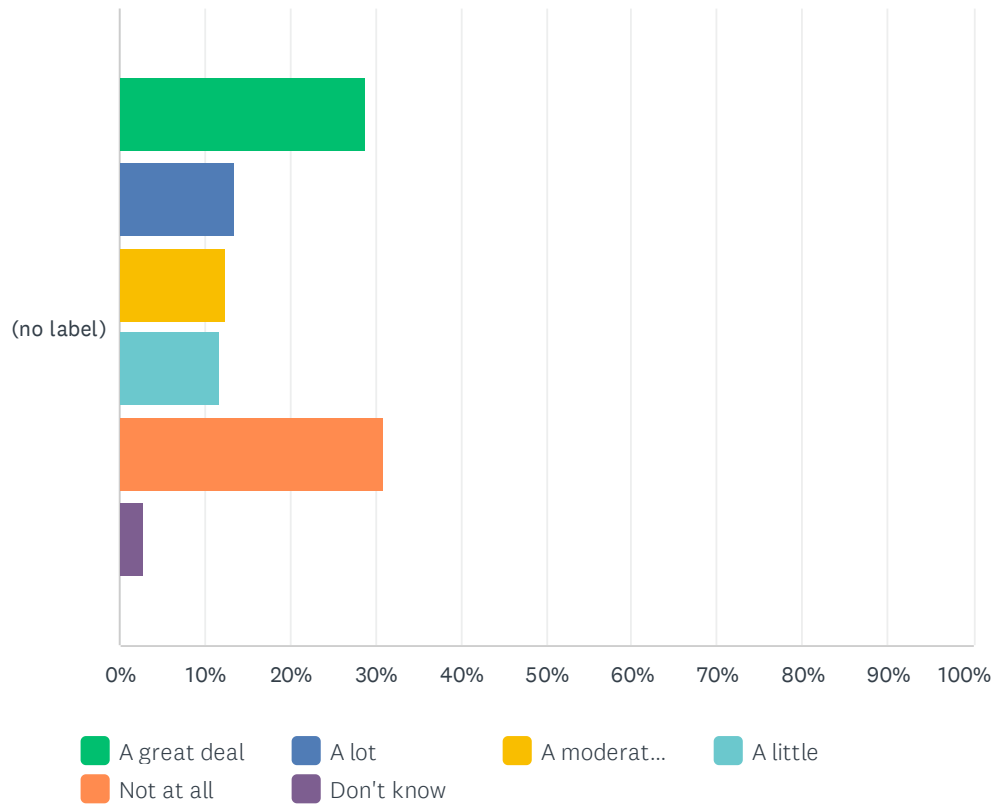
Answered: 187 Skipped: 23



	EXCELLENT	GOOD	NEITHER/NOR	POOR	VERY POOR	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
Pedestrians	25.00% 44	44.89% 79	15.91% 28	6.82% 12	0.57% 1	6.82% 12	176	2.34
Cyclists	14.67% 27	33.70% 62	22.83% 42	21.74% 40	3.80% 7	3.26% 6	184	2.76

Q6 Currently there are 26 free parking spaces (22 on the northern kerb line and 4 on the southern kerb line), which we propose to remove. This is necessary to reclaim carriageway space that can be reallocated to cyclists. To what extent do you support the proposals to remove these parking spaces?

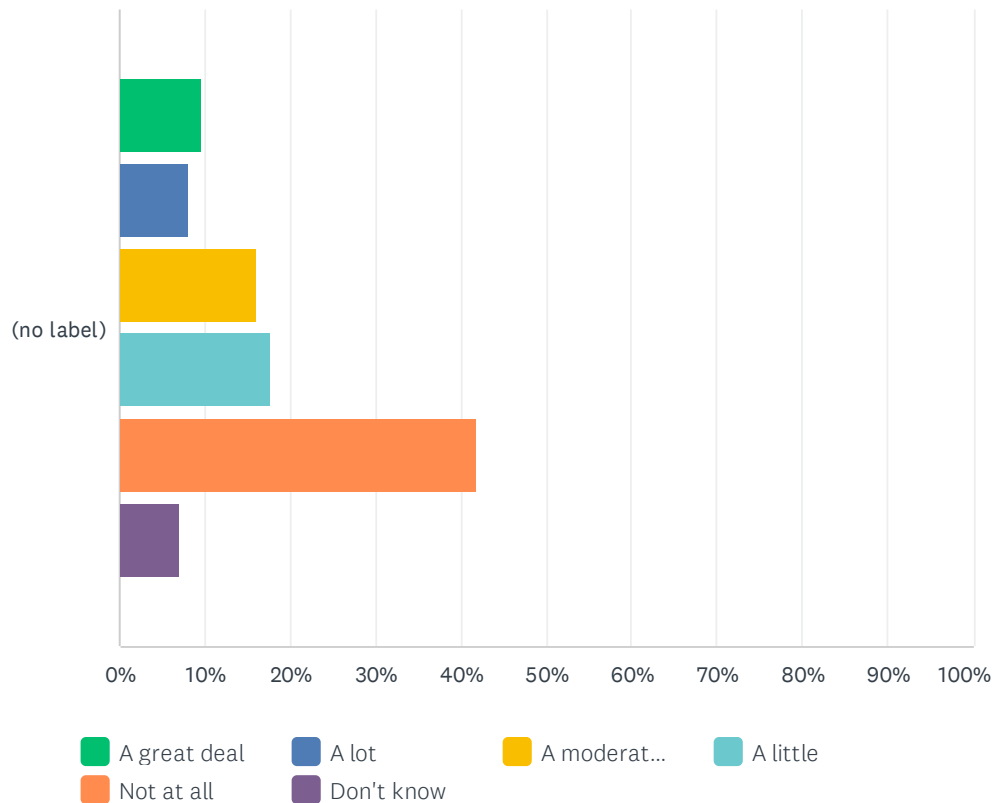
Answered: 187 Skipped: 23



	A GREAT DEAL	A LOT	A MODERATE AMOUNT	A LITTLE	NOT AT ALL	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
(no label)	28.88% 54	13.37% 25	12.30% 23	11.76% 22	31.02% 58	2.67% 5	187	3.11

Q7 The pavement on the north side of Hospital Fields Road is proposed to be reduced to create space for the eastbound segregated cycle lane. The amount the pavement is reduced will vary depending on the option and more information is provided in the option descriptions later in the survey. To what extent do you support the proposals to reduce the north side pavement?

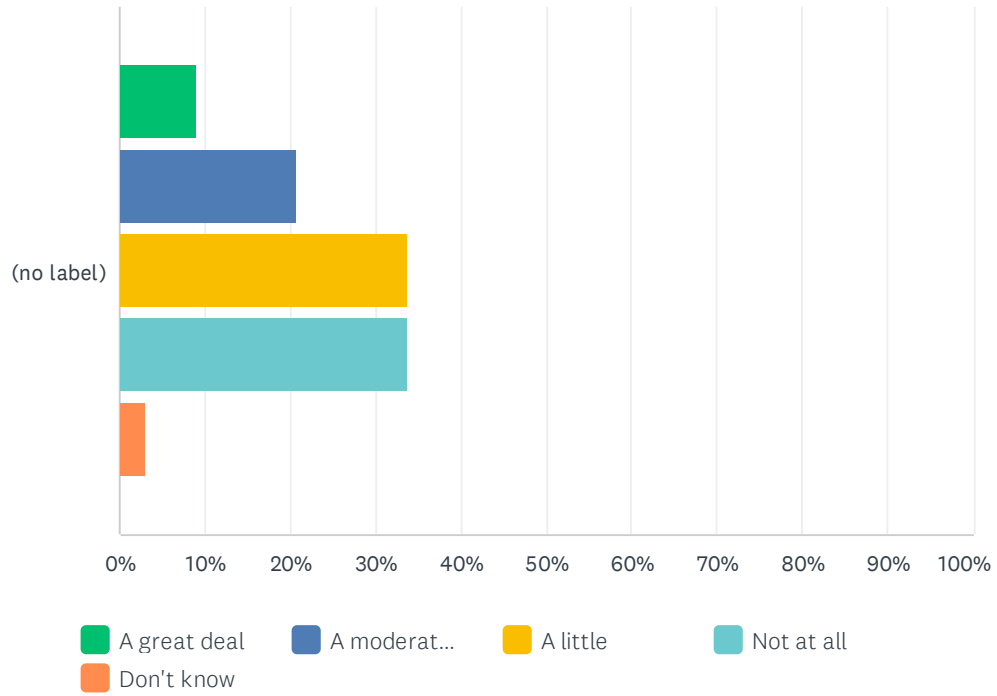
Answered: 187 Skipped: 23



	A GREAT DEAL	A LOT	A MODERATE AMOUNT	A LITTLE	NOT AT ALL	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
(no label)	9.63% 18	8.02% 15	16.04% 30	17.65% 33	41.71% 78	6.95% 13	187	3.95

## Q8 To what extent do you support this option?

Answered: 169 Skipped: 41



	A GREAT DEAL	A MODERATE AMOUNT	A LITTLE	NOT AT ALL	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
(no label)	8.88% 15	20.71% 35	33.73% 57	33.73% 57	2.96% 5	169	3.01

## Q9 Would you like to provide more information about your support of this option?

Answered: 85 Skipped: 125

#	RESPONSES	DATE
1	Support improved segregation of cycling from traffic but not at the expense of pedestrian space	12/19/2022 7:34 PM
2	Why are you taking space from pedestrians and not from vehicles?	12/19/2022 7:19 PM
3	I'd like to see all 4 options to compare before I can comment.	12/19/2022 5:50 PM
4	Not worth the money	12/19/2022 4:01 PM
5	Currently, even with bus movements and lorries servicing the units at the bottom of HFR, this road doesn't seem unsafe for cyclists. I wonder if these proposed changes are actually necessary? I use it regularly and don't have a problem EVER! I can't speak for other cyclists, of course.	12/19/2022 3:00 PM
6	Whilst I thoroughly approve of improving safety for cyclists, this road is already fairly safe and cannot imagine why the council find it necessary to spend money here. We were told there isn't the money for cycle wands on Tadcaster Road, and yet, there is for here, a relatively safe road. It makes no sense at all and will only create anger amongst the public who already feel cyclists are pandered to far too much. Remove the parking by all means, but does this not just create problems elsewhere?	12/19/2022 2:22 PM
7	these do not protect cyclist at junctions and from vehicles (inc hgvs) exiting premises	12/19/2022 2:08 PM
8	It concerns me as an amateur cyclist that there isn't space to overtake.	12/19/2022 2:07 PM
9	I think the road is already good for cyclists as relatively little traffic and it moves slowly	12/19/2022 1:36 PM
10	Fine without the posts.	12/19/2022 1:11 PM
11	Waste of resources when other areas require immediate attention.	12/19/2022 12:39 PM
12	No cycle infrastructure should compromise provision for pedestrians	12/17/2022 7:21 PM
13	I do not support this option as I don't believe a cycle track is relevant to HFR.	12/16/2022 5:08 PM
14	It's an ok option but not great	12/16/2022 2:11 PM
15	A small benefit would be the removal of parked cars (which I have to give a very wide berth on the eScooter lest I get "doored", and thus I end up in a vulnerable position in the middle of the road) rather than because of the - flimsy - separators. But why only eastbound? It's going to be the same cyclists going east- and west-bound, why not offer them the same protection going both ways?	12/16/2022 9:15 AM
16	The pavement is quite narrow already. Pedestrian safety should be considered on dark evenings. 1.4m or 1.6m is not enough for people to pass comfortably. It's a side road anyway with not a great amount of traffic - the cycling dangers are low if the cyclist is well lit.	12/15/2022 11:57 AM
17	More space needed for cargo bikes, tricycles and trailers	12/13/2022 2:14 PM
18	I would prefer the cycle path to be on the west side as there are fewer vehicles moving in and out of the main road and for cyclists to be able to travel in both directions on one path if possible?	12/13/2022 1:49 PM
19	York needs to start putting cyclists above cars at every opportunity	12/9/2022 8:05 PM
20	Any cycle Lane Is better than nothing	12/9/2022 4:09 PM
21	Given the large number of cycles using Hospital Fields Road it is important that cyclists can pass each other while remaining in the safety of the cycle lane. However, this observation	12/9/2022 10:26 AM



does not detract from my overall opinion that the money the council is proposing to spend on Hospital Fields Road could be better spent on cycle facilities elsewhere.

22	The segregation is not wide enough for cyclists to pass each other. Given the high number of cyclists using this road being able to pass safely is essential.	12/8/2022 7:19 PM
23	Seems odd that cyclists only protected in one direction also seperation needs vertical elements otherwise cars will park in it	12/8/2022 1:00 PM
24	I don't support any of these options.	12/7/2022 11:42 PM
25	HFR can be improved but with a limited budget I would much rather see this going towards other projects	12/7/2022 9:25 PM
26	2 metre widths should be the norm as cargo bikes become more popular.	12/7/2022 8:18 PM
27	The main problem isn't Hospital Fields Road, it's the traffic lights at the end that are shared between cyclists and cars / trucks / vans. Motorised traffic turning left crosses over the path of cyclists crossing straight over to the barracks; because there is limited time to get slow moving cyclists across the road, many motorised vehicles try to turn left before the cyclists have got going. If there are a lot of cyclists, then motorised traffic might not even get a chance to go at all and then have to wait many minutes for the next green light. What would be really good would be a separate and obvious set of lights for cyclists, so they can get across before the cars start to move. Something more obvious than those tiny bike traffic lights in town. Many motorists and pedestrians don't know they're there, and so start to cross the road just as the cyclists do. Worse, motorists and pedestrians mistakenly believe cyclists are jumping the lights, which then makes motorists mistreat cyclists more. A big green cycle light right next to the main traffic lights would be great. Better, would be intelligent lights that know how many cyclists are waiting to cross, and so give more time if there are many.	12/7/2022 2:23 PM
28	I feel that traffic is pretty light on hospital fields road, and the road is rather wide so allowing differing users to be present together as it is.	12/6/2022 8:33 PM
29	Cycle lane too narrow to easily pass other cyclists	12/6/2022 8:17 PM
30	Hospital Fields Road doesn't need this work at all, it's just fine for cyclists as it is and the money would be better spent on cycle infrastructure elsewhere.	12/6/2022 3:16 PM
31	Do it properly or don't bother. If it only gives a limited amount of space down a very low traffic road then this is the worst of both worlds.	12/6/2022 2:01 PM
32	I do not understand why the proposal is for a cycle lane in one direction only. People will only switch to bikes if they perceive the journey (out & back) as being safe.	12/5/2022 8:51 PM
33	The light segregation provides minimal safety improvement and is limited to cycles in only one direction. This would not help to encourage usage because there were any improvement in safety perception eastbound, cyclists would then have to cycle in a narrower roadway on their westbound leg.	12/5/2022 9:03 AM
34	I don't think any segregation is needed - the route is fine as it is.	12/4/2022 2:56 PM
35	Would there still be vehicle access to Hospital Fields houses?	12/4/2022 2:21 PM
36	Why does cycling eastbound get safer infrastructure than cycling westbound? Inadequate. Always inadequate.	12/4/2022 12:52 PM
37	From my experience of using Hospital fields road I think this is a sufficient option given constrained finances, (which would be far better used on more heavily trafficed faster roads that are core to the network).	12/4/2022 12:03 PM
38	It is not safe enough.	12/3/2022 4:42 PM
39	It seems to give some protection to cyclists with lower cost. Car traffic is not that bad in Hospital Fields road, so this option would be sufficient.	12/2/2022 10:36 PM
40	I cycle from my home at Fulford place all the time and if anything cyclist need to slow down in this area they fly through down to the river access and cause problems for pedestrians of which there are many.	12/2/2022 6:15 PM
41	This entire proposal is a silly waste of money and time to make thinks significantly worse on this road. The road is relatively quiet most times of day and only sees a lot of cyclists for	12/2/2022 6:09 PM

about an hour each day at the start and end of work times. But so few cars use the road relatively it's really no issue at all. Removing curb space will add further stress to an already crazy Fulford parking situation for those working in the area. Especially after proposals to build new housing in the street without the proper thought for parking space (which has already been proposed) goes ahead at the old bus depot. Scrim this idea and stop wasting everyone's money and time, there's no benefit here.

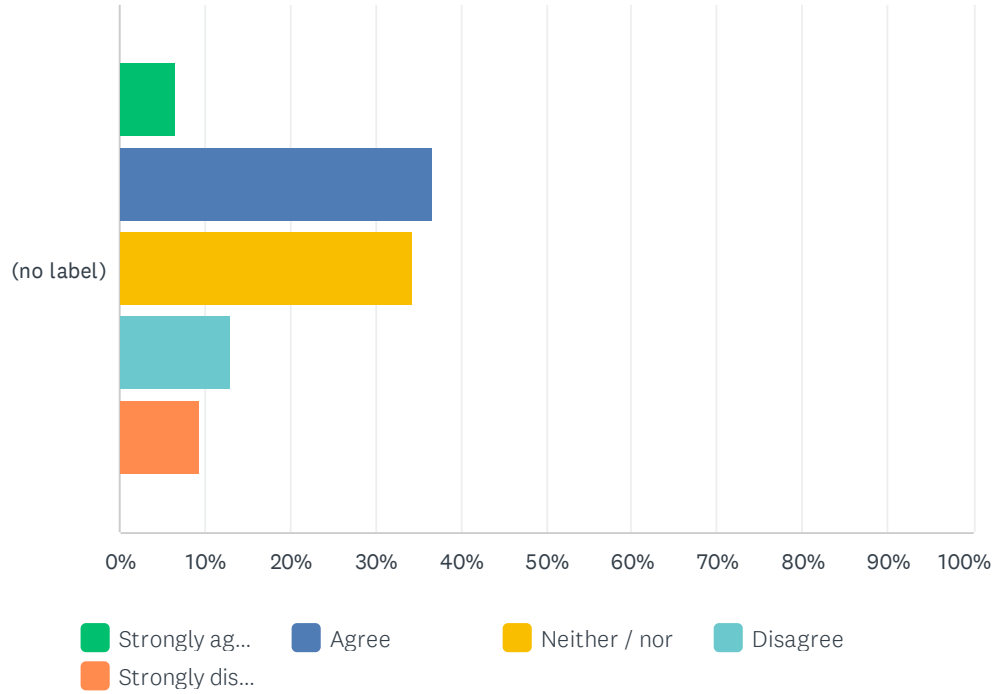
42	What is the rationale for making east-bound a segregated cycle lane but leaving west-bound on-road? Why is this preferred over (for example) making west-bound a segregated cycle lane and leaving east-bound on-road? Or have you chosen this purely for the advantage of having to deal with fewer roadside access points to properties? Pavement width of 1.6m is below the 2.0m minimum recommended in Manual for Streets (2007) even for "lightly used streets" - ref para 6.3.22. 1.4m is far below minimum. Is it appropriate to reallocate space from the footpath to provide a cycle lane when the result is substandard provision (below recommended minimum width) for both user groups? Does removing on-street parking to enable the one-way segregated cycle lane put cyclists travelling on-road in the other direction at greater risk of speeding vehicles? (Less "natural speed management" from parked cars, to use transport speak!)	12/2/2022 5:28 PM
43	Hospital Fields is a wide road. This would restrict the opportunity for cyclists to cycle side by side or to overtake within the light segregated area.	12/2/2022 3:56 PM
44	cheapest and simplest	12/2/2022 3:35 PM
45	It's completely unnecessary and a waste of money. Residents and non-residents use this area to park, there is very little parking space as it is. Those who live at Fulford Place have this as their only option for parking for when visitors come. There is currently no issue for cyclists, they/we use the road and cars/buses/lorries are aware of this.	12/2/2022 3:13 PM
46	As a cyclist I don't think Hospital Fields Road is a highly priority for improvement. The most material difference would be to resurface the street.	12/2/2022 3:00 PM
47	Cyclists have too much priority as it is.	12/2/2022 2:52 PM
48	I and my housemate live in Fulford Place. My flatmate owns a car and is therefore using up the one space we are allowed to have in the car park. I am currently learning to drive at the moment with the expectation that once I pass, I will be able to park my car outside Fulford Place on Hospital Fields Road. If you install a cycle lane, I am not sure where else I will be able to park (I will not be able to use the Fulford Place car park given the car my flatmate drives). I am also a cyclist and have not found the lack of cycle lanes on Hospital Fields road a problem. Given the low level of car use on the road anyway, I don't particularly see a benefit to cyclist safety.	12/2/2022 2:39 PM
49	I regularly cycle down this road with my children. And it is well used by other cyclists. Whilst a segregated bike lane would be appreciated, there are many, many more places in York that present much higher dangers to cyclists where this money would be better spent. The Fishergate area, just down the road for example it's terrible dangerous for cyclists. This road needs cycle lane improvements much less than many other roads.	12/2/2022 2:17 PM
50	Physical segregation is a good thing, so I support this option in principle, but hospital fields road is so wide and generally quiet that this is one of the least necessary places for this work.	12/2/2022 11:47 AM
51	In my experience the biggest issue cycling on this road is westbound; the surface is bad and the straight road with lack of parking makes me feel vulnerable to traffic from behind. Eastbound I don't experience conflicts with traffic except oncoming lorries; cars traveling east are "calmed" by the parked vehicles. The path on the north is too narrow already in places due to the size of the verge and overgrown plants. I go east in the mornings and west after work.	12/2/2022 11:36 AM
52	Not necessary. Not convinced this scheme represents best value or a priority amongst roads across the city which have poor infrastructure for active travel. There appears to be no issue along Hospital Fields Road.	12/2/2022 7:30 AM
53	not needed	12/1/2022 9:12 AM
54	Needs 2 cycle lanes	11/30/2022 9:04 PM
55	It would be better than now, but would expect more for £800k. Also doesn't address west bound	11/30/2022 9:04 PM

56	I fully support removing the parking spaces, but do not support narrowing the path at all. If this is truly about reducing the impact on the environment, removing car spaces and encouraging walking is the cheapest and most environmentally friendly method. Removing cars to make way for construction is counter-productive to the aim.	11/30/2022 1:32 PM
57	A large number of people work on Hospital Fields Road and need somewhere to park. Businesss also need parking for their visiting customers who sometimes are here for long periods of time. A large number of people use the footpaths to walk their dogs down to the river these include small children on bikes and in pushchairs and the footpaths are busy now and even more so in the summer. The area by the river is a very popular green space and is used by people from other areas of the city who access it via Hospital Fields Road. Also it is not only cyclists who use Hospital Fields Road to move from the East to the West but pedestrians too. So narrowing the footpath serves only to push pedestrians into the road in order to pass each other. Traffic can not get out of Hospital Fields Road from about 4.30pm due to the yellow box being unclear, bad driving and the number of people wishing to leave if segregation is in place it will be impossible to get out under the current light change timings. All this will do will cause people to be in the middle of the road at the A19 junction at the lights causing greater danger for cyclists to cross the A19 and get down Hospital Fields Road. This is a current problem for cyclists now so I don't think a cycle lane will solve the issue. Once cyclists are on Hospital Fields Road the traffic is not an issue and they can move freely.	11/30/2022 10:57 AM
58	Parking is already at a premium - you would be better served trying to stop the dozens of people who park here on a doily basis and walk into town for work. They arrive on a morning, go into town and come back around 5pm. Stop these and there would be way less traffic and hence little need to spend a fortune on an unnecessary cycle lane. I have been here for 30 years and not seen any incident with cycles on the estate.	11/30/2022 9:36 AM
59	The image depicts bollards to segregate traffic, which pose an additional hazard for cyclists overtaking or pulling out to avoid surface defects or debris.	11/30/2022 9:02 AM
60	Cars will still park on the road unless they are physically prevented from doing so. They park on double-yellow lines now.	11/30/2022 8:45 AM
61	Suboptimal cycle lane width - we just should not be doing this. Light segregation will not be maintained and billards will soon be damaged and removed.	11/30/2022 8:23 AM
62	Currently the most dangerous part of the road for me as a cyclist is the part near the bus depot as I cycle west. Cars heading east will often pull out to overtake the parked cars, and will not give way to me cycling in the opposite direction. Removing the parked cars is a good idea, I'm not sure if installing a segregated cycle lane is a good idea though.	11/29/2022 9:22 PM
63	The traffic on Hospital Fields Road does not honour the rights of cycles. eg. lorries are frequently parked blocking the cycle track to the river. I believe they would simply park in lightly segregated lanes, possibly making the situation worse as drivers would now expect cyclists to be off the main area of road. (I have tried to explain to drivers in the past that cyclists are allowed outside of cycle lanes where present. It's fair to say that a considerable portion do not believe this to be true.)	11/29/2022 4:08 PM
64	How on earth do the BUSINESSES located on Hospital Fields Road access their units with the necessary vehicles involved with their business? e.g how does a coach at Ingleby's reverse into and out of their premises?	11/29/2022 2:38 PM
65	This provides no protection for cyclists	11/29/2022 2:26 PM
66	I don't think that cycling provision is a priority for this road. It's not a through road for other traffic so its primarily residential or business use. The latter must have declined significantly with hybrid working meaning less staff have to travel here. It currently seems perfectly fine to me and other much busier through road schemes should be given priority over this relatively short length of road.	11/29/2022 12:42 PM
67	Hospital Fields Road is regularly used by HGVs. It's likely the segregation measures would be damaged due to insufficient carriageway space when two HGVs try to pass.	11/29/2022 9:16 AM
68	Seems totally unnecessary	11/28/2022 10:22 PM
69	You are is ng precious funding to solve a problem that does not exist. This money should go to an area in the city with greater need. It is a complete farse.	11/28/2022 10:12 PM
70	2 meters is ample as it already is on lots of other roads	11/28/2022 9:23 PM

71	Not needed at all	11/28/2022 9:12 PM
72	I don't support any option. The 800k could be better spent on road surfacing in and around the city.	11/28/2022 8:50 PM
73	How much will this option cost? Has reducing the carriageway width been explored, as a means of creating space for cycling? I question whether creating segregated cycle infrastructure on HFR is the best way of spending active travel money. There are other locations in York that are far more in need of segregated cycling, and would likely result in a far greater increase in levels of cycling.	11/28/2022 8:17 PM
74	Feel like if the change is going to be made we may as well go all in and have a lane that's the "proper" width of 2m, rather than going in half baked. Parking down at the millennium bridge end of Hospital Fields Road is already a joke with the tradespeople at the garages and PVCu window shops feeling they have the right to park on the pavement over double yellow lines. Reducing the pavement width further will make this problem worse	11/28/2022 7:24 PM
75	Direct savngs to less safe routes	11/28/2022 5:01 PM
76	I work on Hospital Fields and have to park my car on the road, there is no other option. Where do you propose people who work there should/could park their vehicles while at work ?	11/28/2022 3:54 PM
77	Unnecessary as HFR is safe for cyclists - ask them and they will tell you this.	11/28/2022 2:42 PM
78	WHY CHANGE SOMETHING THAT IS NOT BROKEN? THIS IS AN INDUSTRIAL ESTATE WHICH IS SHARE BY EVERYONE. GET RID OF THE SCOOTERS AS THEY ARE THE BIGGEST PROBLEM IN THIS AREA.	11/28/2022 12:36 PM
79	I regularly cycle down Hospital Fields Road as I live in the block of flats at the Fulford Road end, and whilst in theory a segregated cycle lane sounds good, it is generally quite a quiet road that I feel safe cycling on. With the bus depot moving, I feel this will become even safer.	11/27/2022 2:43 PM
80	Don't see the need for any changes. There is a free to use road and believe that a change to the roads would be a waste of money and impact business in the area negatively as well as removing parking used by residents	11/26/2022 7:58 PM
81	You have to take into account that there s an industrial estate as well as 2 bus depots so obviously large vehicles utilize this road. They need to be able to access, their businesses safely too	11/26/2022 12:05 PM
82	Provides safety to cyclists and is not visually deprecating	11/26/2022 10:49 AM
83	Would prefer to see segregated cycle lanes in both directions like at Navigation Road.	11/25/2022 3:01 PM
84	It's cheap, and in my experience I feel generally fine cycling down here. It would be an improvement. Confused as to why it's only in one direction though?	11/25/2022 11:16 AM
85	It's pretty safe already, money could be better spent elsewhere	11/24/2022 7:54 PM

### Q10 Do you think this option would improve the safety and usability of Hospital Fields Road for cyclists?

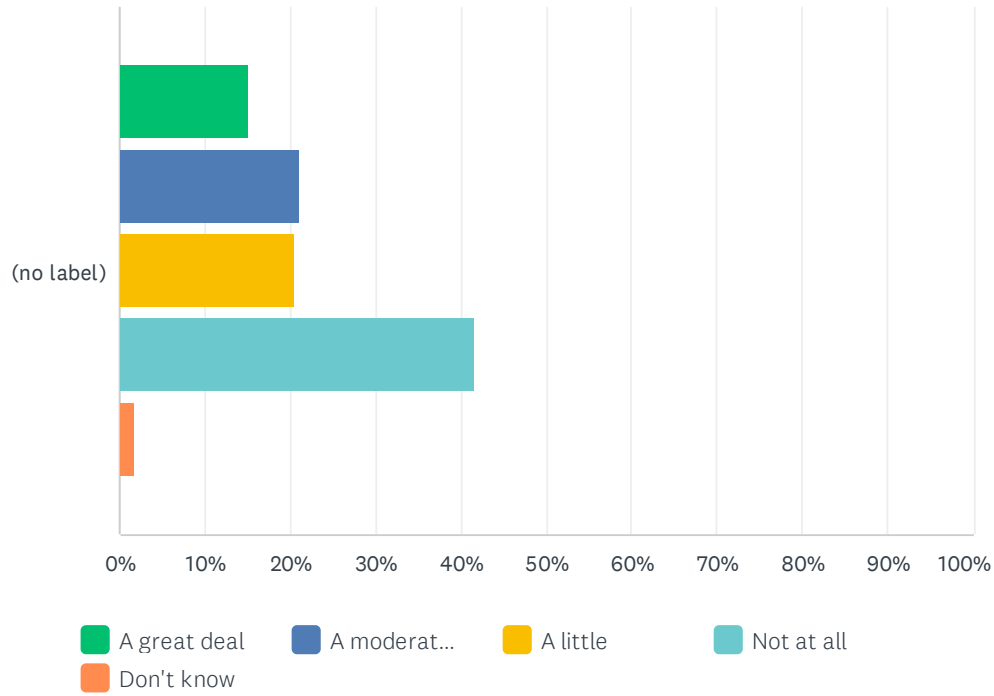
Answered: 169 Skipped: 41



	STRONGLY AGREE	AGREE	NEITHER / NOR	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	6.51% 11	36.69% 62	34.32% 58	13.02% 22	9.47% 16	169	2.82

### Q11 To what extent do you support this option?

Answered: 166 Skipped: 44



	A GREAT DEAL	A MODERATE AMOUNT	A LITTLE	NOT AT ALL	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
(no label)	15.06% 25	21.08% 35	20.48% 34	41.57% 69	1.81% 3	166	2.94

## Q12 Would you like to provide more information about your support of this option?

Answered: 84 Skipped: 126

#	RESPONSES	DATE
1	HFR is a relatively safe no through road. Money would be better spent improving the poor road surface and traffic light control to prioritise pedestrians and cyclists	12/19/2022 7:39 PM
2	Why does this road need this type of segregation when Fulford Rd is a much better project focus.	12/19/2022 7:21 PM
3	The best option	12/19/2022 4:02 PM
4	If it's more expensive and you *absolutely have* to make changes on HFR, spend as little as possible and use the money elsewhere where there are really necessary changes needed, where cyclists are actually put off cycling by the road layout or proximity to motor vehicles. HFR is, in my opinion, very low priority to put in cycling infrastructure. And, if you have the choice, just leave it as-is and use the funding on the Fishergate Gyratory, or Tadcaster Road, or various other places which could be radically improved.	12/19/2022 3:04 PM
5	See comments for previous scheme	12/19/2022 2:22 PM
6	cyclists are still in danger at junctions and from hgvs and other motor vehicles exiting premises	12/19/2022 2:09 PM
7	More segregation	12/19/2022 2:07 PM
8	Expensive and not needed as per previous comments	12/19/2022 1:36 PM
9	Over the top.	12/19/2022 1:11 PM
10	You're leaving very little room for truck manoeuvring.	12/19/2022 12:40 PM
11	I do not support this option as I don't believe a cycle track is relevant to HFR.	12/16/2022 5:08 PM
12	no	12/16/2022 2:46 PM
13	This idea offers more protection to cyclists and eScooters heading east. I am concerned however that cyclists will be more vulnerable than present when they are heading westbound because cars won't be looking out for cyclists (possibly assuming they will be on the cycle lane). I don't understand why you can't have cycle lanes on both sides, with a 1 1/2 sized roadway? Where there is one central lane, and then cars have to squeeze past each other if they meet. This would be standard in the Netherlands on this type of road. car traffic is very light here - lighter than cycle traffic - why can't we have this?	12/16/2022 9:16 AM
14	More space needed for cargobikes, tricycles and trailers	12/13/2022 2:15 PM
15	I would prefer the cycle path to be on the west side as there are fewer vehicles moving in and out of the main road and for cyclists to be able to travel in both directions on one path if possible?	12/13/2022 1:49 PM
16	This scheme should be postponed in favour of introducing other parts of the Cycling and Walking Infrastructure Plan (LCWIP) that will bring about a real increase in cycling in York.	12/12/2022 12:00 PM
17	Would be better to see all options before making a view	12/9/2022 8:05 PM
18	Seems excessive barriers between cars and cyclists on a road that never seems that busy	12/9/2022 4:09 PM
19	This option does not allow cycles to travel in a parallel or overtake. Given the high number of cyclists along this section of road this is essential. However, this observation does not detract from my overall opinion that the money the council is proposing to spend on Hospital Fields Road could be better spent on cycle facilities elsewhere.	12/9/2022 10:26 AM
20	why only protected lane in one direction - traffic is light on Hospital fields road compared to	12/8/2022 1:02 PM

	other roads	
21	I don't support any of these options.	12/7/2022 11:42 PM
22	HFR can be improved but with a limited budget I would much rather see this going towards other projects	12/7/2022 9:25 PM
23	Improvement in safety is worth extra cost.	12/7/2022 8:19 PM
24	The main problem isn't Hospital Fields Road, it's the traffic lights at the end that are shared between cyclists and cars / trucks / vans. Motorised traffic turning left crosses over the path of cyclists crossing straight over to the barracks; because there is limited time to get slow moving cyclists across the road, many motorised vehicles try to turn left before the cyclists have got going. If there are a lot of cyclists, then motorised traffic might not even get a chance to go at all and then have to wait many minutes for the next green light. What would be really good would be a separate and obvious set of lights for cyclists, so they can get across before the cars start to move. Something more obvious than those tiny bike traffic lights in town. Many motorists and pedestrians don't know they're there, and so start to cross the road just as the cyclists do. Worse, motorists and pedestrians mistakenly believe cyclists are jumping the lights, which then makes motorists mistreat cyclists more. A big green cycle light right next to the main traffic lights would be great. Better, would be intelligent lights that know how many cyclists are waiting to cross, and so give more time if there are many.	12/7/2022 2:24 PM
25	I worry it would reduce space for westbound traffic.	12/6/2022 8:34 PM
26	Too narrow to easily pass other cyclists	12/6/2022 8:17 PM
27	Hospital Fields Road doesn't need this work at all, it's just fine for cyclists as it is and the money would be better spent on cycle infrastructure elsewhere.	12/6/2022 3:17 PM
28	I prefer this over the previous option *currently*, because I think cyclists, especially those with children heading to the nurseries, need protection from the large steel lorries that head down Hospital Fields Road. Depending on what the future is for that steel depot, it might not be needed in the longer term.	12/6/2022 11:53 AM
29	I'd rather have a decent on street cycle lane (light segregation as per option 1) but IN BOTH DIRECTIONS	12/5/2022 8:52 PM
30	Holds the same issue as option 1 regarding perception of safety across the journey - most cyclists will cycle both directions. The westbound journey will be less pleasant because the on road cycling will be sharing a narrower roadway than previously. However, I believe that this raised curb on the eastbound leg is much better than option 1	12/5/2022 9:07 AM
31	This could be used for much safer cycling including for young cyclists and people with bike trailers etc.	12/4/2022 10:38 PM
32	I don't think any segregation is needed - the route is fine as it is.	12/4/2022 2:56 PM
33	Would there still be vehicle access to Hospital Fields houses?	12/4/2022 2:22 PM
34	Why does cycling eastbound get safer infrastructure than cycling westbound? Inadequate. Always inadequate.	12/4/2022 12:52 PM
35	A narrow track with a rigid kerb both sites is not attractive to me.	12/4/2022 12:04 PM
36	Physical segregation is best.	12/3/2022 4:43 PM
37	There is enough cycle traffic that cyclists need to overtake other cyclists. This would make that difficult or impossible.	12/2/2022 10:46 PM
38	I feel that the kerb is actually dangerous for cyclists who might step on it in the dark.	12/2/2022 10:39 PM
39	Too expensive and no a good use of public money in such a small area of road.	12/2/2022 6:16 PM
40	See previous statement	12/2/2022 6:09 PM
41	What is the rationale for making east-bound a segregated cycle lane but leaving west-bound on-road? Why is this preferred over (for example) making west-bound a segregated cycle lane and leaving east-bound on-road? Or have you chosen this purely for the advantage of having to deal with fewer roadside access points to properties? Pavement width of 1.6m is below the 2.0m minimum recommended in Manual for Streets (2007) even for "lightly used streets" - ref	12/2/2022 5:28 PM



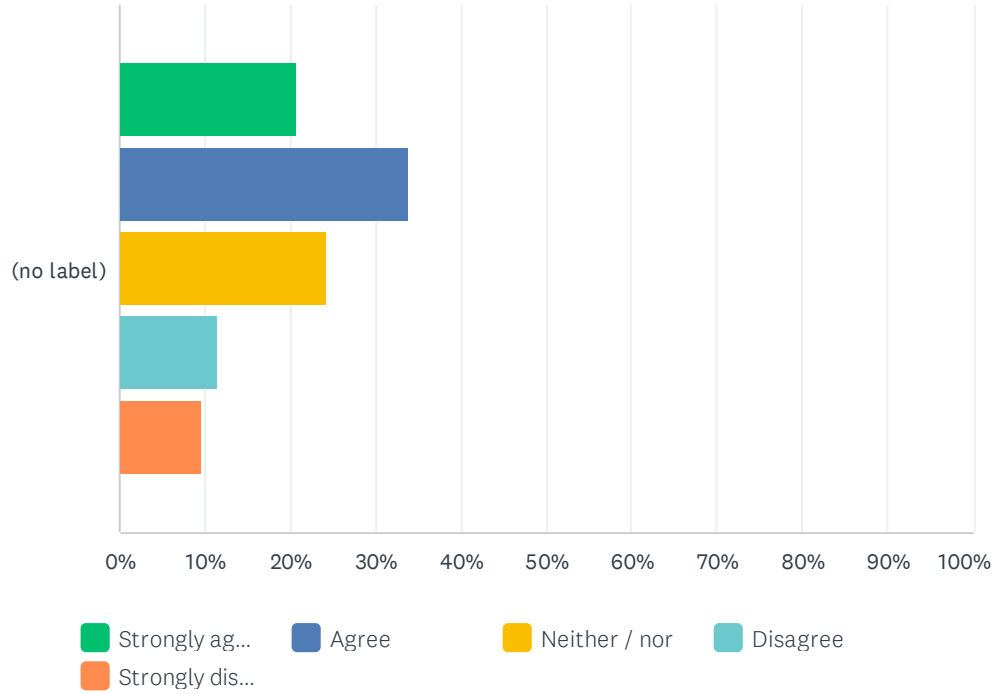
para 6.3.22. 1.4m is far below minimum. Is it appropriate to reallocate space from the footpath to provide a cycle lane when the result is substandard provision (below recommended minimum width) for both user groups? Does removing on-street parking to enable the one-way segregated cycle lane put cyclists travelling on-road in the other direction at greater risk of speeding vehicles? (Less "natural speed management" from parked cars, to use transport speak!) Re "offers pedestrian priority" - pedestrians already have priority at side roads as of the update to the Highway Code in January 2022. <https://www.gov.uk/guidance/the-highway-code/introduction#ruleh2>

42	I find higher risk of cyclist/pedestrian conflict on these	12/2/2022 5:22 PM
43	Again, width is an issue, but it's better than the previous option.	12/2/2022 3:57 PM
44	cost likely disproportionate to benefit	12/2/2022 3:36 PM
45	Same reason as option 1. Waste of money and there is currently no safety issue.	12/2/2022 3:14 PM
46	See previous comment. I don't believe this street is the best target for funding as it's already a quiet street.	12/2/2022 3:02 PM
47	Please see the answer I provided on the last page.	12/2/2022 2:39 PM
48	See my answer above. Cyclists need segregation like this on other busier roads in York, not this road. This road is already well used. Segregation on other busier roads would increase their use. Segregation is not going to make any difference to the users/usage of this road which is already between two good bits of cycle track (riverside and Walmgate stray). We need better segregation on other busier roads.	12/2/2022 2:19 PM
49	As before, support in principle but unnecessary here.	12/2/2022 11:48 AM
50	As it's a one-way track, it exacerbates the issues of westbound cyclists in the evening, who are now compressed into a tighter space with faster traffic	12/2/2022 11:38 AM
51	Cost?? why say 'expensive' without quantifying?	12/2/2022 8:28 AM
52	Not necessary. Not convinced this scheme represents best value or a priority amongst roads across the city which have poor infrastructure for active travel. There appears to be no issue along Hospital Fields Road.	12/2/2022 7:30 AM
53	Fixing a problem that doesn't exist	12/1/2022 8:20 PM
54	There are other places in the city where full segregation would provide more benefits	12/1/2022 2:26 PM
55	Needs 2 cycle lanes	11/30/2022 9:05 PM
56	As option 1	11/30/2022 9:05 PM
57	The construction needed to achieve this is so counter-productive to saving the environment. I don't think the cost of this is justifiable for the amount of cyclists that use Hospital Fields Road and will cause a great deal of disruption to businesses and homes around the area.	11/30/2022 1:35 PM
58	Cyclists are not in as much danger driving down Hospital Fields Road as they are at the junction where vehicles are turning right to access the A19. Due to congestion at this junction that's when cyclists can not cross and access Hospital Fields Road. All this will do will squeeze the cars into one lane turning right and left and it will be impossible for anyone to leave unless they sit in the yellow box blocking a safe route for the cyclists.	11/30/2022 11:00 AM
59	Kerbed segregation on a narrow cycle lane provides no ability for cyclists to pull out to overtake others or to avoid surface defects or debris	11/30/2022 9:04 AM
60	The kerb prevents cars blocking the cycle lane.	11/30/2022 8:46 AM
61	Better than first option but concern re suboptimal width.	11/30/2022 8:24 AM
62	This sounds like it gives better protection to cyclists heading west, however: if the cycle lane is broken up by entrances to the side streets or business premises then it will make it more dangerous for cyclists as it will increase the number of conflict points with cars. It also would need to go all the way to the junction with fulford road, otherwise there will still be the main problem with eastbound cars overtaking parked cars and dangerously too close to westbound cyclists.	11/29/2022 9:26 PM

63	Hospital fields lane is extremely quiet. There is little point in putting a cycle lane in when there is barely any traffic	11/29/2022 7:30 PM
64	Protects cyclists a lot More importantly the dutch kerbs may tackle overly aggressive driving I've repeatedly experienced from people leaving the Ebor Fitness gym	11/29/2022 6:47 PM
65	I think this would force drivers to honour the system in place but could prevent cyclists overtaking each other. Some cyclists are barely faster than pedestrians on that stretch.	11/29/2022 4:11 PM
66	It will obstruct access for coaches or hgv's reversing into and out of those businesses along hospital fields road which have deliveries, repairs, etc	11/29/2022 2:39 PM
67	I don't think that cycling provision is a priority for this road. It's not a through road for other traffic so its primarily residential or business use. The latter must have declined significantly with hybrid working meaning less staff have to travel here. It currently seems perfectly fine to me and other much busier through road schemes should be given priority over this relatively short length of road.	11/29/2022 12:42 PM
68	Seems totally unnecessary- cycling on hospital fields road is currently fairly safe compared to other parts of the city	11/28/2022 10:23 PM
69	It's complete overkill. Squandering cash here is putting lives at risk elsewhere in the city where it could be much better spent. It is a shameful waste of resources.	11/28/2022 10:13 PM
70	Not needed	11/28/2022 9:24 PM
71	This section of road is used by cyclists on a morning and evening but is not a road that is used regularly by many cyclists. Accidents involving cyclists are very rare on this stretch of road.	11/28/2022 8:52 PM
72	I cannot see how this road justifies spending large amounts of money on cycle infrastructure. As my previous answer said, I think there are other roads in York that would bring far greater benefit and increase levels of cycling. The cycling propensity tool shows that HFR has near zero propensity to cycle, no matter what infrastructure is installed.	11/28/2022 8:20 PM
73	Feel like if the change is going to be made we may as well go all in and have a lane that's the "proper" width of 2m, rather than going in half baked. With that said it does seem like a better idea than option 1, to me, given the inclusion of proper kerbs make it feel like a permanent solution and therefore safer. Parking down at the millennium bridge end of Hospital Fields Road is already a joke with the tradespeople at the garages and PVCu window shops feeling they have the right to park on the pavement over double yellow lines. Reducing the pavement width further will make this problem worse.	11/28/2022 7:24 PM
74	Over the top for a quiet route	11/28/2022 5:02 PM
75	In excess of 26 parking spaces will be lost if this scheme comes to fruition. Where do people park who work on Hospital Fields or visit the local businesses ?	11/28/2022 3:58 PM
76	I do not want to see the pavement area reduced for pedestrians	11/28/2022 3:40 PM
77	Unnecessary and costly - money can be better spent elsewhere in York where greater need for cycling safety	11/28/2022 2:43 PM
78	THIS INDUSTRIAL ESTATE IS JUST THAT - USE MAPLE GROVE FOR A SAFER OPTION. STOP WASTING OUR COUNCIL TAX MONEY ON STUPID IDEAS.	11/28/2022 12:37 PM
79	As before, can't see the improvement but can see lot's of disadvantages	11/26/2022 7:59 PM
80	So, you either reduce the space on the road for vehicles or the space on the pavement for pedestrians .....	11/26/2022 12:07 PM
81	Less visually pleasing and more expensive to construct	11/26/2022 10:50 AM
82	Prevents ability to overtake slower cyclists.	11/25/2022 3:03 PM
83	Good. But again, it's only in one direction?	11/25/2022 11:17 AM
84	No need for it. Very little motor traffic, all moving at low speed. Better off spending the money elsewhere.	11/24/2022 8:00 PM

### Q13 Do you think this option would improve the safety and usability of Hospital Fields Road for cyclists?

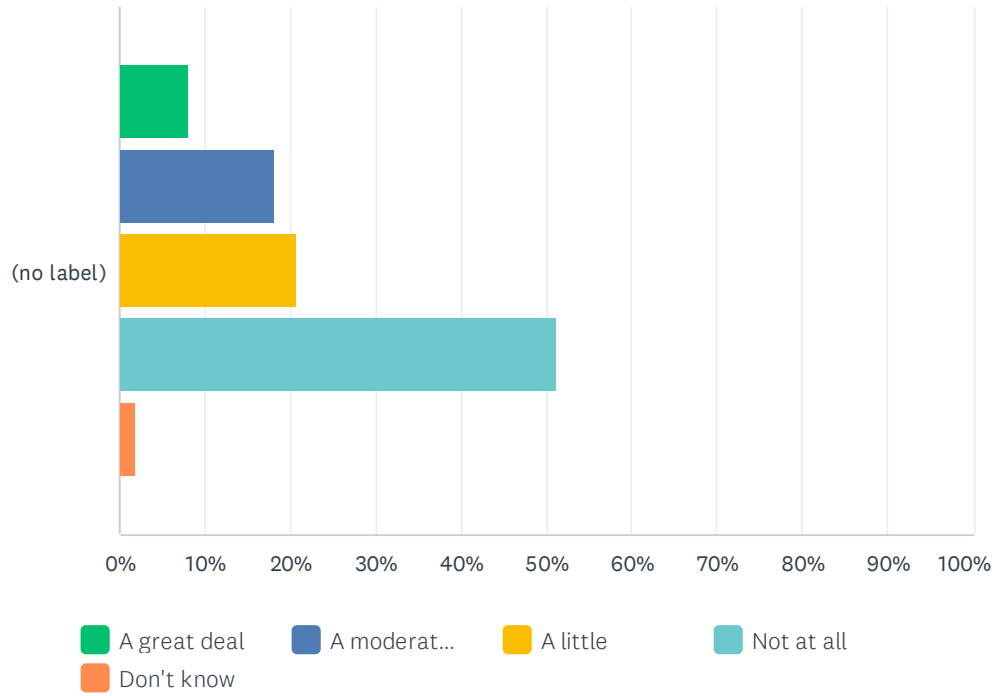
Answered: 165 Skipped: 45



	STRONGLY AGREE	AGREE	NEITHER / NOR	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	20.61% 34	33.94% 56	24.24% 40	11.52% 19	9.70% 16	165	2.56

### Q14 To what extent do you support this option?

Answered: 160 Skipped: 50



	A GREAT DEAL	A MODERATE AMOUNT	A LITTLE	NOT AT ALL	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
(no label)	8.13% 13	18.13% 29	20.63% 33	51.25% 82	1.88% 3	160	3.21

## Q15 Would you like to provide more information about your support of this option?

Answered: 74 Skipped: 136

#	RESPONSES	DATE
1	Stepped cycle lane is only in one direction. Doesn't prevent vehicles driving or parking on the cycle lane. Money better spent on improving road surface of HFR or used elsewhere in York where the injury risks to cyclists are greater	12/19/2022 7:45 PM
2	Again this would be better on main roads, like Fulford Rd and would benefit children cycling to school. It's not really expensive compared to dualling the outer ring road. Parking and driving violations can be designed out and then enforced with cameras	12/19/2022 7:24 PM
3	I prefer the non-kerb option as this makes it easier for faster cyclists to overtake slower cyclists at peak times.	12/19/2022 5:53 PM
4	It's the most expensive? Just don't. No need. Use the money elsewhere where cycle improvements would actually benefit cyclists!	12/19/2022 3:06 PM
5	see comments for first scheme	12/19/2022 2:22 PM
6	needs proper kerbing to slow motor vehicles crossing cycle lane - not just a bit of green paint that wears off after a couple of years	12/19/2022 2:11 PM
7	Inclusive cycling for those using wider bikes is better serviced with wider cycle lane, and allows for safe overtaking.	12/19/2022 2:10 PM
8	Expensive	12/19/2022 1:37 PM
9	Well over the top and might possibly trip pedestrians or cyclists.	12/19/2022 1:12 PM
10	I do not support this option as I don't believe a cycle track is relevant to HFR.	12/16/2022 5:08 PM
11	no	12/16/2022 2:47 PM
12	Lack of physical barrier/kerb between cycle lane and car pane makes this less desirable	12/16/2022 2:14 PM
13	Cars will just park in the cycle lane! And it offers no protection for cyclists. Gagarin I am concerned that there is no protection for cyclists going westbound. It's a highly visible cycle Lane like this, I strongly expect cars to be hostile to cyclists travelling westbound because they would think they should be in the cycle lane. People who cycle eastbound will likely also cycle westbound - why are you only protecting one direction but not the other? The only way this makes sense is if the cycleway is two-directional but there's no space for that. Again - why not have one single lane of car traffic with just enough space for cars to squeeze past each other (or move temporarily into the bike lanes to pass), and thereby have two cycle ways?	12/16/2022 9:17 AM
14	I would prefer the cycle path to be on the west side as there are fewer vehicles moving in and out of the main road and for cyclists to be able to travel in both directions on one path if possible?	12/13/2022 1:51 PM
15	This scheme should be postponed in favour of introducing other parts of the Cycling and Walking Infrastructure Plan (LCWIP) that will bring about a real increase in cycling in York.	12/12/2022 12:00 PM
16	Cars will park there if they can	12/9/2022 8:06 PM
17	Not good for disabled pedestrians to negotiate	12/9/2022 4:09 PM
18	Don't waste funds putting in a cycle way where it is not necessary. There must surely be places in York where £800,000 can be better utilised to improve cycling safety.	12/9/2022 10:26 AM
19	This will be parked in by cars as not protection for the lane	12/8/2022 1:03 PM
20	I don't support any of these options.	12/7/2022 11:42 PM

21	Danger of cars and cycles coming into conflict	12/7/2022 9:27 PM
22	The main problem isn't Hospital Fields Road, it's the traffic lights at the end that are shared between cyclists and cars / trucks / vans. Motorised traffic turning left crosses over the path of cyclists crossing straight over to the barracks; because there is limited time to get slow moving cyclists across the road, many motorised vehicles try to turn left before the cyclists have got going. If there are a lot of cyclists, then motorised traffic might not even get a chance to go at all and then have to wait many minutes for the next green light. What would be really good would be a separate and obvious set of lights for cyclists, so they can get across before the cars start to move. Something more obvious than those tiny bike traffic lights in town. Many motorists and pedestrians don't know they're there, and so start to cross the road just as the cyclists do. Worse, motorists and pedestrians mistakenly believe cyclists are jumping the lights, which then makes motorists mistreat cyclists more. A big green cycle light right next to the main traffic lights would be great. Better, would be intelligent lights that know how many cyclists are waiting to cross, and so give more time if there are many.	12/7/2022 2:24 PM
23	As per previous, I'm not super convinced traffic density is that high as to warrant these measures. I'm ready to be wrong, but generally I find travelling down Hospital fields road an easy experience as a cyclist. The road is basically wide. The real problem is actually the junction. The lights need phasing better. Between say 0830 and 0930 Eastbound cycl density is very high, and yet the lights do not stay green for very long. This means vehicles get stuck. This is frustrating and I can see that vehicles could try dangerous maneuvers to "make it through" on the tail of the head of cyclists.	12/6/2022 8:38 PM
24	Cars will park on it	12/6/2022 8:26 PM
25	Hospital Fields Road doesn't need this work at all, it's just fine for cyclists as it is and the money would be better spent on cycle infrastructure elsewhere.	12/6/2022 3:18 PM
26	Feels like another half baked solution leading to confusion.	12/6/2022 2:03 PM
27	I like the sound of the dutch kerbs. What about having a 2m wide cycle track, but offering it in both directions.	12/5/2022 8:53 PM
28	Physical prevention of cars entering cyclists' space is a great mental safety bonus of option 2 over this. A wider cycleway is less useful unless the idea is for bidirectional cycle traffic on this wider segment? I have the same general complaint as with options 1 and 2 in that the westward journey will remain shared with cars but now on a narrower roadway. I think this wide cycle path could be used for cycle traffic in both directions though - this could be an improvement given the limited total width available.	12/5/2022 9:13 AM
29	For the high number of cyclists at peak times often congregating at the lights en mass (eg 8.30 am) a designated channel with different levels and widest track would be most beneficial. It's a busy road with many large vehicles (lorries, buses, vans) entering and leaving - so a much demarcation as possible to create safer cycling.	12/4/2022 11:28 PM
30	I don't think any segregation is needed - the route is fine as it is.	12/4/2022 2:57 PM
31	Would there still be vehicle access for Hospital Fields houses?	12/4/2022 2:23 PM
32	Why does cycling eastbound get safer infrastructure than cycling westbound? Inadequate. Always inadequate.	12/4/2022 12:52 PM
33	If motorists CAN get onto a cycle track to park, they sure as hell WILL!	12/3/2022 4:45 PM
34	It's good that the footway retains its width, but it doesn't feel like there's much protection for cyclists.	12/2/2022 10:41 PM
35	This is interesting, but perhaps not much more convenient than the other options.	12/2/2022 8:50 PM
36	See previous statement	12/2/2022 6:10 PM
37	What is the rationale for making east-bound a segregated cycle lane but leaving west-bound on-road? Why is this preferred over (for example) making west-bound a segregated cycle lane and leaving east-bound on-road? Or have you chosen this purely for the advantage of having to deal with fewer roadside access points to properties? Pavement width of 1.6m is below the 2.0m minimum recommended in Manual for Streets (2007) even for "lightly used streets" - ref para 6.3.22. 1.4m is far below minimum. Is it appropriate to reallocate space from the footpath to provide a cycle lane when the result is substandard provision (below recommended	12/2/2022 5:28 PM

minimum width) for both user groups? Does removing on-street parking to enable the one-way segregated cycle lane put cyclists travelling on-road in the other direction at greater risk of speeding vehicles? (Less "natural speed management" from parked cars, to use transport speak!) Re "offers pedestrian priority" - pedestrians already have priority at side roads as of the update to the Highway Code in January 2022. <https://www.gov.uk/guidance/the-highway-code/introduction#ruleh2>

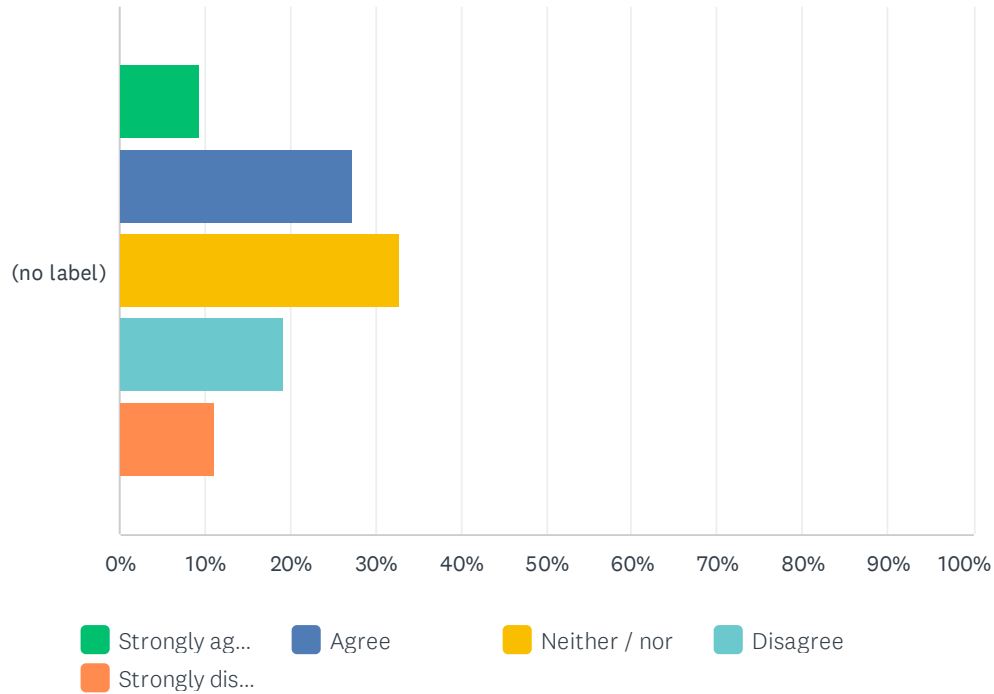
38	It will get parked on and become unusable unless penalties are issued for doing so. There's too many occasional visitor vehicles on this rd for this not to happen.	12/2/2022 5:25 PM
39	One car, van, etc bumped up on to the kerb restricts cycle movements.	12/2/2022 4:00 PM
40	Same as 1 & 2	12/2/2022 3:14 PM
41	Please see the answer I provided on one of the previous pages.	12/2/2022 2:40 PM
42	See previous comments	12/2/2022 2:20 PM
43	People would park/wait in this, so its a bad idea	12/2/2022 1:28 PM
44	exacerbate issues for westbound cyclists in the evening	12/2/2022 11:39 AM
45	Why say it could be parked on if that would be offence subject to PCN?	12/2/2022 8:30 AM
46	Not necessary. Not convinced this scheme represents best value or a priority amongst roads across the city which have poor infrastructure for active travel. There appears to be no issue along Hospital Fields Road.	12/2/2022 7:30 AM
47	Ridiculous to even think about	12/1/2022 8:21 PM
48	What about WB cyclists?	12/1/2022 2:27 PM
49	It looks awful and I am struggling to see how this will improve safety for cyclists given the highlighted point that traffic can pull onto the cycle way for such an expensive option.	11/30/2022 1:37 PM
50	its the junction that needs improving not Hospital Fields Road itself. This will prevent cars leaving at the junction with the A19 and then they will block the road across the junction meaning cyclists have to weave amongst them.	11/30/2022 11:01 AM
51	This doesn't lose any of the availability road space and doesn't prevent cyclists pulling onto the road to overtake or avoid debris. Parking or driving violations can be dealt with via periodic enforcement action.	11/30/2022 9:06 AM
52	Cars will block the cycle lane	11/30/2022 8:47 AM
53	Width is very important. Vehicle incursion could be dealt with by incursion.	11/30/2022 8:26 AM
54	I like the ideas behind this option, but it appears that it does nothing for west bound cyclists at all, when I am cycling along hospital fields road I already feel like I am safer heading east than I am heading west.	11/29/2022 9:32 PM
55	In my experience drivers will park on the cycle lane without a care. This option seems unwise.	11/29/2022 6:48 PM
56	The nature of the businesses along the road probably means parking violations would occur, but it would be an improvement.	11/29/2022 4:13 PM
57	Re- direct cycle traffic up Maple Avenue instead	11/29/2022 2:41 PM
58	I don't think that cycling provision is a priority for this road. It's not a through road for other traffic so its primarily residential or business use. The latter must have declined significantly with hybrid working meaning less staff have to travel here. It currently seems perfectly fine to me and other much busier through road schemes should be given priority over this relatively short length of road.	11/29/2022 12:42 PM
59	Seems unnecessary	11/28/2022 10:23 PM
60	It's utter nonsense. There is no issue with cycling here. I am a man extremely nervous cyclist and yet have no qualms about cycling with my 5 year old and 8 year old on Hospital Fields Road. Spend the cash somewhere else.	11/28/2022 10:14 PM
61	Not needed	11/28/2022 9:25 PM

62	Improvement to the existing traffic lights could help frustrated road users as the box is very confusing at the top of the road. There should be a cyclists filter 30 seconds before the main lights change to green and the lights should stay on for longer to allow more vehicles to exit hospital fields road	11/28/2022 8:54 PM
63	Same as previous answer.	11/28/2022 8:21 PM
64	Feel like if the change is going to be made we may as well go all in and have a lane that's the "proper" width of 2m, rather than going in half baked. That said, 1.6m is a better option than the previous two. Parking down at the millennium bridge end of Hospital Fields Road is already a joke with the tradespeople at the garages and PVCu window shops feeling they have the right to park over double yellow lines and onto the pavement already. Reducing the pavement widths will make this problem worse, and if there is no physical barrier stopping them from getting into the cycle lane then they'll do that as well.	11/28/2022 7:28 PM
65	Over the top for this road	11/28/2022 5:03 PM
66	It is frankly absurd to remove the vast majority of the available parking spaces without addressing the parking issues which will result if this scheme goes ahead. I have nowhere to park my vehicle when at work.	11/28/2022 4:01 PM
67	This would be a ridiculous waste of public money	11/28/2022 3:41 PM
68	Unnecessary and costly. Money could be more effective elsewhere in York where more need to improve cycling safety.	11/28/2022 2:45 PM
69	USE MAPLE GROVE. THE COST WILL BE MINIMAL. TRAFFIC LIGHTS AT THE TOP SENDING CYCLISTS ACROSS FULFORD ROAD ONTO THE EXISTING CYCLE PATH.	11/28/2022 12:38 PM
70	As before	11/26/2022 12:08 PM
71	Good for pedestrians as cyclists cannot easily use the pavement	11/26/2022 10:51 AM
72	Would prefer segregated cycle lanes in both directions	11/25/2022 3:05 PM
73	Yes to dutch kerbs! No because people will park or load in it anyway. Only one direction again	11/25/2022 11:18 AM
74	No point in it. Traffic levels are very low on this road. The most dangerous part of Hospital Fields Road is leaving it at the end, joining Fulford Road or crossing to the barracks. For a real safety improvement, increase the time for green lights leaving Hospital Fields Road or the barracks. Particularly on the Eastern side, there is not enough time permitted to cross Fulford Road when turning right.	11/24/2022 8:06 PM



### Q16 Do you think this option would improve the safety and usability of Hospital Fields Road for cyclists?

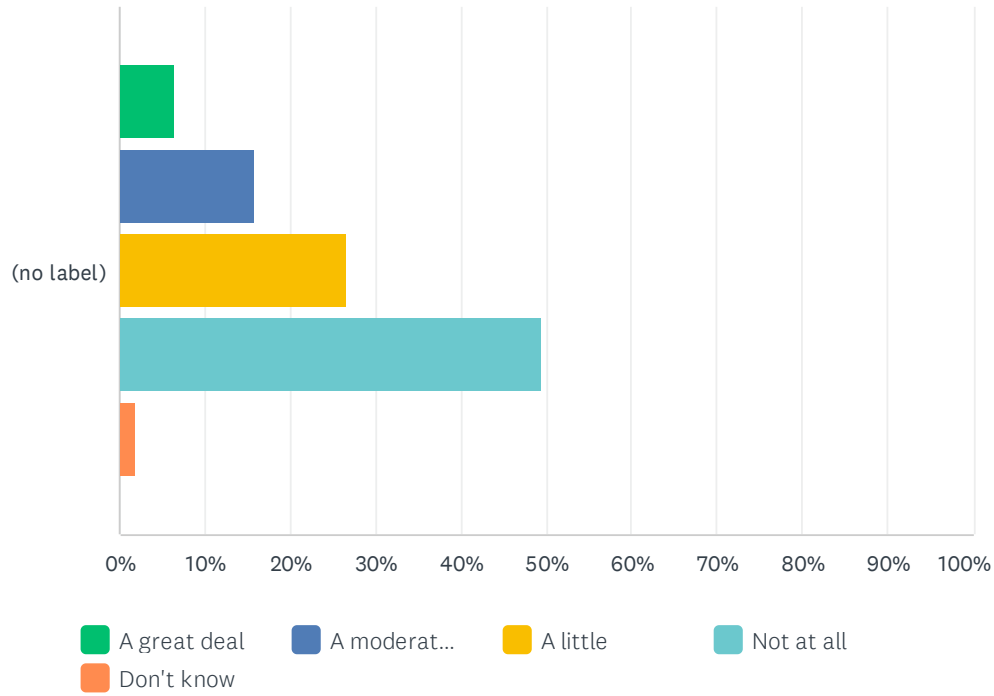
Answered: 161 Skipped: 49



	STRONGLY AGREE	AGREE	NEITHER / NOR	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	9.32% 15	27.33% 44	32.92% 53	19.25% 31	11.18% 18	161	2.96

### Q17 To what extent do you support this option?

Answered: 158 Skipped: 52



	A GREAT DEAL	A MODERATE AMOUNT	A LITTLE	NOT AT ALL	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
(no label)	6.33% 10	15.82% 25	26.58% 42	49.37% 78	1.90% 3	158	3.25

## Q18 Would you like to provide more information about your support of this option?

Answered: 82 Skipped: 128

#	RESPONSES	DATE
1	Small kerbs separating pedestrians and cyclists are not safe for cycling in the dark or in icy conditions	12/19/2022 7:49 PM
2	Shared use paths like this are not appropriate for any project in York.	12/19/2022 7:25 PM
3	Prefer pedestrians and cyclists to be more segregated.	12/19/2022 5:54 PM
4	Same as the other expensive option. Use ANY funds you have to make cycling safer elsewhere, since HFR is not really at all dangerous for cyclists - in my opinion - other than perhaps lorries, vans and buses turning out of their yards etc, and no amount of cycle lane infrastructure will stop them going in and out of their respective units and bus depots.	12/19/2022 3:09 PM
5	It will just be parked on. Like the endemic pavement parking that ruins the experience for walkers and wheelers on the public space around this area.	12/19/2022 2:57 PM
6	Pedestrians and cyclists at conflict in narrow space whereas car is given ample space. Active travel deserves more space at the expense of cars.	12/19/2022 2:12 PM
7	Generally like on pavement lanes but this seems expensive	12/19/2022 1:38 PM
8	Probably best. No silly posts or kerbs.	12/19/2022 1:14 PM
9	Sharing the path with pedestrians is not a good option.	12/17/2022 5:28 PM
10	I do not support this option as I don't believe a cycle track is relevant to HFR.	12/16/2022 5:08 PM
11	I expect that pedestrians will simply spill into the cycle lane - especially when the paint fades away - and put themselves at risk. I have the same problems with this only being an eastbound option too.	12/16/2022 9:20 AM
12	Cyclists will clash with pedestrians on dark evenings.	12/15/2022 11:57 AM
13	I would prefer the cycle path to be on the west side as there are fewer vehicles moving in and out of the main road and for cyclists to be able to travel in both directions on one path if possible?	12/13/2022 1:52 PM
14	This scheme should be postponed in favour of introducing other parts of the Cycling and Walking Infrastructure Plan (LCWIP) that will bring about a real increase in cycling in York.	12/12/2022 12:00 PM
15	Cars will park on it	12/9/2022 8:07 PM
16	Pedestrians and cyclists need to be educated to be tolerant of each other and share space as they do in Germany	12/9/2022 4:09 PM
17	Don't waste funds putting in a cycle way where it is not necessary. There must surely be places in York where £800,000 can be better utilised to improve cycling safety.	12/9/2022 10:26 AM
18	this will be used two way by cyclists and may get parked in	12/8/2022 1:04 PM
19	I don't support any of these options.	12/7/2022 11:42 PM
20	I am not convinced that pedestrians would not be walking in the cycle lane.	12/7/2022 10:53 PM
21	Not sure this would stop parking. You see cars parked all over pavements, so they could simply do the same with the cycle track. Similar tracks like those on Leeman Road already get blocked by vehicles.	12/7/2022 10:35 PM
22	Conflict between pedestrians and cyclists	12/7/2022 9:29 PM
23	HFR can be improved but with a limited budget I would much rather see this going towards	12/7/2022 9:28 PM

other projects

24	The main problem isn't Hospital Fields Road, it's the traffic lights at the end that are shared between cyclists and cars / trucks / vans. Motorised traffic turning left crosses over the path of cyclists crossing straight over to the barracks; because there is limited time to get slow moving cyclists across the road, many motorised vehicles try to turn left before the cyclists have got going. If there are a lot of cyclists, then motorised traffic might not even get a chance to go at all and then have to wait many minutes for the next green light. What would be really good would be a separate and obvious set of lights for cyclists, so they can get across before the cars start to move. Something more obvious than those tiny bike traffic lights in town. Many motorists and pedestrians don't know they're there, and so start to cross the road just as the cyclists do. Worse, motorists and pedestrians mistakenly believe cyclists are jumping the lights, which then makes motorists mistreat cyclists more. A big green cycle light right next to the main traffic lights would be great. Better, would be intelligent lights that know how many cyclists are waiting to cross, and so give more time if there are many.	12/7/2022 2:24 PM
25	This seems like it could allow wide vehicles to mount the cycle path if absolutely necessary which can be needed as obviously buses use this road.	12/6/2022 8:39 PM
26	Would want to be clear that cyclists on this path have right of way at crossing road junctions. But more room to pass other cyclists if no pedestrians around.	12/6/2022 8:26 PM
27	Hospital Fields Road doesn't need this work at all, it's just fine for cyclists as it is and the money would be better spent on cycle infrastructure elsewhere.	12/6/2022 3:18 PM
28	This feels like it would slow the route down and encourage drivers to cross.	12/6/2022 2:04 PM
29	cycles and pedestrians usually find ways to share spaces like these. Keeping motor traffic on the highway (not encroaching onto pedestrian footways) is the way to go. A kerb is important.	12/5/2022 8:55 PM
30	The road markings on these routes regularly wear out and are not renewed. This creates conflict between pedestrians and cyclists.	12/5/2022 1:58 PM
31	Pedestrians tend to spread out across the full width, especially as the demarcation paint ages. (For example, Rowntree Park often has people walking in the cycle half of the paving.) This suggestion also leaves westbound cycle traffic sharing the road with cars on a narrower roadway, but now the eastbound cyclists are also potentially conflicting with pedestrians.	12/5/2022 9:16 AM
32	Too much ambiguity between pedestrians and what can be a lot of cyclists at the start and end of the working day. Including families with small children and dog walkers.	12/4/2022 11:28 PM
33	Too many angry cyclists/pedestrians make shared spaces difficult to negotiate.	12/4/2022 10:39 PM
34	I don't think any segregation is needed - the route is fine as it is.	12/4/2022 2:57 PM
35	Would there still be vehicle access to Hospital Fields houses?	12/4/2022 2:24 PM
36	Why does cycling eastbound get safer infrastructure than cycling westbound? Inadequate. Always inadequate.	12/4/2022 12:52 PM
37	I think this is an unacceptable option for certain categories of disabled pedestrians and should not be considered where other reasonable solutions are possible. Don't like shared space from either an ordinary pedestrian / cyclist point of view.	12/4/2022 12:08 PM
38	If motorists CAN access a cycle track to park, they sure as hell WILL!	12/3/2022 4:48 PM
39	This will be slower and bumpier than the road. In all of these more segregated options, cycles will be less obvious to turning drivers.	12/2/2022 10:51 PM
40	There's always contrast between cyclists and pedestrians, and this option would end up in cyclists getting annoyed at pedestrian walking on the cycle lane.	12/2/2022 10:43 PM
41	The option of the bikes on the road with the seperating bars seems better than this.	12/2/2022 8:51 PM
42	I have not hear of any issues with regard to accidents?	12/2/2022 6:17 PM
43	See previous statement	12/2/2022 6:10 PM
44	What is the rationale for making east-bound a segregated cycle lane but leaving west-bound on-road? Why is this preferred over (for example) making west-bound a segregated cycle lane and leaving east-bound on-road? Or have you chosen this purely for the advantage of having to	12/2/2022 5:36 PM

deal with fewer roadside access points to properties? Pavement width of 1.6m is below the 2.0m minimum recommended in Manual for Streets (2007) even for "lightly used streets" - ref para 6.3.22. 1.4m is far below minimum. Is it appropriate to reallocate space from the footpath to provide a cycle lane when the result is substandard provision (below recommended minimum width) for both user groups? Does removing on-street parking to enable the one-way segregated cycle lane put cyclists travelling on-road in the other direction at greater risk of speeding vehicles? (Less "natural speed management" from parked cars, to use transport speak!) Re "offers pedestrian priority" - pedestrians already have priority at side roads as of the update to the Highway Code in January 2022. <https://www.gov.uk/guidance/the-highway-code/introduction#ruleh2> If the "kerb-like dividing line" is thick paint as per Wigginton Road (part), Stirling Road (part) and Clifton Moor Gate (part), this is pretty worthless and liable to eroding away/breaking off. If it's a proper raised kerb hump like has been installed at e.g. Water Lane (part) that would be somewhat better.

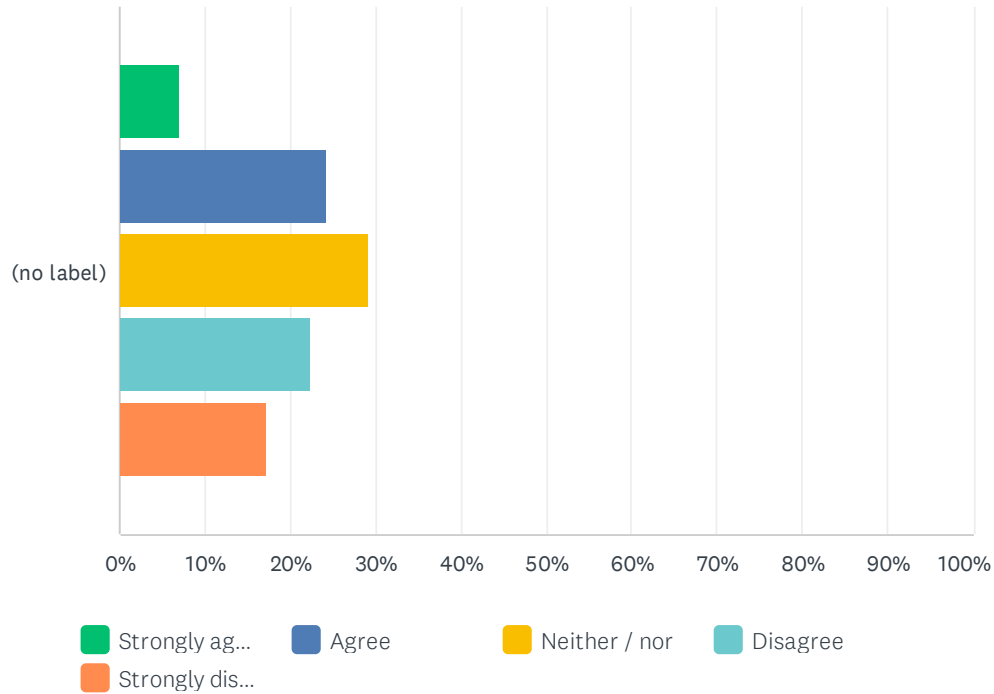
45	I already find "share and care" spaces difficult, both as a pedestrian and cyclist. As a pedestrian one "zones out" so steps into cycleway, and doesn't tend to use reflective gear or lighting, making us really hard to see by cyclists. As a cyclist I'm more alert but find it frustrating to have to be on alert to unpredictable pedestrians. Eg a jogger wearing headphones inexplicably deciding to shift sharply into my path once. Barely managed not to hit her. She continued oblivious to the incident even occurring.	12/2/2022 5:29 PM
46	Building in potential for cycle / pedestrian conflict.	12/2/2022 4:01 PM
47	As other options	12/2/2022 3:15 PM
48	Please see my answer on one of the previous pages.	12/2/2022 2:40 PM
49	See comments above	12/2/2022 2:20 PM
50	Don't like shared space.	12/2/2022 1:29 PM
51	This is effectively a 'do nothing' option. We already have many such lanes in York and cyclists have to constantly contend with a total lack of respect of the lane from car drivers.	12/2/2022 11:50 AM
52	This would help me as a cyclist, but not enough to justify the loss of parking. A better benefit for cycle commuters might be to order ETAS House to reinstate its cycle parking per its original planning consent.	12/2/2022 11:41 AM
53	Expensive??	12/2/2022 8:32 AM
54	Not necessary. Not convinced this scheme represents best value or a priority amongst roads across the city which have poor infrastructure for active travel. There appears to be no issue along Hospital Fields Road. This is the worst non-LTN compliant suggestion of all. Use the £800k where benefits would be achieved.	12/2/2022 7:31 AM
55	Making it worse for pedestrians, corner of footpath blocked with electric scooters most days	12/1/2022 8:23 PM
56	too narrow - plenty of carriageway to achieve something within existing kerblines	12/1/2022 2:28 PM
57	"Considered an expensive option" to achieve very little in terms of segregating the path, cycle lane and road	11/30/2022 1:40 PM
58	Pedestrians don't tend to walk on cycle lanes but they do walk on segregated cycle paths.	11/30/2022 9:09 AM
59	Pedestrians will veer into the cycle lane. Cars pulling out of junctions do not always see cyclists on footway cycle routes	11/30/2022 8:48 AM
60	We need to end footway style cycle tracks. The demarcations are the better design but have problems. Given peak cycle traffic this is unsuitable, will result in road use and the increased conflict experienced when road use happens with a (substandard) facility nearby. York is full of substandard tracks like this (see Clifton Moor).	11/30/2022 8:29 AM
61	These are the worst design of cycle lane I've ever used. Pedestrians often walk in the cycle lane, and it encourages cyclists on to the footpath too. Car drivers tend to see these cycle lanes as parking areas.	11/29/2022 9:34 PM
62	This probably balances pedestrian and cycle usage pretty well, although the conflicts are a mild annoyance.	11/29/2022 9:30 PM
63	Shared space between pedestrians and cyclists is common for this area and route (most of the	11/29/2022 6:49 PM

distance from rowntree park to the university campus)

64	I'm afraid that pedestrian space is insufficient at the current time and the pedestrians are unpredictable. Drivers would react badly to cyclists who chose to avoid them by cycling on the road. By badly, I mean that I've repeatedly seen road rage in similar circumstances.	11/29/2022 4:15 PM
65	I don't think that cycling provision is a priority for this road. It's not a through road for other traffic so its primarily residential or business use. The latter must have declined significantly with hybrid working meaning less staff have to travel here. It currently seems perfectly fine to me and other much busier through road schemes should be given priority over this relatively short length of road.	11/29/2022 12:42 PM
66	Seems unnecessary	11/28/2022 10:24 PM
67	There is absolutely no real need for any of this, whereas in other parts of the city kids lives are in real danger. The transport team need to ask themselves some very serious questions about their priorities and purpose. Calling this a priority site is an insult to all our children who face dangerous conditions everyday.	11/28/2022 10:17 PM
68	Cheapest and most common sense approach	11/28/2022 9:26 PM
69	A traffic survey has never been carried out on the section of this road so not sure why this stretch of road should be altered thus causing loss of valued street parking	11/28/2022 8:56 PM
70	As previous answer, though this option is probably the worst.	11/28/2022 8:22 PM
71	The state of the shared footpath down by the river and over millenium bridge makes me think any attempt at having pedestrians and cyclists on the same level separated only by paint will end badly. Pedestrians don't care for the cycle lane, for the most part, by the river and walk wherever they want. Some cyclists don't care for the cycle lane and ride where they want. Dog walkers are a law unto themselves and do basically anything and everything you can think of. If we're going to be making any changes at all then just making the pavement wider (is that actually a suggestion? Not clear from the writing/image) and putting some paint down isn't going to be worth the hassle. Also laughable that it's deemed an expensive option when it's just resurfacing an already terrible quality pavement and then throwing some paint down?	11/28/2022 7:28 PM
72	Not necessary on lightly traffic route	11/28/2022 5:03 PM
73	Any scheme that reduces the availability of parking spaces is simply unacceptable both to local businesses and individuals working at them.	11/28/2022 4:04 PM
74	Cyclists do not need this. It will reduce space for the many pedestrians who use the road. Shared space does not work well.	11/28/2022 3:42 PM
75	Unnecessary and costly. Money could be better used for cycling safety elsewhere in York.	11/28/2022 2:46 PM
76	I AM A CYCLIST AND USE THIS ROAD MOST DAYS UNLESS ITS RAINING. THE ONLY ISSUE IS THAT CYCLISTS DO NOT USE THE TRAFFIC LIGHT WAITING BOX CORRECTLY. SIGNS NEED ADDED FOR CYCLISTS TO USE THE BOX FOR THEIR OWN SAFETY AND BY INSTALLING A NEW TRAFFIC SIGNAL FOR CYCLISTS TO GIVE THEM A 30 SECOND START BEFORE THE TRAFFIC, WOULD WORK EXTREMELY WELL.	11/28/2022 12:42 PM
77	The pavement isn't wide enough to accommodate this at the moment. I think it could cause issues with people coming in and out of businesses on the north side of the road, whether by car or foot.	11/27/2022 2:48 PM
78	As before	11/26/2022 12:08 PM
79	Does not always work to segregate as seen on New Walk	11/26/2022 10:51 AM
80	Would prefer segregated cycle lanes in both directions! Better to have completely separate cycle ways away from footpaths and roads, like they do in the Netherlands.	11/25/2022 3:08 PM
81	I don't bother using these and would prefer to ride on the road instead. Conflict with pedestrians and it's usually awkward to join and leave. It could also be blocked by kerb parking/loading.	11/25/2022 11:20 AM
82	This would cause conflict with pedestrians, who never see white lines. No way should this be implemented, cycling is safer on the road here.	11/24/2022 8:09 PM

### Q19 Do you think this option would improve the safety and usability of Hospital Fields Road for cyclists?

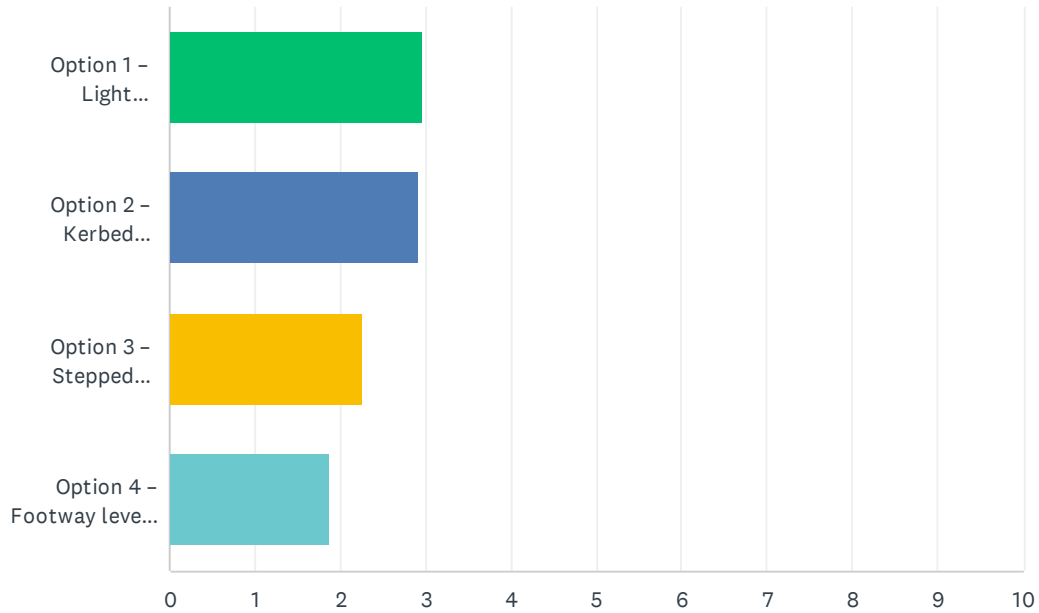
Answered: 157 Skipped: 53



	STRONGLY AGREE	AGREE	NEITHER / NOR	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	7.01% 11	24.20% 38	29.30% 46	22.29% 35	17.20% 27	157	3.18

Q20 Please rank the options from 1 (most support) to 4 (least support).  
You can click back to review the pros and cons again.

Answered: 131 Skipped: 79



	1	2	3	4	TOTAL	SCORE
Option 1 – Light segregation	38.52% 47	32.79% 40	15.57% 19	13.11% 16	122	2.97
Option 2 – Kerbed segregation	37.70% 46	29.51% 36	21.31% 26	11.48% 14	122	2.93
Option 3 – Stepped segregation	11.48% 14	22.95% 28	46.72% 57	18.85% 23	122	2.27
Option 4 – Footway level demarcated cycle way	15.20% 19	14.40% 18	13.60% 17	56.80% 71	125	1.88



## Q21 Would you like to provide more information about your support of these options?

Answered: 94 Skipped: 116

#	RESPONSES	DATE
1	In my experience HFR is a relatively safe cycling route at present which would benefit from an improved surface for cycling along. The high costs associated with the four options would be better spent on improving dangerous road junctions in other parts of the city where the risks to cyclists is far greater.	12/19/2022 7:54 PM
2	In general I support all spending to help improve infrastructure for pedestrians and cyclists but I regularly cycle on this section and don't feel it is where spending is needed most urgently.	12/19/2022 7:35 PM
3	Why are these proposals being considered for Hospital Field Road when there are more heavily trafficked roads such as the inner ring road remain hostile to cycling and walking?	12/19/2022 7:26 PM
4	It's a pretty easy route already for cyclists - light motor traffic and a wide road. There are more important priorities in my opinion, especially routes used by children and with higher traffic levels.	12/19/2022 5:56 PM
5	I would be happy to visit the road with my bike and a cycling decision-maker to show that it's not really a very busy road, that motor traffic doesn't make cycling particularly difficult or dangerous, and that the 'improvements' are not needed and that funds can and should be spent elsewhere. Re Q20, I don't really support any of the changes. I don't believe they're necessary, when other routes in the city could have the investment put in and actually make a difference.	12/19/2022 3:13 PM
6	can the council do it properly this time rather than half-heartedly badly, so it is no use to anyone and doomed to failure	12/19/2022 2:13 PM
7	This scheme is not a priority for the very limited Active Travel budget. Focus should be to provide safe, separated cycling provision around schools and their catchment areas.	12/19/2022 1:47 PM
8	I honestly think there are much worse areas which need improving first, for example, new lane needs a cycle path, the lights at New lane / Malton road need putting back in	12/19/2022 1:39 PM
9	In an ideal world proper light segregation clearly divided cycleway is the best option. However, this would improve safety only on one side. Cyclists on the other side of the road would be using a painted lane, with likely reduced space due to space being given to the better lane on the other side. This whole scheme is nuts when there are so many higher priority areas - such as the two primary schools within half a mile of here. Many, many cyclists have stated that they feel this road is not a problem. Cyclists outnumber traffic by 2-1 giving safety in numbers, literally. This is already regarded as one of the safer routes in the city and most business traffic in the area is well-driven and considerate of cyclists. The problem here is that the other main roads around HFR have no safe cycle infrastructure for an average model user (a 12yr old). Invest in the main routes to school, not a road which is way down the list of dangerous spots for cycling and walking in the city. CYC you have got your priorities wrong. Listen to people who cycle in the city and reassess how you prioritise routes that need work.	12/19/2022 1:10 PM
10	None of the above	12/19/2022 12:41 PM
11	Will I like to see improvements to the cycling infrastructure, I feel this will have minimal impact for the cost as the road feels pretty safe compared to other more dangerous areas such as Fulford Road, fishergate and through Fulford or near fawcett Street in the area.	12/17/2022 5:38 PM
12	Concerned about section of road between new walk and end hospital fields road. This area offers poor safety to pedestrians due to cyclists travelling at speed, (an area often used by local nursery / preschool) not sure how any of these proposals would improve this risk.	12/16/2022 8:13 PM
13	I do not believe funds should be spent on Hospital Fields Road as the the traffic does not merit special measures to protect cyclists other than improving the entire carriageway. I would suggest funds be redistributed to those areas of acute need in York where existing cycle	12/16/2022 5:10 PM

facilities are in poor condition (worn lane markings stand out) or are non-existent (the fragmented nature of Acomb Road's lanes).

14	no	12/16/2022 2:47 PM
15	All are insufficient. I think you would honestly find more cost-benefit from simply removing parking spaces and painting in on street cycle lanes. Note that this would still be insufficient, but at least would be insufficient and cheap, rather than insufficient and hugely expensive. The sufficient option would be to have cycle lanes in both directions (I cannot understand the reasoning for only eastbound), and a road with no centre line markings. Thus the road would appear single track, with enough space for cars to squeeze past each other if they meet. This would have the added benefit of naturally calming the road and inherently reducing traffic speed. This design is cheap, easily implemented, and would be standard for such a road in the Netherlands. But fundamentally, protecting eastbound traffic and leaving westbound traffic in the car lane would - I anticipate - make me less likely to be seen by drivers, and more likely to experience aggression when they expect me to be in the cycle lane (not knowing it's eastbound only). Car traffic is extremely light the vast majority of the time on this road, yet all these options seem to prioritise preserving the roadway exactly as is. Rethink this please!	12/16/2022 9:27 AM
16	The pavement is quite narrow already. Pedestrian safety should be considered on dark evenings. 1.4m or 1.6m is not enough for people to pass comfortably. It's a side road anyway with not a great amount of traffic - the cycling dangers are low if the cyclist is well lit.	12/15/2022 11:57 AM
17	I am a very confident cyclist but still think a path will help on this road - I don't mind which one - anything is an improvement!	12/13/2022 1:54 PM
18	This scheme should be postponed in favour of introducing other parts of the Cycling and Walking Infrastructure Plan (LCWIP) that will bring about a real increase in cycling in York.	12/12/2022 12:01 PM
19	I cycle this route regularly for many years, I regularly lead groups of cyclists in both directions. While I welcome any improvements to road safety I find this road safe to ride on. It is wide, well sighted, low traffic and perfectly safe even for inexperienced cyclists, there is simply no need to spend £800,000 on a cycle lane. There must surely be other places in York where £800,000 can be better utilised to improve cycling safety. I have ranked the options purely on cost basis in the hope that if the council do choose to go ahead with this pointless scheme they will spend as little money as possible and spend any change elsewhere. The only improvement that should be made to this area is to re-surface the junction at the western end where I have seen several cyclists crash due to the poor state of the road surface.	12/9/2022 10:30 AM
20	HF is not a priority for improved cycle infrastructure. The money should be spent elsewhere in more dangerous traffic spots & there are plenty of them in York.	12/9/2022 9:19 AM
21	As a cyclist of countless years in York, Hospital Fields Road is relatively quiet and safe, in large part due to being a no through road for motor vehicles. It is very difficult to see how the massive investment required would be justified here compared to many busier roads across the city.	12/8/2022 3:01 PM
22	I think that money better spent on more needed schemes in York - how come its suddenly appeared - is it because its in the Council Leader and Transport leads ward?	12/8/2022 1:05 PM
23	I don't support any of these options, or this proposal. There are far more important areas that are a problem for cyclists and pedestrians than Hospital Fields Lane. Present cycleways in York are in a bad condition and there are other sections of road in York, that are far more of a hazard than this section. We need all the demarcation lines between cyclists and pedestrians being repainted and uneven surfaces repaired. This project is only being carried out to make the council look good, especially after the fiasco with the money from the government for improvements for cyclists and pedestrians, which the council weren't prepared to match.	12/7/2022 11:55 PM
24	I suggest the council holds off doing this scheme and uses the Local Cycling and Walking Infrastructure Plan (LCWIP) to prioritise other more dangerous, high traffic cycling and walking route (such as the dangerous Acomb road cycle route provision). For most cyclists I know HFR isn't a major problem point, and I have not felt threatened by the traffic here. In my view the money could be better spent dealing with one of the MANY problem areas in York's cycle network.	12/7/2022 10:59 PM
25	The fact that this one way is a little odd. What are cyclists going in the opposite direction supposed to do? Should they use the track as well, even though this potentially brings them	12/7/2022 10:37 PM

into conflict with cyclists going the other way. Or do they stay on the road, which might be more dangerous if there is less road space.

26	Whilst I am happy with these improvements, there are more important schemes needed in York. Simply removing the parking would be sufficient in this location. Also needed is a longer time of green light at the A19 crossing, as there isn't time for slower cyclist (or several cyclists) to cross. Also why would it only be one way. If there is a need eastbound, there is the same need westbound.	12/7/2022 9:32 PM
27	HFR can be improved but with a limited budget I would much rather see this going towards other projects	12/7/2022 9:29 PM
28	In an ideal world there would be cycle lanes everywhere but HFR is NOT a pinch point for cyclists and so the money should probably be better spent elsewhere. Also why is this proposal for a one way cycle lane only???	12/7/2022 8:30 PM
29	The main problem isn't Hospital Fields Road, it's the traffic lights at the end that are shared between cyclists and cars / trucks / vans. Motorised traffic turning left crosses over the path of cyclists crossing straight over to the barracks; because there is limited time to get slow moving cyclists across the road, many motorised vehicles try to turn left before the cyclists have got going. If there are a lot of cyclists, then motorised traffic might not even get a chance to go at all and then have to wait many minutes for the next green light. What would be really good would be a separate and obvious set of lights for cyclists, so they can get across before the cars start to move. Something more obvious than those tiny bike traffic lights in town. Many motorists and pedestrians don't know they're there, and so start to cross the road just as the cyclists do. Worse, motorists and pedestrians mistakenly believe cyclists are jumping the lights, which then makes motorists mistreat cyclists more. A big green cycle light right next to the main traffic lights would be great. Better, would be intelligent lights that know how many cyclists are waiting to cross, and so give more time if there are many.	12/7/2022 2:25 PM
30	Honestly; traffic is fairly light. I'm not very certain increased safety here is the most fruitful of investments. However, saying that, this is one of the most cycled streets in York. Countless students commuting to study in the morning for sure. The road is wide though which does allow users to be present together for the most part. In one sense, the easiest method is to remove the free parking, but that could impact the local shops. Overall, I think the lightest option is sufficient here. The biggest problem is the junction. The lights need phasing to offer perhaps 20 more seconds to eastbound traffic between 0800 and 1000. Vehicles get trapped behind a vast head of cyclists. I would say a cycle traffic light that goes early is your biggest improvement for hospital fields road. If nothing else were to happen.	12/6/2022 8:45 PM
31	I think a better option would just to be to remove the parking spaces (ie. add double yellow lines) and resurface the road. If this road is busy with cycles at rush hour, cramming them all into a 1.5 metre wide lane doesn't sound sensible. A 2m wide lane would be better. Unless this is part of a 'route to school', I can't imagine why this no through road is top of the list for a segregated cycle path.	12/6/2022 8:28 PM
32	Hospital Fields Road does not need this work at all, it's just fine for cyclists as it is and the money would be better spent on cycle infrastructure elsewhere. This really feels like an attempt to use end-of-year budget rather than anything that'll actively benefit cyclists as Hospital Fields Road just doesn't have the level of car traffic that would make such a scheme beneficial.	12/6/2022 3:19 PM
33	There are a lot more dangerous places to cycle in York. Its a low traffic area that feels relatively safe for York. This feels like a box ticking exercise that provides little value but does not tackle some of the more difficult areas where we might have to balance the different types of traffic. It will not improve the cycling provision in York.	12/6/2022 2:09 PM
34	I would strongly argue for a cheaper solution that served BOTH directions with safe, segregated cycling provision. If the available space is limited, then use it for 2 way cycling, and perhaps mix with pedestrians (as per New Walk - but wider).	12/5/2022 8:57 PM
35	Hospital Fields Road is far from dangerous for people who cycle. It can be unpleasant due to driver (high) speeds and close passing. But nothing I have experienced justifies prioritising this link over roads where the conditions for people cycling are so intimidating very few people do cycle or many of us stop cycling.	12/5/2022 4:25 PM
36	Please spend the money on maintaining the existing cycle network instead. The road markings between Heslington Lane and Cemetery Road are badly worn. The cycle path markings	12/5/2022 2:04 PM

between millennium bridge and Love Lane are badly worn. The road markings on Holgate Road, especially the Ironbridge are badly worn. The road layout when travelling north on Fulford Road past the end of Hospital Fields road is badly laid out. There is an existing patchwork trench that appears like a cycle lane and creates a pinch point between cars and cycles.

37	If the stepped segregation was able to be implemented bidirectionally (I don't know if the width would be enough), then I would rank it highest. Without that, all options are limited by the westbound roadway sharing with cars on a narrower roadway and I would therefore place first the kerbed option, which I perceive to have the highest safety.	12/5/2022 9:19 AM
38	Option 3&2 gives designated space but 3 provides wider track, curbing on 2 could take up too much space but it does prevent traffic over stepping. 1 is aesthetically un pleasing, on an already industrial looking road. 4 wouldn't handle amount the cycle traffic that passes through	12/4/2022 11:33 PM
39	What a waste of money for a single, straight unimportant road. Why not target some of the junctions in town, Fishergate etc.	12/4/2022 10:01 PM
40	i have lived in Manchester, kerbed segregation on busy Oxford Road really works.	12/4/2022 5:33 PM
41	None of these methods of segregation is needed - the route is fine as it is. It would be much better to use the funds to address issues in other locations.	12/4/2022 2:58 PM
42	Would there still be access for vehicles to Hospital Fields houses? The removal of on-street parking may lead to non-residents parking in residents spaces.	12/4/2022 2:26 PM
43	I don't support any of these options because I don't understand why cycling eastbound is somehow more important than cycling westbound!	12/4/2022 12:53 PM
44	I don't support options 2 or 4.	12/4/2022 12:09 PM
45	Existing road is quiet, I feel that the money could be better spent elsewhere	12/4/2022 11:49 AM
46	This route, while not perfect, is not where we should be focusing spend on active travel in York. There are many other potential schemes where the existing provision is much worse and the money would be better spent.	12/4/2022 11:02 AM
47	i do not agree with any of these options	12/4/2022 10:59 AM
48	I feel it is important to provide as much physical segregation for cyclists as possible. Fear of traffic still the greatest barrier to adoption of active travel. Also, vehicles will park in a cycle lane if they can easily access it.	12/3/2022 4:51 PM
49	The road should be trialled once parking is removed and enforced	12/3/2022 2:21 PM
50	None of these are good. removing parking would be beneficial. The real problems are the rutted surface, the faded markings at the junction, and the design of the junction. Most cars are turning left while most cycles are going straight, but the cycle path is on the left.	12/2/2022 10:55 PM
51	Definitely option 1. It feels the safest for cyclists, because of the physical separation, which is more obvious than the kerb or steps. Plus it's cheap. To be honest, I already feel quite safe on that road, much more than, say, Fulford rd.	12/2/2022 10:46 PM
52	Cheapest effective segregation should be the aim Scheme should operate in both directions otherwise pointless	12/2/2022 10:29 PM
53	Hospital Fields Road is predominantly an Industrial Estate, why use this road when there are 3 / 4 roads that are all residential which doesn't have the flow of commercial vehicles, not forgetting the two bus depots in Hospital Fields Road.	12/2/2022 6:48 PM
54	The road is quiet and well designed already. The road is constantly uses for parking for both visitors and residents including myself. It's a complete waste of time and money and will make lives harder for residents in the area	12/2/2022 6:16 PM
55	I support none of them - it's a pointless endeavour that WILL make things worse.	12/2/2022 6:11 PM
56	I think there are many more dangerous cycle routes in york where money should be spent therefore support cheapest option	12/2/2022 5:57 PM
57	All are pretty bad options due to the substandard width proposed for both pedestrians and cyclists, and that it only benefits cyclists in the eastbound direction (while leaving westbound more at risk of vehicles speeded on their way by the lack of parked cars). As I can't say "don't	12/2/2022 5:43 PM

support" I've ranked these in order of least-disliked. Why not remove the parking and introduce on-street mandatory cycle lanes on both sides of the road? Surely the vehicular traffic on this dead-end street isn't high enough to take the scoring beyond the "suitable" threshold for cycle lanes in figure 4.1 of LTN 1/20? If traffic speed is the issue there reduce the limit to 20 and add a few build-outs!

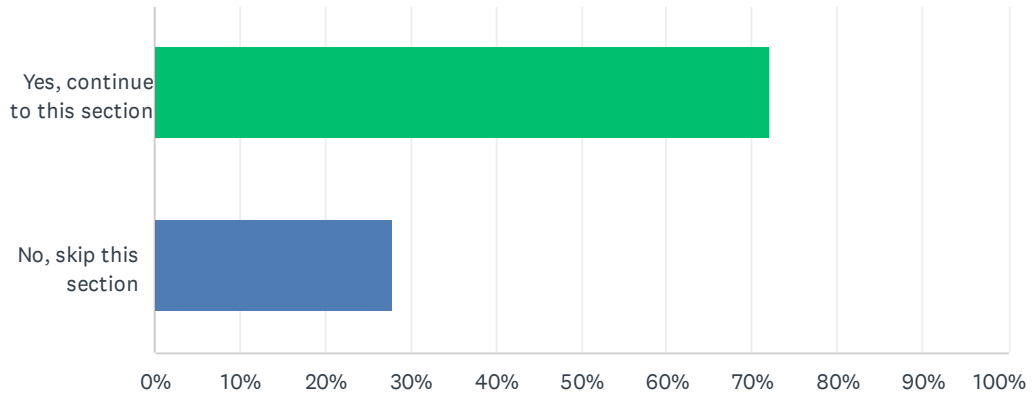
58	Given the forthcoming redevelopment of the Transdev bus depot (and possibly other parts of the Hospital Fields estate), is this the right time to make this change? (Ie, will it be 'trashed' by construction traffic?)	12/2/2022 4:03 PM
59	I don't support any of the options, there is no need for this and. I need to waste money on it. Especially as it's all going to change when the new development is built on the bus station land. Spend money now to then have to change it all again when that happens seems like yet another York Council waste of money! Stop spending our money on useless vanity projects.	12/2/2022 3:17 PM
60	Whilst I support cycle improvements in general I think other roads and junctions would provide greater benefits. Hospital Fields Road is quiet (as a cul-de-sac) and already quite wide. Resurfacing would provide a pleasanter cycle journey. Fulford Road/Heslington Road would seem much better roads to target as far busier - Aldi entrance or Cemetery Rd for example. If this goes ahead will it tie in with the Ordnance Lane development?	12/2/2022 3:06 PM
61	No	12/2/2022 2:20 PM
62	I don't support any! They are not needed, a waste of money and the removal of parking space is unacceptable.	12/2/2022 2:09 PM
63	We should do the job properly and kerbed segregation is the way to go here.	12/2/2022 1:30 PM
64	This kind of work is a waste of money. There is so little value to be had here it's astonishing. Hospital fields is so quiet it seems YCC have chosen this location only because it inconveniences drivers the least, with any benefit to cyclists being not even an afterthought.	12/2/2022 12:00 PM
65	I would rather see the road surfaced to support westbound cyclists, but if I were eastbound in the evenings this scheme would probably help. In that case we would want to minimize the chance of drivers intruding on the cycleway, e.g. to make room for oncoming vehicles.	12/2/2022 11:43 AM
66	Have businesses been approached to discuss how it impacts on access to their premises?	12/2/2022 8:34 AM
67	Not necessary. Not convinced this scheme represents best value or a priority amongst roads across the city which have poor infrastructure for active travel. There appears to be no issue along Hospital Fields Road.	12/2/2022 7:32 AM
68	Don't support any of the options all a total waste of money	12/1/2022 8:25 PM
69	why is this being done, its a waste of money and will cause parking problem for residents and workers	12/1/2022 9:14 AM
70	The HGV'S and other large vehicles that use the road will be severely affected by the introduction of a cycle lane. It will likely slowdown traffic and cause wore congestion than currently there. I believe the best option is would be to remove parking, which will leave a wider road for both cyclists and Vehicles, with possibly having a painted cycle track with dashed lines, so that wider veichles can still use the road freely..	11/30/2022 1:43 PM
71	none - waste of money for no apparent reason - and what about the westbound cyclists???? Stop the drivers using the estate as a free parking space for the full day and problem solved	11/30/2022 9:38 AM
72	Stepped segregation loses little space and avoids conflict with pedestrians. Removal of parking spaces is likely to cause some contention as it is, York has right parking to begin with, but there's no sensible way to deal with the lack of space otherwise. One thing I would point out is that the biggest current issue I have on hospital fields road is the poor road surface Westbound, which has ruts and grooves. Maintaining the road surface to a better standard on roads that are also cycle routes would even be a welcome improvement.	11/30/2022 9:14 AM
73	There needs to be a physical barrier stopping cars from parking in the cycle lane.	11/30/2022 8:50 AM
74	Kerbed segregation is the best but has to be wide enough or the kerb creates its own hazard.	11/30/2022 8:30 AM
75	I can only fully support an option that physically prevents conflict points between cars and cyclists, and physically prevents cars from parking in cycling areas. Some of these options	11/29/2022 9:36 PM

might achieve this, depending on the exact details of the proposals. But it's hard to tell without seeing the full proposals. This survey only provides text descriptions at a high level.

76	The best thing you could do for cycle safety is put a cycle head start on the traffic lights at the eastern end of HFR.	11/29/2022 9:17 PM
77	I see little point in a segregated cycle path given the lack of traffic on Hospital Fields Road. It would be far more useful on roads like Grean Dykes Lane or Hull Road	11/29/2022 7:33 PM
78	I'd rather just see a well enforced parking ban. Particularly on the north side where parking reduces visibility for both cyclists and drivers joining Hospital Fields Road from the north.	11/29/2022 4:16 PM
79	No thought has been given to those businesses which use the road and require access for coaches, HGV's and other road vehicles.	11/29/2022 2:42 PM
80	I don't think that cycling provision is a priority for this road. It's not a through road for other traffic so its primarily residential or business use. The latter must have declined significantly with hybrid working meaning less staff have to travel here. It currently seems perfectly fine to me and other much busier through road schemes should be given priority over this relatively short length of road.	11/29/2022 12:43 PM
81	Quiet road does not need cycle path as much as busier areas of the city. Feels like an easy way to spend the money.	11/29/2022 7:24 AM
82	I am very angry that the Council are pursuing this.	11/28/2022 10:18 PM
83	I do not agree to any options. Maple Grove would be a perfect alternative and safer. Stop wasting public money on unnecessary projects.	11/28/2022 8:58 PM
84	I don't support any of the options. My entire family cycles regularly and cannot see why HFR is being prioritised when there are so many other locations that would bring far greater benefit. I would like to see the justification for installing segregated cycle infra on HFR, and preferably I would like the council to wait until the LCWIP is complete and then re-think how this money is spent, to ensure it is spent in a strategic way.	11/28/2022 8:25 PM
85	Whatever option is taken something needs to be done about the pavement parking by the tradespeople at the millenium bridge end of the street. It's annoying enough when it's me on my own trying to get past, I hate to think what a wheelchair user or someone with a pushchair would think. On street parking going won't be a loss either, it's always people from the office buildings with their own car parks or, once again, tradespeople taking liberties.	11/28/2022 7:30 PM
86	Need to see information about accident rates before making a choice.	11/28/2022 5:05 PM
87	I do not support any of the options if there is no alternative parking provided. If I can no longer park my vehicle on Hospital Fields I will be prevented from working for my current employer.	11/28/2022 4:07 PM
88	I don't support any of the options. The proposal takes no account of the impact of the housing to be built on the Ordnance Lane site	11/28/2022 3:43 PM
89	I oppose all the options as the money could be better used for cycling safety elsewhere in York	11/28/2022 2:47 PM
90	ALL THE ABOVE OPTIONS SHOULD NOT BE CONSIDERED. USE MAPLE GROVE AND LEAVE THE INDUSTRIAL ESTATE TO FUNCTION AS JUST THAT!!	11/28/2022 12:43 PM
91	I appreciate the need to 'complete' the off road cycling path route between Millennium Bridge and Hospital Fields Road, but I believe it is quite a safe road nonetheless. Overall I feel the money could be best used to invest in cycling projects elsewhere in the city.	11/27/2022 2:49 PM
92	All seem a waste of money for little benefit at a time when money would be better spent on other things	11/26/2022 8:02 PM
93	<a href="http://www.aviewfromthecyclepath.com/2013/04/the-netherlands-sets-best-example-but.html">http://www.aviewfromthecyclepath.com/2013/04/the-netherlands-sets-best-example-but.html</a>	11/25/2022 3:19 PM
94	Option 4 actually increases risk for all pedestrians and cyclists. Option 3 allows for parking on the cycleway. 2 is effective but unnecessary. 1 keeps cars out but is unnecessary	11/24/2022 8:13 PM

## Q22 Would you like to continue to the 'About You' section?

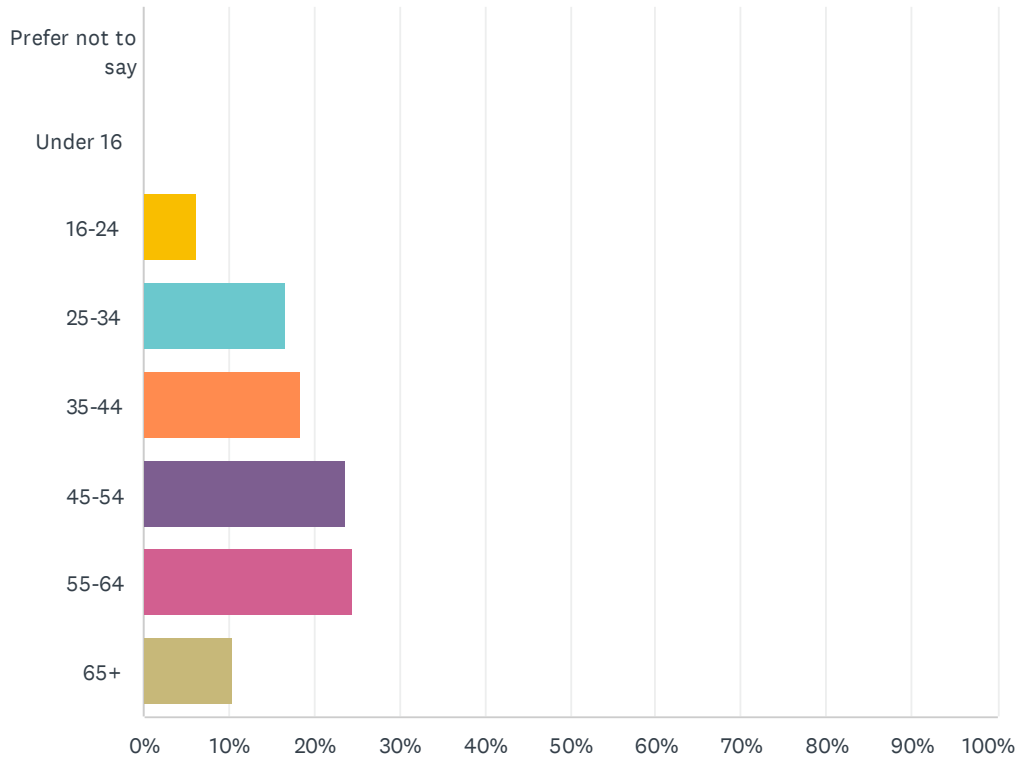
Answered: 157 Skipped: 53



ANSWER CHOICES	RESPONSES	
Yes, continue to this section	71.97%	113
No, skip this section	28.03%	44
<b>TOTAL</b>		<b>157</b>

### Q23 Your age: (please select the appropriate range)

Answered: 114 Skipped: 96

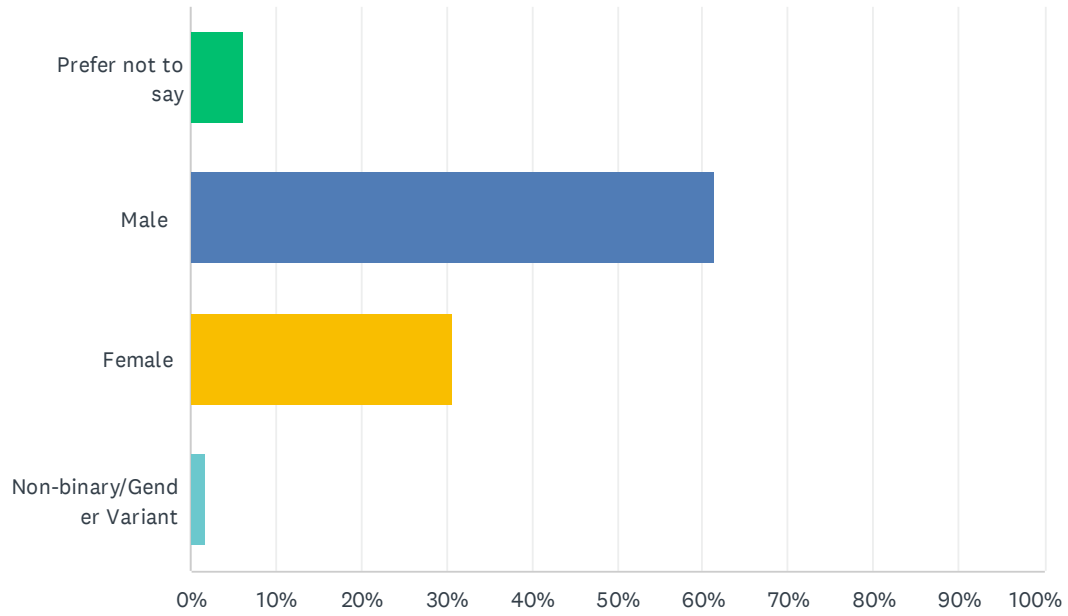


ANSWER CHOICES	RESPONSES	
Prefer not to say	0.00%	0
Under 16	0.00%	0
16-24	6.14%	7
25-34	16.67%	19
35-44	18.42%	21
45-54	23.68%	27
55-64	24.56%	28
65+	10.53%	12
<b>TOTAL</b>		<b>114</b>



## Q24 Your Gender:

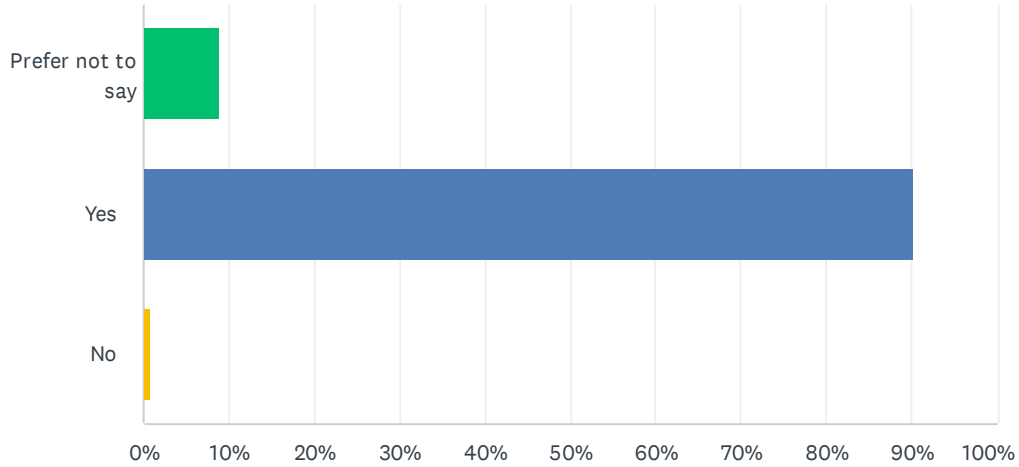
Answered: 114 Skipped: 96



ANSWER CHOICES	RESPONSES
Prefer not to say	6.14% 7
Male	61.40% 70
Female	30.70% 35
Non-binary/Gender Variant	1.75% 2
TOTAL	114

## Q25 Is the gender you identify with the same as your sex registered at birth?

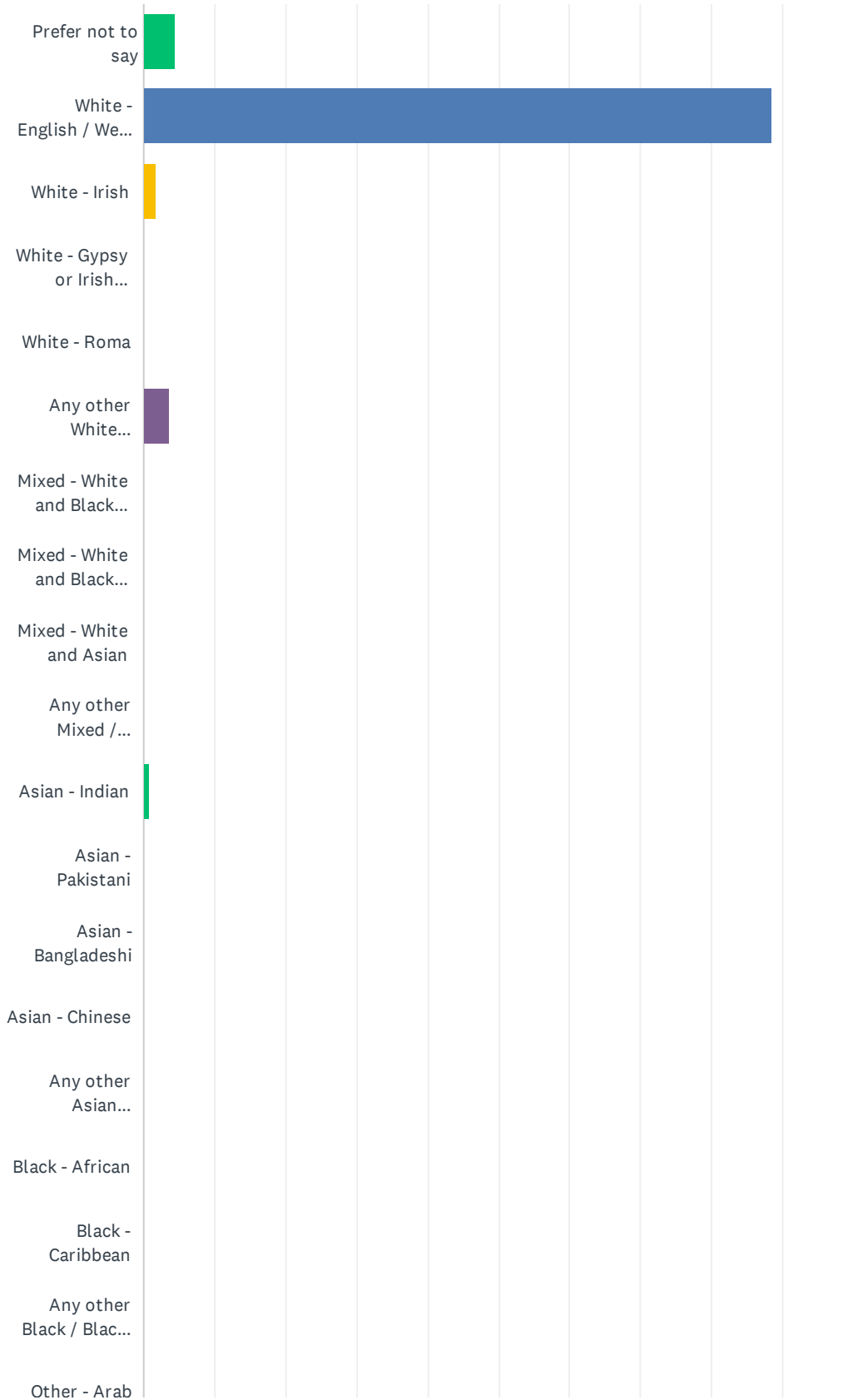
Answered: 113 Skipped: 97

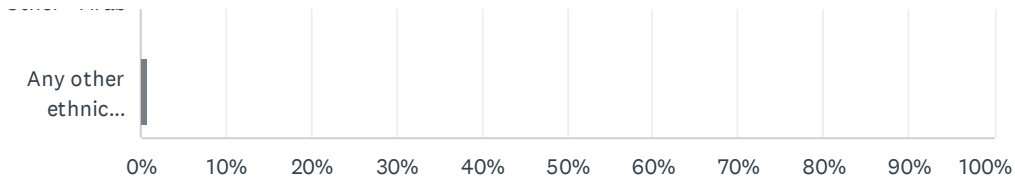


ANSWER CHOICES	RESPONSES	
Prefer not to say	8.85%	10
Yes	90.27%	102
No	0.88%	1
<b>TOTAL</b>		<b>113</b>

## Q26 What is your ethnic group?

Answered: 113 Skipped: 97

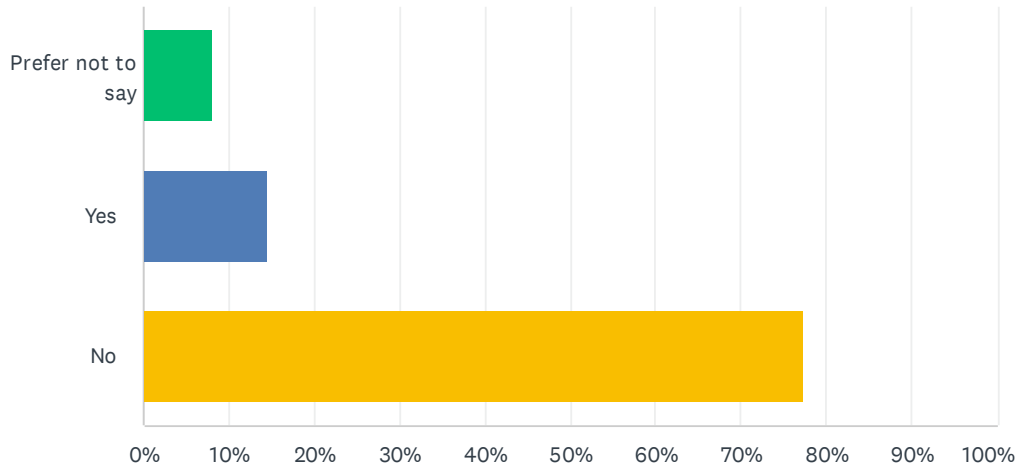




ANSWER CHOICES	RESPONSES	
Prefer not to say	4.42%	5
White - English / Welsh / Scottish / Northern Irish / British	88.50%	100
White - Irish	1.77%	2
White - Gypsy or Irish Traveller	0.00%	0
White - Roma	0.00%	0
Any other White background	3.54%	4
Mixed - White and Black Caribbean	0.00%	0
Mixed - White and Black African	0.00%	0
Mixed - White and Asian	0.00%	0
Any other Mixed / multiple ethnic background	0.00%	0
Asian - Indian	0.88%	1
Asian - Pakistani	0.00%	0
Asian - Bangladeshi	0.00%	0
Asian - Chinese	0.00%	0
Any other Asian background	0.00%	0
Black - African	0.00%	0
Black - Caribbean	0.00%	0
Any other Black / Black British / African / Caribbean background	0.00%	0
Other - Arab	0.00%	0
Any other ethnic background	0.88%	1
<b>TOTAL</b>		<b>113</b>

### Q27 Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?

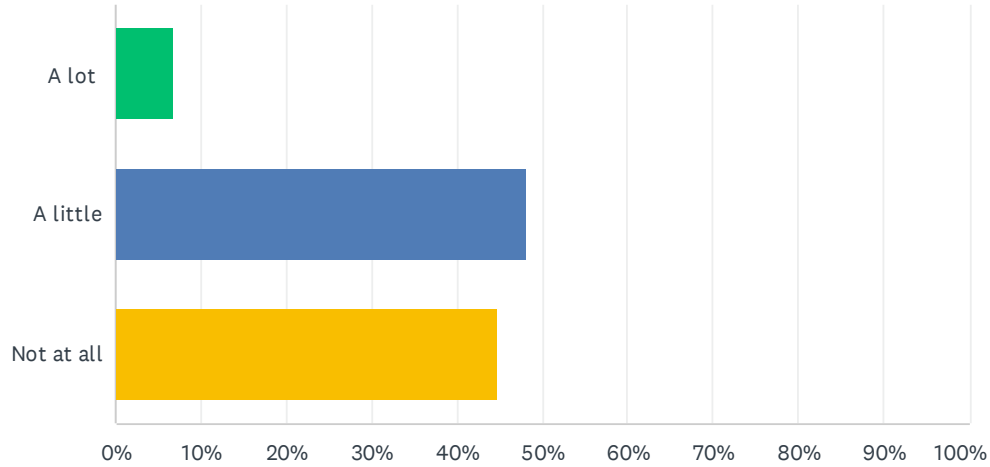
Answered: 111 Skipped: 99



ANSWER CHOICES	RESPONSES
Prefer not to say	8.11% 9
Yes	14.41% 16
No	77.48% 86
<b>TOTAL</b>	<b>111</b>

### Q28 If you answered “Yes” above, do any of your conditions or illnesses reduce your ability to carry out day-to-day activities?

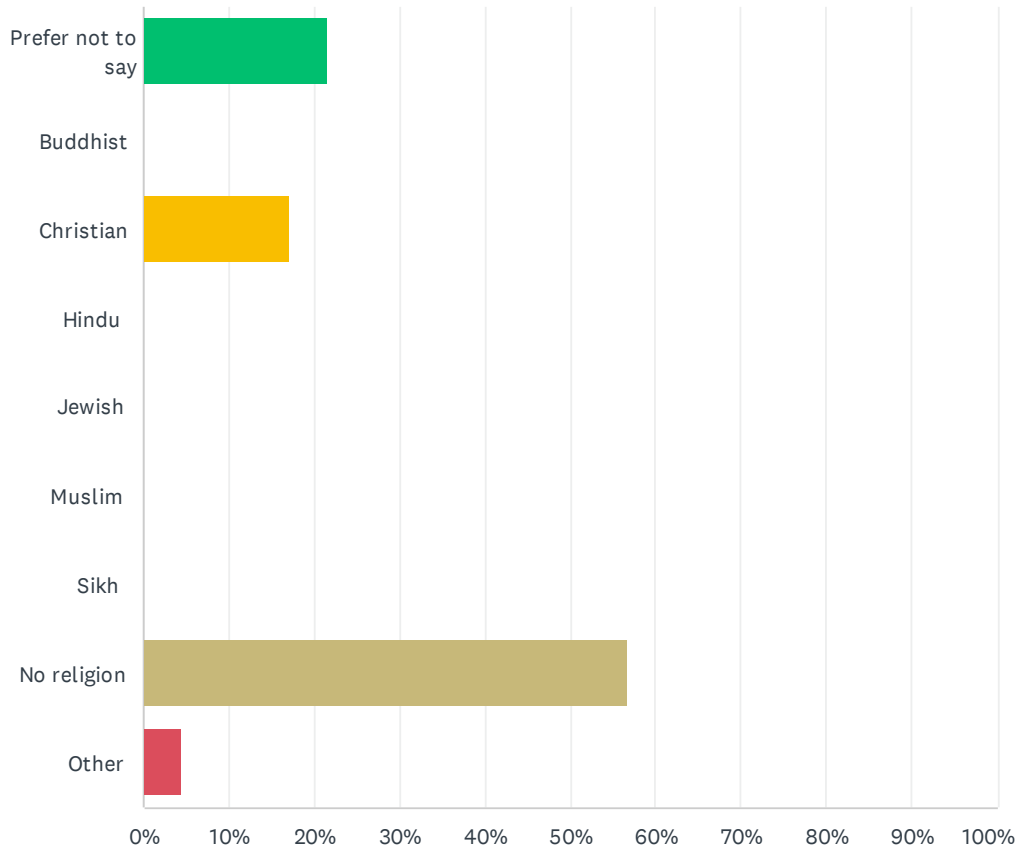
Answered: 29 Skipped: 181



ANSWER CHOICES	RESPONSES
A lot	6.90% 2
A little	48.28% 14
Not at all	44.83% 13
<b>TOTAL</b>	<b>29</b>

## Q29 What is your religion or belief?

Answered: 111 Skipped: 99



ANSWER CHOICES	RESPONSES	
Prefer not to say	21.62%	24
Buddhist	0.00%	0
Christian	17.12%	19
Hindu	0.00%	0
Jewish	0.00%	0
Muslim	0.00%	0
Sikh	0.00%	0
No religion	56.76%	63
Other	4.50%	5
<b>TOTAL</b>		<b>111</b>

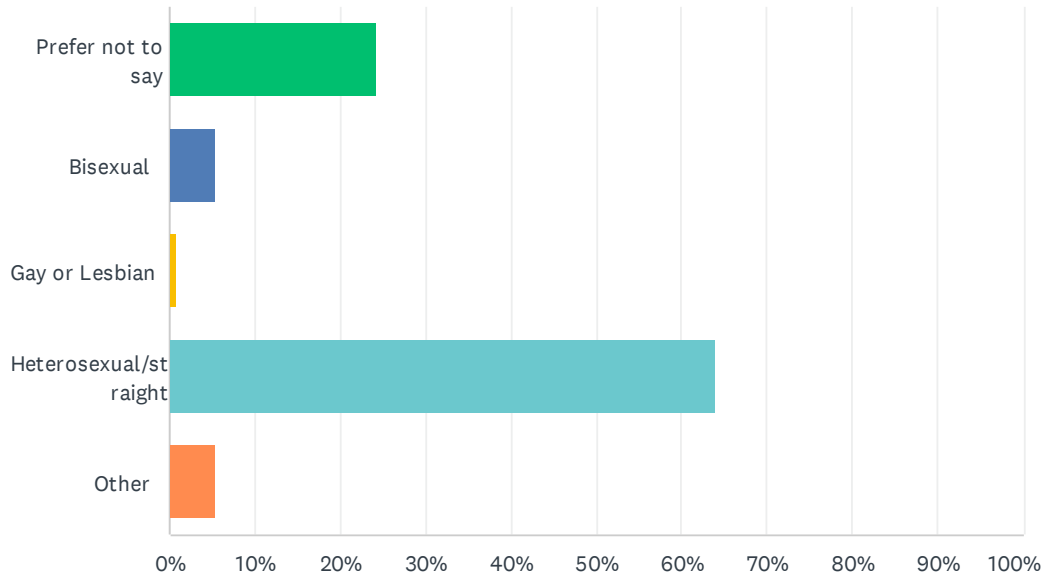
#	IF 'OTHER' PLEASE TELL US WHAT YOUR RELIGION OR BELIEF IS OR LEAVE BLANK IF YOU PREFER NOT TO SAY	DATE
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1	humanist	12/19/2022 2:58 PM
2	Agnostic	12/16/2022 5:11 PM
3	Humanist	12/8/2022 1:06 PM
4	Atheist/humanist	11/29/2022 4:19 PM



### Q30 Which of the following best describes your sexual orientation?

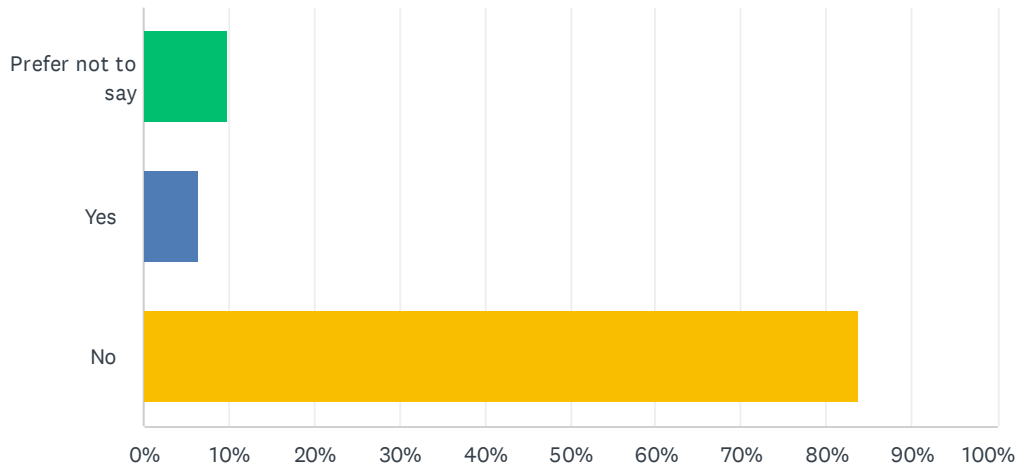
Answered: 111 Skipped: 99



ANSWER CHOICES	RESPONSES	
Prefer not to say	24.32%	27
Bisexual	5.41%	6
Gay or Lesbian	0.90%	1
Heterosexual/straight	63.96%	71
Other	5.41%	6
<b>TOTAL</b>		<b>111</b>

Q31 Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age? (Excluding anything which is part of paid employment)

Answered: 111 Skipped: 99



ANSWER CHOICES	RESPONSES	
Prefer not to say	9.91%	11
Yes	6.31%	7
No	83.78%	93
<b>TOTAL</b>		<b>111</b>

## Q32 If you feel you may be disadvantaged by any of the design options presented, please detail why below.

Answered: 15 Skipped: 195

#	RESPONSES	DATE
1	I cycle on HFR on a tandem trike wit my disabled son. We would prefer segregation and we have a wide cycle	12/19/2022 4:30 PM
2	I have a large cycle trailer and on occasions do prefer to use the road instead of a less accessible cycle lane (as the highway code does allow us cyclists to do!) but when a cyclist chooses to use the roadway instead of a cycle path, occasionally this draws complaints from entitled motorists who think we HAVE to use the cycle path. So, by having the road usable for cyclists and motorists shared equally, this means that cyclists get the 'usual' amount of respect that motorists give to cyclists, rather than less. I do use well designed cycle lanes but there are quite a few in York I choose not to use as they slow me down and are uncomfortable and badly designed/maintained. I would hope any changes to HFR, if you have to do this, give a really good cycling infrastructure, which cyclists like me are happy to use! Cheers, jscossham@gmail.com	12/19/2022 3:21 PM
3	Some options may not work well with adaptive cycles. I would not support any solutions that are not safe and inclusive.	12/19/2022 2:58 PM
4	My tax should go to things that genuinely improve the cycle infrastructure, this scheme does not do that.	12/6/2022 3:21 PM
5	People who have children in tow, or for some other reason feel less confident cycling and potentially facing aggressive cyclists/pedestrians/drivers, will automatically feel more vulnerable using shared lanes or lanes not properly protected from traffic.	12/4/2022 10:41 PM
6	Non-residents may use residents parking spaces, and there would be nowhere for residents to park if on-street spaces are removed. Hospiatl Fields road is not very busy, and many cyclists cycle here without problems. Cycle provision may be better spent elsewhere in the city.	12/4/2022 2:28 PM
7	To lose the additional parking would be such a shame it is well used and a bonus to the area.	12/2/2022 6:19 PM
8	I live at Fulford place and when I have visitors, the only place they can park is on Hospital Fields Road. I do cycle on Hospital Fields Road and have never felt unsafe. This is our money you're wasting at a time when there are people that need help, use the money for them instead. Bikes and cars have shared roads since cars were invented, it's not an issue. Train cyclists, drivers take tests. If we all learnt to be safe on the roads together there would be no need to waste money like this.	12/2/2022 3:21 PM
9	Any which are likely to be blocked by inconsiderate drivers	12/2/2022 8:36 AM
10	I will be disadvantaged as my commute to work will be affected by the construction and implementation of this cycle track. It is congested enough without adding cycling priority to it. If cyclist's safety is of utmost importance in this area, the industrial estate should be removed as while HGV's, heavy traffic flow and Cyclists are using the same road, cyclists will never be truly safe	11/30/2022 1:47 PM
11	why is any of the personal information relevant in the slightest to a proposed cycle lane.	11/30/2022 9:39 AM
12	Many of the options would increase conflicts between pedestrians, cyclists and drivers, with cyclists, eg. not providing a way to pass each other brings cyclists into conflict with each other.	11/29/2022 4:19 PM
13	Because I will not be able to park my sole mode of transport used to commute from home to my place of work.	11/28/2022 4:10 PM
14	No representation of how it will impact access to my road and off-street parking. Don't see any benefit.	11/26/2022 8:05 PM



# Hospital Fields Road



## 2022 Consultation Response

The Campaign questions whether the proposals being put forward for Hospital Fields Road present best value for money for improving facilities for cycling within the city and increasing the modal share. We understand from the November executive meeting that £800,000 has been put towards the scheme, and is influenced by the route appearing in the council's list of targeted routes. But we question whether the proposals will deal with the issues present on the stretch of road.

Hospital Fields Road is a 20 mph road with limited levels of traffic not being a through-route. Reference to figure 4.1 of LTN 1/20 indicates that the combination should likely be acceptable as mixed traffic or mandatory/advisory lanes.

When the Campaign ran the Safer Streets survey in 2020, two comments were given about the road itself. One regarding parked HGVs and other vehicles blocking the western end and the connection through to New Walk and the second regarding the quality of the road surface. Five further comments were given about the traffic light junction with Fulford Road at the eastern end, relating to the timing of the light phases and vulnerability of cyclists moving through with traffic.

In another Campaign exercise run this year in which members were asked to rate sections of the York cycle network as good, adequate, or poor, Hospital Fields Road was rated as adequate but with comments added of parked cars blocking cycle access again.

Reference to the STATS19 collision data through [Bikedata.cyclestreets.net](https://bikedata.cyclestreets.net) shows that between 1999-2021 there have been four reported collisions along Hospital Fields Road involving cyclists. All collisions involved cars pulling in/out of the junctions along the road and colliding with cyclists. A further six collisions have occurred at the junction with Fulford Road.

Servicing an industrial estate the junction radii are large to enable HGV movements, but this goes against best practice as it allows fast entry/exit into the junction by cars. Cycle collisions in York are twice as likely to happen at a junction than on a straight section of road, the Campaign wonders if money would be better focused on improving the safety for cyclists at junctions along the road and at the Fulford Road junction.

That said, of the proposal being put forward the Campaign's views are;

That no improvements to cycle infrastructure should lead to the reduction in facilities for pedestrians so that they then fall below standard. This contradicts the hierarchy of needs, but can also lead to situations in which pedestrian overflow spills onto cycle infrastructure and causes conflict of space.

All options only bring improvements to the westbound cycle traffic with no benefit for returning traffic heading eastbound.

Options two to four could lead to waiting/parking vehicles abusing the cycleway for parking/loading for deliveries to the residential units or units within the industrial estate that are existing and proposed along the route, as it will be easy for drivers to mount the kerb to park off the main carriageway.

The light segregation of option one does bring the benefit that it would prevent parking in the cycleway, but will not bring increased safety at the junctions.

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## **Proposal to install cycle lanes on Hospital Fields Road, Fulford**

### **Response from York Civic Trust Transport Advisory Group**

**16<sup>th</sup> December 2022**

The proposal is to provide a dedicated cycle lane eastbound on Hospital Fields Road between Millennium Bridge and Fulford Road. Four layout options are offered. The consultation does not indicate the cost of the scheme, but the recent Active Travel report to the Executive shows it as £800k. The scheme appears to have been brought forward because it appears on the Council's outdated (pre LTN1/20) priority list and is relatively uncontroversial to install. No indication is given of the benefits to be gained from such a level of expenditure, and we understand from representatives of cyclists that this road is not seen as a significant cycling hazard.

Against a background in which funding for much more hazardous locations such as Bootham and Acomb Road has been withheld for lack of funds, we very strongly reject this proposal. We recommend, instead, that the Council updates its scheme prioritisation process to reflect the LTN1/20 focus on coherence, consistency and continuity of provision, and to respond to the information on perceived hazard locations provided by York Cycling Campaign. It then needs to devote its limited staff and financial resources to those schemes which represent the best value for money against these criteria.

If, despite the lack of evidence on relative value for money, the Executive Member decides to progress this scheme, we would observe that:

- no provision is offered for westbound cyclists, who might well be adversely affected if traffic is limited to a narrower carriageway
- no provision is offered to improve the crossing of Fulford Road, which is a considerable source of concerns about safety for cyclists; a much lower cost scheme which simply increases the time in which cyclists can cross should anyway be implemented
- of the four options presented, Option 1 is unacceptable in offering no segregation, while Option 3 is unduly complex; our preference is for Option 4 which, while having a relatively narrow cycle track and pavement, permits users of each to divert into the other's space where required for safety.







Rating Level of Service Assessment (Table 10.10.1)	
Project Number	1604121
Scheme	CV - Hospital Falls Road
Location	Hospital Falls Road, Option 1 - 8
Date	15/01/2022
Revision Number	01
Assessment by	John Collins
Checked by	Mike O'Leary

**Rating Level of Service (LOS)**

Key Requirement	Factor	Design Principle	Indicators	Critical	Score			Score	Comments	Score	Comments	Score	Comments	Score	Comments
					1 (Red)	1 (Amber)	2 (Green)								
Convenience	Factors	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different sections of the same route.	1. Ability to join/leave route easily and safely join and navigate along different sections of the same route and between different sections of the same route.	1. Ability to join/leave route easily and safely join and navigate along different sections of the same route and between different sections of the same route.	1	1	1	1	No formal provision along Hospital Falls Road. Most likely at west end signalised junction with A10, to east.	1	No further formal connections	1	No further formal connections	1	No further formal connections
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. End of route signs should be provided. Cyclists should be able to follow the route through junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route	2. Provision for cyclists throughout the whole length of the route	1	1	1	1	No formal facilities	2	Continuous route provided including over side roads	2	Continuous route provided including over side roads	2	Continuous route provided including over side roads
Directness	Time: Frequency of major stops or give ways	The number of times a cyclist has to stop or lose sight of the route in a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian crossings or give ways.	2. Frequency of major stops or give ways at junctions or crossings, motorcycle barriers, pedestrian crossings or give ways	2. Frequency of major stops or give ways at junctions or crossings, motorcycle barriers, pedestrian crossings or give ways	2	2	2	2	Limited stops or give ways along route due to cyclist given priority.	2	Limited stops or give ways along route due to cyclist given priority.	2	Limited stops or give ways along route due to cyclist given priority.	2	Limited stops or give ways along route due to cyclist given priority.
	Time: Delay at junctions	The length of delay caused by not being able to bypass stop moving traffic.	2. Delay at junctions	2. Delay at junctions	1	1	1	1	Cyclists are with traffic	2	Bypasses of all side road junctions provided	2	Bypasses of all side road junctions provided	2	Bypasses of all side road junctions provided
Safety	Time: Delay on links	The length of delay caused by not being able to bypass stop moving traffic.	2. Delay on links	2. Delay on links	1	1	1	1	Cyclists can avoid those with slow moving traffic	1	Provision for cyclists at 1.5m wide means cyclists are unable to overtake slower cyclists in front	1	Provision for cyclists at 1.5m wide means cyclists are unable to overtake slower cyclists in front	1	Provision for cyclists at 1.5m wide means cyclists are unable to overtake slower cyclists in front
	Gradients	Routes should avoid steep gradients where possible. 13% or greater should be avoided. Routes should be planned to minimise climbing gradients and allow users to take momentum gained in the descent.	2. Gradients	2. Gradients	2	2	2	2	No gradient observed	2	No gradient observed	2	No gradient observed	2	No gradient observed
Comfort	Reduction in road differential	Where cyclists and motor vehicles are sharing the carriageway, the height of road differential should be reduced to a maximum of 10mm. This includes the speed of motor vehicles so that they may make a safe crossing of the carriageway. This particularly applies at points where risk of collision is greater, such as at junctions.	2. Reduction in road differential	2. Reduction in road differential	1	1	1	1	Assumed similar 85% permeability. Scored amber due to limited provision of light segregation in comparison to linked facilities.	2	Cyclists not sharing carriageway	2	Cyclists not sharing carriageway	2	Cyclists not sharing carriageway
	Avoid high motor vehicle volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This particularly applies at points where risk of collision is greater, such as at junctions.	2. Avoid high motor vehicle volumes where cyclists are sharing the carriageway	2. Avoid high motor vehicle volumes where cyclists are sharing the carriageway	2	2	2	2	Assumed similar AADT figures	2	Cyclists not sharing carriageway	2	Cyclists not sharing carriageway	2	Cyclists not sharing carriageway
Safety	Risk of collision	Where speed differential and high motor vehicle flow cannot be reduced cyclists should be separated from traffic using physical measures such as kerbs, raised tracks and off-road provision. Such separation should reduce the risk of collision from head-on or side-swipe collisions.	2. Risk of collision	2. Risk of collision	2	2	2	2	Topographical survey shows roughly 7.0m wide	2	Cyclists in light segregation and 85% permeability road 30 mph	2	Cyclists in light segregation and 85% permeability road 30 mph	2	Cyclists in light segregation and 85% permeability road 30 mph
	Avoid conflict	A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: - One-way routes - cyclist priority - avoid speed reduction across side roads - Major roads - separation of cyclists from motor traffic through physical measures	2. Avoid conflict	2. Avoid conflict	1	1	1	1	Frequent constrained side road junctions along northern link	1	Cyclists have coloured highlighting continued over side roads	2	Continuous cycleway provided across side roads	2	Continuous cycleway provided across side roads
Comfort	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of the risk of collision with kerbside activity. This includes consideration of the risk of collision with parked cars, including collision with opened doors.	2. Consider and reduce risk from kerbside activity	2. Consider and reduce risk from kerbside activity	1	1	1	1	No road markings at side road junctions	2	New road markings showing priorities at side roads	2	New road markings showing priorities at side roads	2	New road markings showing priorities at side roads
	Reduce severity of collisions	Where possible routes should include 'bypass' routes (such as grass verges) and avoid any unnecessary physical hazards such as parked cycle bins. To reduce the severity of a collision should it occur.	2. Reduce severity of collisions	2. Reduce severity of collisions	1	1	1	1	No kerbside activity	2	Although provision less than 2m including buffer, kerbside parking removed entirely	2	Although provision less than 2m including buffer, kerbside parking removed entirely	2	Although provision less than 2m including buffer, kerbside parking removed entirely
Safety	Barriers	Barriers should be provided where necessary to separate cyclists from motor vehicles. Barriers should be provided where necessary to separate cyclists from motor vehicles.	2. Barriers	2. Barriers	1	1	1	1	Cyclists travelling along carriageway with vehicle	1	1.5m Kerbed facility within 10m range	1	1.5m Kerbed facility within 10m range	1	1.5m Kerbed facility within 10m range
	Surface quality	Any bumps, potholes, ruts, or other surface defects should be repaired. Surface quality should be maintained throughout the route.	2. Surface quality	2. Surface quality	2	2	2	2	Various patches of resurfaced carriageway	2	Various patches of resurfaced carriageway	2	Various patches of resurfaced carriageway	2	Various patches of resurfaced carriageway
Safety	Wayfinding	Wayfinding should be provided to assist cyclists to navigate the routes without the need to rely on maps.	2. Wayfinding	2. Wayfinding	1	1	1	1	Minimal signing provided	2	Minimal signing provided but clear road markings delineating route	2	Minimal signing provided but clear road markings delineating route	2	Minimal signing provided but clear road markings delineating route
	Social safety and perceived vulnerability of users	Routes should be perceived as safe and secure. This includes the provision of lighting and other measures to make routes more attractive and therefore more likely to be used.	2. Social safety and perceived vulnerability of users	2. Social safety and perceived vulnerability of users	2	2	2	2	Lighting provided	2	Lighting provided	2	Lighting provided	2	Lighting provided
Safety	Impact on pedestrians	Provision of dedicated on-road cycle provision can create potential for conflict with pedestrians. This includes the provision of signage and other measures to make routes more attractive and therefore more likely to be used.	2. Impact on pedestrians	2. Impact on pedestrians	1	1	1	1	Cyclists on carriageway so no impact on pedestrians	1	Proposed interventions to improve cycle infrastructure required narrowing of the existing footway	1	Proposed interventions to improve cycle infrastructure required narrowing of the existing footway	1	Proposed interventions to improve cycle infrastructure required narrowing of the existing footway
	Minimise street clutter	Signage should be provided to support scheme layout and ensure it is clear and consistent but not overbearing or inappropriate size.	2. Minimise street clutter	2. Minimise street clutter	2	2	2	2	Limited signs in surrounding area	2	Limited signs in surrounding area	2	Limited signs in surrounding area	2	Limited signs in surrounding area
Safety	Secure cycle parking	Secure cycle parking should be provided to support scheme layout and ensure it is clear and consistent but not overbearing or inappropriate size.	2. Secure cycle parking	2. Secure cycle parking	2	2	2	2	Not relevant to scheme	2	Not relevant to scheme	2	Not relevant to scheme	2	Not relevant to scheme

Max possible score	100	100	100	100	100
Actual score	80	80	80	80	80
Pass/Fail (75% threshold)	Pass	Pass	Pass	Pass	Pass
Key Critical Fails (0%)	0	0	0	0	0
Number of Critical Fails	0	0	0	0	0

Criteria	Max Score	Sub-criteria Existing	% score Existing	Sub-criteria Proposed	% score Proposed
Conformance	6	4	33%	4	67%
Directness	10	8	80%	8	80%
Safety	16	6	38%	12	75%
Comfort	8	4	50%	7	88%
Attractiveness	10	8	80%	7	70%

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**City of York Council**  
**Equalities Impact Assessment**

**Who is submitting the proposal?**

<b>Directorate:</b>	Place		
<b>Service Area:</b>	Transport		
<b>Name of the proposal :</b>	Hospital Fields Road		
<b>Lead officer:</b>	Shoaib Mahmood		
<b>Date assessment completed:</b>	11/01/2023		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Shoaib Mahmood	Transport Project Manager	City of York Council (CoYC)	Project Management

**Step 1 – Aims and intended outcomes**

<b>1.1</b>	<b>What is the purpose of the proposal?</b>
	<p>The installation of segregated cycle lanes along Hospital Fields Road, to separate cyclists from the carriageway. Hospital Fields Road gets high volume of cycling traffic, as it's an important part of the East-West Cycle Route that links Millennium Bridge to the Imphal Barracks.</p> <p>The aim of the scheme is to improve the safety and usability for cyclists by providing segregated cycle lanes in the eastbound direction.</p>

<b>1.2</b>	<b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)
	<ul style="list-style-type: none"> <li>• Cycle Infrastructure Design Local Transport Note 1/20</li> </ul> <p>The guidance prescribes the designs and conditions of use of cycle lanes on highway infrastructure.</p> <ul style="list-style-type: none"> <li>• Inclusive Mobility: a guide to best practice on access to pedestrian and transport infrastructure</li> </ul>

1.3	<b>Who are the stakeholders and what are their interests?</b>
	<p>CYC Internal – Impact of scheme on the highway network. Maintain effectiveness of authorities existing highways infrastructure.</p> <p>Legal, Procurements, Finance, Property, ICT, Democratic Services, Economic Development, Licensing, Housing Development, Maintenance.</p> <p>Housing Development – The Ordnance Lane housing development site is adjacent to the Hospital Fields scheme. The officers will maintain communication with the development team throughout the Detailed Design phase to ensure that both schemes adhere to the necessary requirements.</p> <p><b>General Public</b></p> <p>Motorists – Impact on vehicle habits movements. Impact of construction works on highway network operation.</p> <p>Local Residents – Impact of scheme on local residents. Impact of construction works on highway network operation.</p> <p>Cyclists / Transport Groups – User experience of segregated cycle lanes, Impact during construction works on highway network operation.</p> <p>Local Businesses – Impact of construction works on day to day running of business.</p> <p>Local Ward Councillors / Deputy Leader of the Council, Executive Member for Transport – Awareness of scheme</p> <p>Department for Transport – Funding provider. To meet requirements of any funding requirements.</p> <p>Transport Operators – Impact on transport services / (York and Country - Bus Depot)</p> <p>Emergency Services – Impact on emergency services routes.</p> <p>Disability Groups – Impact of scheme facilities on disability groups.</p> <p>Gender – Impact of scheme facilities on genders.</p>

<b>1.4</b>	<b>What results/outcomes do we want to achieve and for whom?</b> This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	<p>Proposed changes to Hospital Fields Road will improve cycle infrastructure on the east west cycle route. Undertaking the scheme contributes to meeting a key outcome ‘Getting around sustainably’ key of the Council Plan.</p> <p>The Hospital Fields Road scheme links to the following Council Plan (2019 – 2023) core outcomes:</p> <ul style="list-style-type: none"> <li>• A greener and cleaner City of York Council</li> <li>• Getting around sustainably</li> </ul> <p>The Council Plan (2019 – 2023) states City of York Council will undertake the following:</p> <ul style="list-style-type: none"> <li>• “Options for sustainable transport, including public transport and rail, are improved to help reduce the need for car travel in the city.”</li> <li>• “Review city-wide public transport options, identifying opportunities for improvements in walking and cycling, rail, buses and rapid transit, which lay the groundwork for the new Local Transport Plan”</li> </ul> <p>The Hospital Fields Road scheme achieves the tasks stated within the Council Plan that will be undertaken. An aim of The City Of York Council Local Transport Plan 3 (2011 – 2031) is “Having a comprehensive cycling and pedestrian network”. The Navigation scheme meets this aim and is mentioned within the Local Transport Plan (pg 53) as a cycle route that would contribute to completing the urban network.</p>

## Step 2 – Gathering the information and feedback

<b>2.1</b>	<b>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</b> Please consider a range of sources,
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	including consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.
<b>Source of data/supporting evidence</b>	<b>Reason for using</b>
<b>Feedback consultation</b>	<p>Response to trial from range of users and groups to obtain feedback on the scheme.</p> <p>The feedback consultation was notified via press release / social media posts and targeted letter drops to addresses within close proximity of the scheme.</p>
<b>Consultation Website and Dedicated Email</b>	<p>The consultation website is found at:</p> <p><a href="https://www.york.gov.uk/HospitalFieldsRoadImprovements">https://www.york.gov.uk/HospitalFieldsRoadImprovements</a></p> <p>The feedback consultation was available online, and paper copies were available upon request and returned by post.</p> <p>Members of the general public who are users of the scheme are free to provide feedback through any of the authority's communication channels and, where required and possible, officers will undertake further steps investigations and actions to improve the user experience of this site.</p> <p>A dedicated email has been set up:</p> <p><a href="mailto:activetravel@york.gov.uk">activetravel@york.gov.uk</a></p> <p>A few representations were made via the dedicated email inbox.</p>
<b>Survey</b>	A survey link was available to provide feedback on the proposals.

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### Step 3 – Gaps in data and knowledge

3.1	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how many gaps will be dealt with.</b>	
<b>Gaps in data or knowledge</b>		<b>Action to deal with this</b>
Record of protected characteristics view on scheme noted in the Equality Act 2010		Identification of potential local groups/organisations representing members of the protected characteristics who may be interested.



**Step 4 – Analysing the impacts or effects.**

4.1	<p><b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</b> Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.</p>		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	<p>Improving road safety and segregated cycle lanes will impact all ages and user groups.</p> <p>Having a segregated cycle lane will provide cyclists of all ages a safer provision from risk of collision with other road users.</p> <p>A better quality of cycling provision provided will have a positive impact for all age groups.</p> <p>There may be dis-benefit due to the reduction of footpath width on the east. Young ages may be closer to traffic and feel at risk than a wider footpath.</p> <p>The scheme relocates the crossing at side roads away from the desired lines, however gives priority to pedestrians. Relocating the crossing away from the desired lines creates a dis-benefit as this increases pedestrians need to travel.</p>	<p style="text-align: center;">+</p> <p style="text-align: center;">-</p> <p style="text-align: center;">0</p>	<p style="text-align: center;">M</p> <p style="text-align: center;">M</p> <p style="text-align: center;">L</p>

	However, the scheme provides pedestrians priorities over crossing over other road users.		
<b>Disability</b>	Disabled people should benefit from the safer environment to cycle on Hospital Fields Road. Disabled cyclists will benefit from the segregated facilities and better quality of cycling provision provided as part of the scheme.	+	<b>M</b>
	Disabled people using the footpath on the east will dis-benefit from the reduced footpath width on Hospital Fields Road.	-	<b>M</b>
	Guidance recommends a width of 2m to allow two wheelchairs to pass comfortable, however guidance allows to provide a minimal acceptance of 1.5m due to physical constraints. A 1.5m clearance allowance allows for sufficient space for wheelchair user and a walker to pass one another.		
	During the Detailed Design stage, the Designer will consider the width of the northern footway in detail, in particular at the localised pinch-point section between the two minor arm junctions. This may require balancing available width between the footway and the cycle track and will be subject to specific site investigations.		
	The proposed scheme requires no waiting restrictions to be introduced on Hospital Fields Road. This may have a dis-	-	<b>M</b>

	<p>benefit to blue badge holders as this creates a time restriction for blue badges to park for 3 hours.</p> <p>The scheme relocates the crossing at side roads away from the desired lines, however gives priority to pedestrians. Relocating the crossing away from the desired lines creates a dis-benefit as this increases pedestrians need to travel. However, the scheme provides pedestrians priorities over crossing over other road users.</p>	0	L
<b>Gender</b>	<p>The scheme provides better links to New Walk along the River Ouse. All genders who use the new facilities should benefit positively from a safer environment to cycling on Hospital Fields Road.</p> <p>The implementation of parking restrictions on Hospital Fields Road could potentially disadvantage certain genders. This is because the restrictions could lead to parking being relocated further away from residential areas, resulting in more walking for people going to and from their parked cars. This may create a risk for certain genders walking during night time.</p>	0  -	-  L
<b>Gender Reassignment</b>	<p>The scheme provides better links to New Walk along the River Ouse. All who use the new facilities should benefit positively from a safer environment to cycling on Hospital Fields Road.</p>	0	-

<b>Marriage and civil partnership</b>	There are no major impacts to this characteristic.	<b>0</b>	-
<b>Pregnancy and maternity</b>	The implementation of parking restrictions on Hospital Fields Road could potentially disadvantage pregnant residents / visitors and maternity groups those with young children. This is because the restrictions could lead to parking being relocated further away from residential areas, resulting in more walking for this group going to and from their parked cars. This may create difficulty for this protected characteristic.	-	<b>L</b>
<b>Race</b>	There are no major impacts to this characteristic.  The scheme provides better links to New Walk along the River Ouse. All races who use the new facilities should benefit positively from a safer environment to cycling on Hospital Fields Road.	<b>0</b>	-
<b>Religion and belief</b>	There are no major impacts to this characteristic.	<b>0</b>	-
<b>Sexual orientation</b>	There are no major impacts to this characteristic.	<b>0</b>	-
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		

<b>Carer</b>	n/a		
<b>Low income groups</b>	n/a		
<b>Veterans, Armed Forces Community</b>	n/a		
<b>Other</b>	n/a		
<b>Impact on human rights:</b>			
List any human rights impacted.	n/a		

### Step 5 - Mitigating adverse impacts and maximising positive impacts

<b>5.1</b>	<b>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is been done to optimise opportunities to advance equality or foster good relations?</b>
<p>Positive impact – Providing safer provision for active travel. Encouraging active travel, promotion of route and facilities on the cycling network.</p>	

### Step 6 – Recommendations and conclusions of the assessment

<b>6.1</b>	<b>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</b>		
	<ul style="list-style-type: none"> <li>- <b>Continue with the proposal</b> (despite the potential for adverse impact)</li> <li>- The EIA will be maintained throughout the Detailed Design stage.</li> </ul>		
	<b>Option selected</b>	<b>Conclusions/justification</b>	
	Update Equalities Impact Assessment at Detailed Design stage	To keep EIA updated.	

### Step 7 – Summary of agreed actions resulting from the assessment

<b>7.1</b>	<b>What action, by whom, will be undertaken as a result of the impact assessment.</b>		
<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>	<b>Timescale</b>
To ensure compatibility with housing development plans	PM	PM	1 month

## **Step 8 - Monitor, review and improve**

Monitor EIA at Detailed Design

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## Project Outline

Project Name	<b>Hospital Fields Road Cycle Improvements</b>		
Project Manager	Shoaib Mahmood	Date	--

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

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.”

More recently, an Executive Decision made in November 2022 confirmed funding for this project to be progressed to delivery.

### 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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**Decision session**

**21 March 2023**

**Executive Member for Transport**

Report of the Director of Environment, Transport and Planning

**Digital Respark (resident parking zone permit management)**

**Summary**

1. The purpose of this paper is to present and allow the consideration of the recommendations on the Digital Parking system from the Economy and Place Scrutiny Committee in November 2022.

**Recommendations**

2. The Executive Member is asked to consider the proposals in response to the recommendations from the Scrutiny meeting in November:
  - i. To note the response to the scrutiny recommendations detailed within paragraph 25 of this report.
  - ii. To note that the council's use of digital services is to ensure that the customer centre resources can be targeted at those customers who need the most support.
  - iii. To note that non digital customers can access paper visitor permits through the customer centre.
  - iv. To note a parking user group has been set up and the first meeting has occurred.
  - v. To note that a new version of the customer parking portal will go live in the summer.
  - vi. To request that the parking user group undertake some early testing of the customer portal of the new system before it goes live to the public.

- vii. To request that the parking user group reviews the customer journey for non digital customers of the new system particularly around visitor vouchers.
- viii. Recommendations from the user group will be reported to a future Executive Member Decision Session taking into account any budgetary implications of the recommendations.
- ix. To note the lesson learnt of the need for early engagement and lessons learnt.

**Reason:**

To respond to the recommendations of the Economy and Place Scrutiny Committee to ensure lessons are learned to improve the approach to parking for customers and residents.

**Background**

- 3. Parking is an important issue for many residents, businesses and visitors. Like many cities, York has areas where the demand for kerb side parking is high. One of the ways of managing parking pressure in residential areas, to limit commuter parking and encourage the use of sustainable transport modes such as park and ride is to limit the legal parking to those with a permit.
- 4. Residents Parking Zones (Respark) are a form of permit and are delivered through both formal and informal consultation with the residents and a decision made in public by the Executive Member.
- 5. There are a range of permits available to reflect the different needs to park in the Respark areas. So whilst residents may need a permit so will a carer who may need to visit regularly to care for a resident or traders to carry out work at a premises.
- 6. Pre-COVID analysis showed that 25% of footfall in the customer centre was parking related business. At this time there was no online self service approach, and it was clear that enabling the customer to have access to their account online would generally provide a better service for the majority of customers who are comfortable with online services and would also offer significant efficiencies for the council.
- 7. A number of Local Authorities evidenced the success of an online self service approach. This has also been the experience in York with the

channel shift of other transactional services online such as revenues and to some extent benefits.

8. The approach of a digital customer self serve approach is in accordance with the council's policy adopted in 2018 and part of corporate Digital Strategy to move customer transactions online. The customer centre remains as a point of contact and support for those customers who require additional assistance.

### **Replacement IT System**

9. The previous Parking back office system had been in place for over 10 years and was no longer compliant with government requirements from the perspective of IT security. Importantly it had no front facing customer portal to deliver the council's approach of customer self serve through IT.
10. It was recognised that the impact of transitioning customers would be felt for 12 months as customers' resident parking permits expired throughout the year.
11. As part of the budget process in 2018 a capital budget was assigned to support a Parking system replacement. Officers were assigned to the project a Project Manager with ICT led the project supported by a board chaired by the Assistant Director. A parking services member of staff was transferred to ICT for key stages of the project and all services involved in the processes committed resource to the project and implementation.
12. The project spans several services areas and all have been committed to project delivery and were represented on a project board. This has involved service staff being dedicated to the project for extended periods. The project team was made up of the operational areas that are responsible for the delivery of the processes. Customer services (including the web team), business support, parking services (back office and enforcement) and ICT. The Senior Responsible Officer (project board chair) is from the Parking Services management team in the Place Directorate and the project was managed by ICT.

## **Procurement**

13. After a period of market engagement and discussion with other Local Authorities the project team developed a detailed specification in order to engage with the market. The scale of the task was recognised at this stage including the amount of configuration and the dependency on quality data.
14. The project team undertook a procurement process to purchase a new system. A framework designed to procure Civil enforcement systems was used. The contract was awarded to TSL for the Taranto system (used in many local authorities including Manchester and Sheffield and many London authorities and for the Congestion Zone in London).

## **Implementation**

15. The project spanned a 2 year period including developing the specification, procurement, configuration (a very complex process with the numerous permits and permit conditions), testing (extensive testing has been undertaken on the iterations of the system as it's been configured), training and go live was in September 2021.
16. As with many other council systems where the customer is expected to interact with the digital system the customer journey must be at the heart of the design process. Whilst digital inclusion activity across the city is important to enable as many service users as possible to take advantage of the convenience of online it is also important that we continue to provide telephone and face to face services for those that need them, and also that we consider the most effective system delivery options in each case whether online, paper based, telephone or face to face.
17. The system was implemented in a phased way, being deployed to Civil Enforcement Officers first and resolving issues with them, before launching the customer portal.
18. This was and is a complex IT implementation requiring systems interfaces with for example payment systems and links to other systems for fast tracking eligibility checks and an integration with external systems of vehicle registration mark look up.



19. Upon Go Live of the customer element of the system a number of issues that had not been identified in testing meant customers could not obtain the permit they required.
20. Officers have worked hard across all the teams involved to respond to customer feedback on the customer journey and made changes as quickly as possible to improve their experience. For instance, the eligibility for paper permits for non digital customers was changed as a result of feedback.
21. A core principle behind the city's 100% digital inclusion partnership is to acknowledge that for some people digital will never be an option for them for a range of reasons, and that they will be supported through others to access the services they need. The approach in the council's customer centre is consistent for all non-digital customers for any of the council's systems they wish to access. The customer service representatives (CSRs) are trained to deal with each call and situation on its own merit. CSRs are trained to signpost the customer online (if a service is online) however if the customer informs the CSR they are unable to access services digitally then the CSR will offer the appropriate help and support without question irrespective of system and service. This has worked well for a number of years. For some systems or processes a further face to face appointment may be required in order to provide documentary evidence.
22. Customer Service support both offline customers and those with general enquiries over the phone and in-person (by appointment)
23. The issues experienced by customers have been summarised in the table below. Officers put in place senior level meetings with the provider and resolutions were found to the issues.

Ref	Issue	Cause	Progress
A	<b>Customer usability of the system.</b>	The council website was updated at go live about how to use the system and all residents written to. There were issues with	<b>Improved work ongoing</b> This guidance has now been renewed and refreshed several times based upon the experience of customers. The new

		<p>duplicate letters, but this was an issue with the old system and how data was extracted.</p> <p>Inevitably not everyone will read the guidance prior to attempting to complete the application, and this should be taken into account in the design of help screens linked to the online forms</p>	<p>portal is being designed using the Government Digital Standards which means it will comply with the 2018 UK Public Bodies Accessibility Regulations</p> <p>When the next version of the Taranto portal is released in Summer 2023, there will be more flexibility which will allow more customer guidance to be integrated in the step by step online process rather than that requiring the customer read it separately on the CYC website. on what goes on a page and it will allow more guidance to be pushed to the Parking System rather than the CYC website. As detailed elsewhere in the report it is proposed that the new user group test the new version of the customer portal.</p>
B	<p><b>Customer renewal letter</b></p> <p>The system produces a letter from a template for residents to remind them to renew their permits. There have been issues</p>	<p>When new versions of the system are released or changes made it was overwriting the improvements already made.</p>	<p><b>Resolved</b></p> <p>This way updates are made has been changed and the issue is now resolved.</p> <p>Work is ongoing on ensuring the customer experience is improved with lessons learnt from customer experiences.</p>

	with the system reverting to old versions of the letter/permit.		Customers with multiple permits will still receive multiple letters.
C	<p><b>Payment issues (affecting visitor vouchers)</b></p> <p>A customer attempting to purchase multiple visitor permits (more than 21) would not be able to complete the purchase.</p>	This is down to the way the Council's Payment System and the Parking System talk to each other and it limits the number of batched transactions that can take place.	<p><b>Interim solution</b></p> <p>The number of visitor permits purchased in one transaction has been limited to 20 which is a temporary resolution. The new release should resolve this issue.</p> <p>Guidance has been updated to reflect this.</p> <p>A resident is entitled to 200 visitor permits in a year and both suppliers are working with the Council to work on a longer term solution to allow the 200 to be purchased in a single transaction.</p>
D	<p><b>Customer unable to register address</b></p> <p>Customer could not find their address on the system which is needed to order a permit.</p>	This is down to an issue with the Local Land and Property Gazetteer file that contains all the address in the CYC boundary. It is continually updated, however some addresses were lost in the data transfer.	<p><b>Resolved</b></p> <p>Clean address files are being sent by CYC remedy this issue and reduce the errors in the mapping exercise between the resident's address and the permit zones.</p>
E	<p><b>Timing of Renewals</b></p> <p>A customer who is renewing a permit</p>		<p><b>Improved, time limited issue</b></p> <p>Additional guidance was on the website, but</p>

	<p>on the old system cannot renew on the new system until the permit has expired. They are then given 2 weeks to renew. Once the customer is in the system, for future renewals they will be able to renew up to 4 weeks in advance of the permit expiry.</p>		<p>was not clear enough. Extra comms was communicated.</p> <p>However, there are now no permits in the old system so this is no longer an issue.</p>
F	<p><b>Customer not able to renew digital permit</b></p>	<p>There appears to be some configuration issues in the background which don't look to be updated as per our original specification</p>	<p><b>Resolved</b></p> <p>The supplier has found a solution, this is being monitored</p>
G	<p><b>Residents cannot check permits</b></p> <p>Residents have the ability to report vehicles that may be illegally parked through the parking hotline. Since the introduction of virtual permits, it has been more difficult for the public to identify if someone is illegally parked.</p>	<p>This is a consequence of virtual permits and was anticipated. A solution has now been developed and will be part of the upgrade later this year</p>	<p><b>In Progress</b></p> <p>A resident permit checker has been completed by the supplier and will be released to the Council in March. After testing, it is anticipated that it will go live in in Summer 2023.</p>
H	<p><b>Customer</b></p>	<p>This was a</p>	<p><b>Resolved</b></p>

	<p><b>password issues</b></p> <p>Some customers did not seem to be able to update their password correctly, they don't receive the automated e-mail to update their password.</p>	<p>configuration issue in the system</p>	<p>This issue is resolved. A watching brief will be kept on the system to ensure users are not affected as they transition on through the course of the year</p>
i	<p><b>VRM details not correct</b></p> <p>There have been a small number of issues raised where a vehicle registration has been entered the information that is retrieved is incorrect.</p>	<p>As the vehicle information is provided by the DVLA this is not a system issue.</p>	<p><b>Resolved</b></p> <p>Customer support to improve the customer journey to support customers contacting DVLA to enact changes on the national database.</p>

### 2022 Scrutiny

24. A report was requested by the Economy and Place Scrutiny Committee on the Digital Respark (resident parking zone permit management), this was presented by officers in November 2022.
25. The Economy and Place Scrutiny Committee made the following recommendations at the meeting:
- i. That the financial information on the full cost of the digital residents parking scheme be circulated to all Members

### Response

The financial information on the full cost of the new parking system which covers all enforcement, residents permits, discounts for low emission vehicles and visitor vouchers has been circulated to members of the Economy and Place Scrutiny Committee. The cost of the parking system can be broken down as follows: the annual fee is £29,250 and the implementation and equipment costs were

£89,995 as a one off, this included the hand held devices and printers for the civil enforcement officers.

- ii. That it be recommended that a corporate apology be made via a press release for the problems with the digital residents parking scheme and information improvements being made, delegated to the Executive Member for Transport in conjunction with Communications Officers.

### **Response**

The Executive Member attended scrutiny in November 2022 to address any concerns or questions the committee had. At the meeting the Executive Member made a public apology to people who had been adversely affected by the new system. As detailed in this paper and as with all IT system implementation projects there are lessons learned for the council which will inform future projects.

- iii. That it be recommended that that a User Forum of different groups (groups representing elderly, disabled and non-digital residents) be set up, delegated to the Executive Member for Transport in conjunction with Officers.

### **Response**

A user group has been established and has had its first meeting. As outlined in the paper the proposal is that this group will support the roll out of a new version of the customer portal and review the customer journey – especially for non digital customers.

- iv. That it be recommended that savings on support staff not be made until the digital residents parking scheme was up and running.

### **Response**

This needs to be considered as part of the budget setting exercise recognising that officers are required to deliver the savings as set out in the budget approved at Full Council.

- v. That it be recommended that the Customer and Corporate Services Scrutiny Management Committee examine digital inclusion and how support can be given to non-digital residents on the implementation of new systems.

### **Response**

This needs to be considered by the chair of Customer and Corporate Services Scrutiny Management Committee as part of the next administration who already have a digital and customer service updates..

- vi. That it be recommended that the Executive Member for Transport promote the use of paper permits (for which it was known that paper permits were still being given out to a small number of people).

### **Response**

Support is available for non digital customers as described in this report and that includes paper visitor vouchers if necessary. As detailed earlier in the report the customer journey will be reviewed for non digital customers in partnership with the user forum and a further report brought to the Executive Member.

### **Consultation**

The formulation of the user group is how consultation on key changes in the customer journey will be consulted upon.

### **Council Plan**

26. This report is supportive of the following priorities in the Council Plan which focuses on key outcomes that include:
  - Getting around sustainably and
  - An open and effective council.

### **Implications**

#### **Financial**

27. There are no direct financial implications resulting from the report recommendations. Any financial impact of changes to the way the system operates will need to be considered in the decision making to make a change .

## **Human Resources (HR)**

28. There are no implications around the decisions in this report.

## **Legal**

29. There are no direct legal implications resulting from the report recommendations. Any legal impact of changes will need to be considered.

## **Equalities**

30. The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions).

31. The approach to non digital customers is designed to specifically provide additional support to those with protected characteristics. Given the feedback it is important to understand if these issues remain or if the improvements have resolved those issues.

32. Equalities Impact assessments will be carried out where work is taken forward on schemes as a result of this paper.

## **Risk Management**

33. Ensuring that the system works for all residents is part of the risk management.



**Contact Details**

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**Chief Officer Responsible for the  
report:**

James Gilchrist  
Director of Transport, Planning and  
Environment

**Report  
Approved**



**Date** 06/01/2023

**Specialist Implications Officer(s)** List information for all

Financial Implications  
Jayne Close  
Principal Accountant

Legal Implications  
Cathryn Moore  
Corporate Business Partner (Legal)

**Wards Affected:** All wards

**All**

**For further information please contact the author of the report**

**Background Papers:** N/A

**Abbreviations:**

DfT – Department for Transport  
LTN – Low Traffic Neighbourhood

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