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Dr Jamie Wood via

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Email: foi@york.gov.uk

Ask for: Cath Murray

Tel: 554145

Reference: IGF/24282

Date : 14 December 2020

Dear Jamie,

Please see below the response to your enquiry under the ***Freedom of Information Act (FOIA) or Environmental Information Regulations (EIR)*** received on 20th November 2020.

No.	Issue	Response
1	Does the council consider the Orbital route connecting Blue Bridge lane to Melbourne Street to be a crossing or a pair of junctions across Fishergate at this point?	It is not a formal crossing as such but two separate facilities to help cyclists from the side junctions join the Fishergate carriageway on the opposite side in two stages if required. This facility has been in situ for almost 20 years.
2	Do you consider LTN 1/20 to be the relevant guidance to the design and installation of cycle infrastructure at this location since resurfacing, and if not, why not?	LTN1/20 is primarily associated with new or improved cycle facilities, as per the text below which is extracted directly from Chapter 1 of LTN1/20: <i>The guidance should be applied to all changes associated with highway improvements, new highway construction and new or improved cycle facilities, including those on other rights of way such as bridleways and routes within public open space.</i> Generally the Council's current approach is to replicate the provision of the existing arrangements on a like for like basis when highways are being resurfaced unless there are safety concerns with the existing

		<p>layout or there is an improvement scheme identified in the Capital Programme.</p> <p>The Fishergate resurfacing scheme was originally programmed for late February but was affected by flooding and then postponed until late August. The design work will have been undertaken prior to LTN1/20 being published.</p>
3	What traffic flow on Fishergate, in average pcu per day, did the council utilise when considering this junction?	As this was a like-for-like replacement of an existing facility no junction assessment was undertaken.
4	Did the council consider this intersection using the Junction Evaluation Tool in appendix B of LTN 1/20?	No
5	Does the council agree with the score of 50% for this junction (noting a score of 70% is the minimum required for compliance)?	N/A
6	Could the council confirm the width of the refuges in question and whether they meet the standards laid out in paragraph 10.4.7 of LTN 1/20?	<p>The “refuge” area in front of Blue Bridge Lane varies in width between 2.4m and 2.85m but is 6m long so cyclists have the opportunity to angle their cycle to ensure it is within the green coloured area. The “refuge” area in front of Melbourne Street varies in width between 2.7m and 3m but again is 6m long so cyclists have the opportunity to angle their cycle to ensure it is within the green coloured area.</p>
7	Did the council consider this intersection using Table 10-2 on page 100 of LTN 1/20?	No, the facilities were a like-for-like replacement
8	Does the council agree that the current uncontrolled crossing scores Red (Amber for 5000 pcu/day) meaning that the orbital route would be	The council have not undertaken a LTN1/20 assessment.

	defined as: “suitable for few people and will exclude most potential users and/or have safety concerns” (“not suitable for all people and will exclude some potential users and/or have safety concerns”)?	
9	Do you agree that, with any interpretation of intersection type, and with any traffic flow in excess of 4000 pcu/day, this intersection does not meet the standards laid out in LTN 1/20?	The council have not undertaken a LTN1/20 assessment.
10	If you agree that work on this intersection did not bring it up to the standards required by LTN 1/20 will you confirm that the Orbital route will not be advertised as crossing at this point?	The council have not undertaken a LTN1/20 assessment.
11	If so, what diversionary alternative will be made available?	N/A
12	If not, what provision will be made for the excluded cyclists to utilise this cycle route?	N/A
13	Please could you provide the equality impact assessment conducted for this intersection on a marked cycle route as required by EA S.20?	A formal separate Equality Impact Assessment was not carried out for this element of work. The layout was designed and checked against design standards current at the time of the original construction.
14	Please explain how continuing to advertise this route as the Orbital route is consistent with the EA S.20 given that guidance indicates the chosen design excludes less able groups?	As per the answer to Q2, we would suggest that LTN1/20's primary purpose relates to the design of new facilities and does not specifically instruct Local Authorities to change (or re-designate) existing facilities.
15	Please explain how the chosen design of this intersection such that it excludes users with safety	There are two zebra crossings within close proximity of the two junctions which are available to people with safety concerns.

	concerns, less than 200m from a primary school, is consistent with your "Travel back to school safely policy", advertised on 1/9/2020?	The zebra crossings directly in front of Fishergate Primary School are 42m from the Blue Bridge Lane junction and 65m from the Melbourne Street junction. The zebra crossing close to St George's Primary is 82m from the Blue Bridge Lane junction and 58m from the Melbourne Street junction.
16	Please provide the correct contact point for any further actions, including for any potential Letter(s) Before Action(s) to be addressed to.	haveyoursay@york.gov.uk

If you are dissatisfied with our response you have the right to ask for an independent review of how your enquiry was handled and responded to. This can be done by contacting us at foi@york.gov.uk within 40 working days of receiving your response, stating your reason(s) why you are dissatisfied.

If you remain dissatisfied following the internal review response you can contact the Information Commissioner, contact details below:

Information Commissioner's Office
Wycliffe House Water Lane
Wilmslow
Cheshire
SK9 5AF

Tel: 0303 123 1113 (local rate) or 01625 545 745 if you prefer to use a national rate number

Fax: 01625 524 510, or

Email: casework@ico.org.uk (please include your telephone number)

Yours sincerely,



Tony Clarke
Head of Transport