

Scarborough Borough Council

PEDESTRIAN STRATEGY



Department of Technical Services
September 2002



A great place to live, work & play

Scarborough Borough Council

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The Pedestrian Strategy was the subject of public consultation at the beginning of 2002 and in response to comments received the strategy was revised. It was approved in this revised form by the Cabinet member with responsibility for the Environment and Transport Portfolio on 13 September 2002

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1.0 INTRODUCTION

- 1.1 Walking is one of the most socially inclusive, and most often used means of transport there is. Virtually all journeys will involve some element of walking, whether it is a half hour walk from home to work, or a two minute walk from the car park to the shop.
- 1.2 Walking offers many benefits; increased walking means increased health benefits – moderate exercise such as walking can make major contributions towards reducing the risk of coronary heart disease, the biggest cause of premature death in this country. Walking short distances instead of driving has benefits not only for the walker, but to the wider environment, by way of reduced emissions, and reduced congestion. Walking is the cheapest form of transport, and is available to all able bodied people. It can also be available to large proportions of the communities with disabilities, providing their needs are catered for in the correct way.
- 1.3 Scarborough is unique to North Yorkshire; it is the second largest urban area in North Yorkshire, and is a popular tourist town. It offers clear opportunity to engage in modal shift from the car to walking. It has plenty of parks and open spaces, it has a disused railway line running through its core, and cliff walks and beaches.
- 1.4 This report proposes a strategy for the development of a safe, effective, attractive walking network in the urban area of Scarborough.

2.0 ISSUES

2.1 Central Government Transport Policy Guidance

- 2.1.1 In July 1998 the Department of the Environment, Transport and the Regions (DETR) published a white paper on integrated transport “A New Deal for Transport – Better for Everyone”.
- 2.1.2 The paper seeks to bring about changes to the transport system to promote better health, more jobs and a stronger economy, a better environment, a fairer and more inclusive society by having a modern, integrated transport system. The importance of walking is recognised as part of an integrated system, and in this paper, a chapter is devoted to walking, and the role its plays in achieving some of the objectives mentioned above. The paper states:

“Too many of use have given up walking short distances in favour of using the car. We need to reverse that trend for the sake of our own and others health, and for good environmental reasons.”
- 2.1.3 The White Paper states that local authorities should be giving more priority to walking by:
 - Reallocating road space to pedestrians, for example through wider pavements and pedestrianisation.
 - Providing more direct and convenient routes for walking.
 - Improving footpath maintenance and cleanliness.
 - Providing more pedestrian crossings where pedestrians want to cross.

- Reducing waiting times for pedestrians at traffic signals and giving them priority in the allocation of time at junctions where this supports more walking.
- Dealing with the characteristics of traffic that deter people from walking.
- Introducing traffic calming measures near schools in ‘home zones’ and in selected country lanes.
- Using their planning powers to ensure that the land use mix, layout and design of development is safe, attractive and convenient for walking.

2.2 Scarborough Borough Local Plan

2.2.1 The need for improvements to the pedestrian environment was highlighted in the Scarborough Borough Local Plan (1999). Policy T11 of the Local Plan states:

“Facilities for pedestrians will be improved by:

- (a) Providing safe and attractive pedestrian routes to main destinations within the town centres.
- (b) Restricting vehicular access in the town centres to create pedestrian dominated areas.
- (c) Providing new pedestrian crossings at main roads.”

2.3 North Yorkshire Local Transport Plan

2.3.1 The plan is guided by the principles underpinning the White Paper. This has led to a demand management philosophy rather than a traditional approach of providing for traffic growth.

2.3.2 The Local Transport Plan’s response to the White Paper is based on five common aims: Promoting Economic Prosperity; Improving Community Life; Improving Safety; Protecting and Enhancing Environmental Quality and Promoting Social Equality. These principles are further discussed below.

2.4 North Yorkshire Pedestrian Strategy

2.4.1 In North Yorkshire, these aims have led to the adoption of a number of strategies to bring about change. In 2000 North Yorkshire County Council adopted a Pedestrian Action Plan which outlined the County Council policy regarding pedestrians, and linked in with other strategies being formulated as part of the Local Transport Plan.

2.4.2 As agent to the County Council, the Borough Council must contribute to the implementation of the Local Transport Plan by setting out a Pedestrian Strategy that supports the overall principles set in the Plan whilst recognising the issues local to Scarborough Guidelines provided by the County suggest that a strategy and the relevant action plan should:

- Identify the main pedestrian demand corridors.
- Assess any shortfall in facilities on these routes.

- Propose actions or facilities to address these shortfalls, and prioritise them.
- Take place in close consultation with the voluntary sector, interested organisations, and the community.
- Consideration must be given to the formulation of new pedestrian routes.
- The action plan should include a “walking audit” of the facilities in the town.
- Take into account existing Local Plan policies and land allocations and be used in developing and modifying future Local Plans.

2.4.3 The Pedestrian Strategy will link in with the Cycling Strategy, Disabled Strategy, Car Parking Strategy and other traffic management objectives, being undertaken by the Council to meet the LTP objectives.

2.5 **Analysis of Local Transport Plan Objectives**

2.5.1 Encourage More Use of Sustainable Alternative Modes of Transport and Minimise the Impact of Transport Systems on the Environment

The Pedestrian Strategy will achieve this by encouraging modal shift from cars to walking. Statistics show that 50% of car journeys are under 2 miles, and it is this type of car journey that offers the greatest potential for modal shift, thereby reducing the impact of cars on the transport system and the environment.

2.5.2 Reduce Congestion and its Effects

Again, a modal shift from the private car to walking, and improved links for pedestrians to public transport facilities will reduce the effects of the car on congestion locally.

By identifying and signposting a network of quiet/green routes within the urban area of Scarborough, it is hoped that more people will be encouraged to walk short distances, i.e. to work (if local), schools, and for shopping.

2.5.3 Maximise Accessibility to Town Centre and Tourist Areas

Roads can act as real psychological barriers to people walking, and they prevent walking journeys taking place. This barrier obviously occurs at every road crossing, but there are some places where the effects can be more obvious. For example people visiting the town centre are not encouraged to walk to the museums and art galleries. This is because Somerset Terrace, Vernon Road and Falconers Road come together at a busy roundabout, where there are not pedestrian crossings. This acts as a barrier between the town centre pedestrianised area, and the museum, Crescent and art galleries, and the other attraction at that end of the town.

Changing crossing points so that pedestrians are prioritised could go some way towards reducing these barriers. Other measures such as raised surfaced crossings can act as a traffic calming measure for cars, and gives the pedestrian a feeling of a continuous route.

2.5.4 Encourage Economic Development and Regeneration

Part of any regeneration strategy relies on improving the environment for residents in the area being targeted. Improving the pedestrian environment is a key element of this – more local walking means more local shopping/use of services, and a boost to local economies and regeneration. Encouraging people to walk to their local facilities, rather than drive to facilities further away fulfils many of the Local Transport plan objectives, as well as the wider objectives of the White Paper, and PPG13, or reducing the need to travel.

Having a network of well-signed traffic free or quiet routes, would help people make more informed short journeys on foot. There are many such quick and easy routes through to different areas in Scarborough.

People will know how far they have walked – particularly useful for people taking part in initiatives such as “Walking for Health”. This would also be useful for tourists, who may not know the area well, and so drive around the town, not realising that in most instances it would be quicker, easier and more pleasant to walk.

3.0 DATA COLLECTION AND RESULTS

3.1 This has been carried out in three stages:

3.2 Stage 1: Public Consultation

3.2.1 Public consultation took place by way of:

- Press releases to local newspaper and radio station (x2).
- Internet link to on-line questionnaire at Council website.
- Letters to disability groups.
- Letters to all urban Ward Members for resident’s views.

3.2.2 A total of 46 responses were received, from Ward Members, local shops, residents, and representatives of disability groups.

3.2.3 The comments show that pavement quality, and cars parked illegally over pavements and drop kerbs are the most irritating problems affecting pedestrians. A large number of people from the Blind Society responded, identifying a need for a crossing on Dean Road to the Blind Centre. Other crossing points were identified, and a need for quieter, traffic free routes was suggested.

3.2.4 Appendix A has a table listing all the consultation responses, together with officer comment.

3.3 Stage 2: Analysis of Accident Data

3.3.1 Accident data was compiled from the Council’s road accident database to highlight main accident blackspots involving pedestrians in the Scarborough urban area. The main clusters of such accidents in Scarborough urban area were:

- Sandside/Eastborough junction.
- Victoria Road/Aberdeen Walk junction.
- Falsgrave Road/St John's Road/Sitwell Street junction.
- Valley Bridge Road/Somerset Terrace/Westwood junction

3.4 **Stage 3: Street Surveys**

3.4.1 The following strategic issues, came out from the consultation:

- A need for more pedestrian continuity linking housing areas and housing to shopping areas, in particular the suburbs to the town centre.
- A need for more pedestrian continuity from the hub of the town (e.g. train station/pedestrianised shops and precincts) to outlying attractions (e.g. beach, foreshore, museum and art gallery, castle).
- A need for more continuity between areas in the urban core. Barriers to pedestrian movement within the urban core, e.g. Northway, Vernon Road roundabout need to be identified and remedied.
- A need to improve links between areas (see map) i.e. schools and housing, housing and employment, housing and leisure facilities.

3.4.2 The less strategic issues that came of the surveys:

- Need for drop kerbs/improved surfacing/pavement widening.
- Crossings giving more priority to pedestrians.
- Improved timings required at existing pedestrian crossing lights.
- Traffic calming measures to slow down traffic, and increase the sense of safety for the pedestrian.

4.0 **PROPOSALS**

4.1 **Key Routes**

4.1.1 A major network of pedestrian routes throughout the urban area of Scarborough was identified on the basis of the criteria set out in 3.4.1 and surveyed in detail. The attached plan shows the routes surveyed.

4.1.2 The route surveys raised a number of problems that will need to be resolved. These are summarised below:

1. St Nicholas Street to Rail Station:

Crossing points needed at Vernon Road/Somerset Terrace and Falconers Road/Huntriss Row.

2. Disused Railway Line:
Access, poor surface, lighting.
3. Rail Station to Falsgrave, Seamer Road:
Crossing points needed at Falsgrave Road/Seamer Road and Victoria Road.
4. Marine Drive – Foreshore Road:
Improved crossing at Eastborough.
5. Rail Station to University:
Crossings needed at Sports Centre and Queen Margaret’s Road plus signposting to tourist area.
6. Scalby Road to Hospital:
Widen footways, pedestrian facilities at traffic signals.
7. Prospect Road:
Traffic calming, signposting.
8. Lady Ediths – Green Lane – Peasholm:
Crossing points on principal roads.
9. Victoria Road – Castle Road:
Crossing facilities at Northway, widen footways in some areas.
10. Rail Station – Sandside:
Review of crossing arrangements at Eastborough/Sandside. Increase footway widths in sections. Extend pedestrian zone.
11. Gladstone Road/Woodlands Ravine:
Crossing at Roscoe Street, development of route through Woodlands Park, accesses signing.
12. Coldyhill Lane – Barrowcliff
Safe route to schools, links to railway line and signing.
13. Newlands – Dean Road
Crossing point top of Dean Road.
14. Stepney Road:
Signing, crossing point at Falsgrave/Scalby Road.

15. Scalby Road:

Signing of link routes.

16. Station to Peasholm Gap:

More crossings and pedestrian priority around café and roundabout.
Signposting linking tourist areas.

4.1.3 Detailed proposals for each route will be prepared and prioritised as the basis for bids for funding from the LTP.

4.2 **Signposting**

4.2.1 A comprehensive system of signposting of pedestrian routes is required to complement and encourage use of the key routes. This is particularly important in a resort town such as Scarborough where visitors require clear direction as to the safest and most convenient route to destinations and facilities. Proposals will be prepared for a new system to replace the present signposts which have become outdated and outworn.

4.3 **Promotion**

4.3.1 In addition to encouraging walking by improving physical conditions it is considered that positive promotion of the benefits should be undertaken. There are existing national and local initiatives (as the 'Walk for Life') and the health and recreational advantages could be the focus of promotional events or media (as self guided walks).

4.4 **Development – Related Improvements**

4.4.1 In considering proposals for new development there is an opportunity to ensure that the needs of pedestrians are fully integrated from the outset. This will be achieved both through the planning system and through the Borough Council's actions in dealing with its own development.

4.4.2 Development which would adversely effect the key routes or other principles identified in this strategy will be resisted.

4.5 **Disabled Access**

4.5.1 The physical improvements to surfaces, lighting, crossing points etc. that will result from implementation of the strategy will improve the convenience of pedestrian routes for all in the community, including those with disabilities.

4.5.2 Care will be taken also to ensure that the detailed design of any works or installations is discussed with and meet the needs of the disabled in terms of convenience and safety.

4.6 **The Wider Pedestrian Environment**

4.6.1 The town has many miles of footways, footpaths, snickets etc. which are used by pedestrians. This strategy focuses on the main corridors but there is a need to establish the condition of the rest of the network as a basis for bids for the funding through the LTP.

5.0 IMPLEMENTATION

- 5.1 The strategy provides a framework for undertaking more detailed appraisal and design work to identify priorities and prepare costed schemes to bid for funds from the LTP. This work will be undertaken by the Borough Council in consultation with local interests.
- 5.2 The principles of the strategy also will be implemented through the Council's other activities, in particular, its planning, engineering and tourism and leisure functions.

6.0 MONITORING AND REVIEW

- 6.1 Progress with the strategy will be monitored on an annual basis, linked to progress with the wider LTP.
- 6.2 The results of monitoring will inform the need for review of the strategy, which will take place, in any event after five years.

APPENDIX A

Response No	Where Respondent Lives	Where do They Walk to Most Regularly	What Are the Problems Experienced on their Journey or What Improvements Are Needed
No.1	Weydale Avenue	The park and The Blind Centre on Dean Road.	<ul style="list-style-type: none"> • A pedestrian crossing to the Blind Centre.
No.2	Ayton	From bus stop at Stephen Joseph Theatre to town, and to Blind Centre on Dean Road.	<ul style="list-style-type: none"> • Crossing point to Dean Road Blind Centre needed – very dangerous (corner of Roseville Avenue). • Street furniture not aligned, easy to bump into for visually impaired. • Café furniture. • Guidance path for visually impaired people through precinct. • Take more action to prevent vehicles parking over dropped kerbs and footpaths. • Wheelie bins left across pavements after being emptied.
No.3	Throxenby Lane	To town centre/to Blind Centre.	<ul style="list-style-type: none"> • Crossing needed to Blind Centre. • Vehicles parked over dropped kerbs. • Crossing from Falsgrave across Seamer Road dangerous – pedestrian crossing needed.
No.4	Seamer Road/ Falsgrave	To town centre Football Ground, beach and Falsgrave Park.	<ul style="list-style-type: none"> • Uneven paths. • Crossing at Falsgrave.
No.5	Dean Road	Local shops, town centre, North Bay.	<ul style="list-style-type: none"> • Cycle track joining pavement at Dean Road roundabout a hazard. • Badly parked vehicles. • Difficulties crossing Dean Road.
No.6	Prospect Road	Town centre, Blind Centre.	<ul style="list-style-type: none"> • Vehicles parked over drop kerbs. • Crossing to Blind Centre needed – cars travel very fast. • Wheelie bins on pavement – left crossing pavement after being emptied.
No.7	Scalby Road	Falsgrave, town centre, Blind Centre.	<ul style="list-style-type: none"> • Pelican crossing needed to Blind Centre on Dean Road. • Problems on Mount Park Road (totally blind and uses guide dog). • Cars parked over dropped kerbs.
No. 8	Northstead	Town centre.	<ul style="list-style-type: none"> • Cars and cycles on footpaths. • Difficulty crossing road from bus stop (No.3) to home (Dean Road).
No.9	Sandybed	Falsgrave, Westborough, Blind Centre.	<ul style="list-style-type: none"> • Café furniture on Westborough, Huntriss Row and North Street. • Vehicles parked over pavements and dropped kerbs.
No.10	Victoria Road	Town centre, Blind Centre, Safeways.	<ul style="list-style-type: none"> • Victoria Road pavement poorly maintained from Roscoe Street down to Police Station. • Crossing point needed to Blind Centre. • Café furniture. • Wheelie bins left all over pavements after emptying. • Cars parked over dropped kerbs/on pavements.
No. 11	Dean Road	Town centre.	<ul style="list-style-type: none"> • Crossing Dean Road to Roseville Avenue from the bus stop. Traffic moves very fast. • Café furniture. •

Response No	Where Respondent Lives	Where do They Walk to Most Regularly	What Are the Problems Experienced on their Journey or What Improvements Are Needed
No. 12	Barwick Street	Town centre, Blind Centre, Dean Road, South Cliff.	<ul style="list-style-type: none"> • Café furniture (prefer barriers as approved by disability groups, agree to move furniture after hours). • Wheelie bins left all over pavements by binmen. • Vehicles blocking dropped kerbs/parked on pavements. • Remove pedestal outside Woolworths. • Street furniture should be aligned instead of scattered around. • Remove steps at side of Woolworths, or highlight the edges. • Pedestrian crossing needed on Dean Road to Blind Society, before someone is killed. • Guidance path through the precinct for visually impaired people. • Talking lamppost guidance system for sight impaired people.
No.13	Wreyfield Drive	Blind Centre, town centre, Esplanade.	<ul style="list-style-type: none"> • Café furniture/A boards outside shops should be removed. • Wheelie bins should be left neatly instead of being thrown around the pavements. • Guidance path needed through precinct. • Talking lamppost guidance system would be marvellous. • Crossing to Blind Centre on Dean Road. I use a guide dog, and tell it to cross when I cannot hear traffic, but cars appear from nowhere.
No. 14	Tibby Butts, Scalby	Walking locally.	<ul style="list-style-type: none"> • Pavement surfacing very poor. I have MS, and consequently walk on the road, to avoid poor pavement surface.
No.15	Blenheim Terrace	Walking locally.	<ul style="list-style-type: none"> • Marlborough Street, drop kerb needed outside no.2. • Outside entrance to Castle Cliffs Court, footpath in poor condition (elevated gas and water stop valves). • From in front of Brocky's Unit down to the bottom of Marlborough Street, between the buildings and the public footpath vehicles park and overhang the footpath both day and night. Footpath well used by mobility impaired and wheelchair users/people with pushchairs, have to
No. 15 cont ...			<ul style="list-style-type: none"> • step onto road to get by. • Marlborough street is only named at the top end, needs naming at the bottom end where new housing was built. Visitors have difficulty finding house numbers. • Blenheim Terrace, sunken and uneven pathway in front of Delmont Hotel, between Marlborough Street and New Queen Street where there are also no drop kerbs. (Work has been done above and below, but this middle bit has been left). • Skateboard park and games areas in Clarence Gardens have been very successful, many visitors to grassed area; dogs fouling and running around cause lots of problems.
No. 16	Ridge Green, Scalby	Walking locally.	<ul style="list-style-type: none"> • No path from Station Road to Field Lane (Scalby Manor Caravan Park) over brow of the hill. Very dangerous, especially in the summer months when people have to walk on the road because grass verge on each side is too narrow/uneven.
No.17	Barmoor Close, Scalby	Walking locally	<ul style="list-style-type: none"> • State of footpaths outside house very poor. So bad that people choose to walk on the road instead. • North Street footpath from the bottom of Barmoor Close towards Scalby Village overgrown and now only 18" wide. Wheelchair users and pushchairs have a real problem. Have to walk in single file. People walk on the road instead.

Response No	Where Respondent Lives	Where do They Walk to Most Regularly	What Are the Problems Experienced on their Journey or What Improvements Are Needed
No. 18	Alexandra Park	Quaker Meeting House, Woodlands Drive. Town centre, Falsgrave Shops, Ramshill.	<ul style="list-style-type: none"> Poor pavement surfaces at Scalby Road between Stepney Grove and Stepney Drive and the centre of the pedestrian refuge at the bottom of Stepney Drive. Poor pavement surface on the steep bit of Alexandra Park (outside 48 – 52). No pedestrian crossings at Manor Road roundabout – need refuges/crossings, particularly for people from Whin Bank and Scalby Road walking along Manor Road/Wykeham Street to Gladstone Road school or town. Crossing the road in any direction from the station is frustrating due to long waiting times, but traffic lights better than the roundabout was, and it is difficult to do anything when there is so much traffic.
No. 19	Falsgrave Road	Shops, recreation.	<ul style="list-style-type: none"> Reckless cyclists on pavements. Vehicles parked illegally. Dog fouling.
No. 20	Falsgrave	Westborough for shops, Safeways, Northway clinic, Valley Road car park.	<ul style="list-style-type: none"> Crossing Westborough end of Victoria Road very hazardous. Tarmac path from Weaponess Valley car park which runs along railway line is well used as a short cut to Seamer Road. Fencing etc. needs repairing. Actually a very pleasant walk, and if the Mere were reopened as a visitor attraction it would make a good alternative route through.
No.21	South Cliff	Town centre, Harbour, Spa.	<ul style="list-style-type: none"> Cliff lift by Spa should have longer opening times especially in the Winter. It is an important pedestrian link, especially for people with disabilities.
No.22	Garfield Road	Town, shops, University, workplace, recreation, bus stops.	<ul style="list-style-type: none"> Fast cars (generally). Lack of pedestrian crossings on major roads. Lack of adequate bus services.
No. 23	Stepney	Stepney Road into Falsgrave	<ul style="list-style-type: none"> Right hand side of Stepney Road is overgrown below Falsgrave Park and is a mess. Litterbins needed
No. 24	Newby	Local shops, town centre, Marine Drive and South Bay.	<ul style="list-style-type: none"> Goods outside Pier Gift Shop at junction of Eastborough, Sandside and Foreshore Road. Very busy crossing point, with narrow pavement.
No. 25	Northstead	Workplace and town centre.	<ul style="list-style-type: none"> Overgrown bushes near toilets at junction of Manor Road and Dean Road. Cars parked on pavement, particularly at Roscoe Street, York Place, and many more. Too many vehicles in pedestrian precinct. More pelican crossings needed at roundabouts. Impossible to cross without assistance (Consultee blind). Crossings at Westwood and Seamer Road/Falsgrave Road are no good to pedestrians (no ped lights at these crossings) – the inclusion of “wait” boxes with spinning cones would be a great help.
No.26	Newby	Workplace, town centre, local shops.	<ul style="list-style-type: none"> I would use Old Railway Line if it were better surfaced and had better lighting.
No. 27	Victoria Road		<ul style="list-style-type: none"> Improved crossings needed on Northway between bottom and top sections of Victoria Road. Need to accommodate pedestrians when works are being undertaken (in particular, repairs to police station, no path provided for pedestrians).

Response No	Where Respondent Lives	Where do They Walk to Most Regularly	What Are the Problems Experienced on their Journey or What Improvements Are Needed
No. 28	Westwood	Workplace, Town Centre, Falsgrave Shopping Centre.	<ul style="list-style-type: none"> • Large metal poles that support road signs in pavement and cause obstruction. Devise a different method of displaying signage. • Uneven/cracked paving slabs at beginning of Somerset terrace from Westwood end, outside Debenhams and by the entrances to Bar Street and Huntriss Row.
No. 29	Edgehill	Shops.	<ul style="list-style-type: none"> • Uneven pavements at the post office at Edgehill.
No. 30	Edgehill	Local shops .	<ul style="list-style-type: none"> • Seamer Road very busy.
No. 31	Edgehill Road	Scarborough town centre.	<ul style="list-style-type: none"> • Uneven flagstones in the town centre.
No. 32	Crossgates	Local shops /Petrol Station/Convenience Store, recreation walking, bus stop, post box, Scarborough town centre.	<ul style="list-style-type: none"> • Grass verges at Crossgates spread over footpath edges; not wide enough for two people to walk together. • Poor pedestrian environment along A64, Seamer Road - pedestrians have to cross many times. • No footpath to filling station which is used by many Crossgates residents for shopping. • Street entertainers causing obstruction.
No. 33	Falsgrave	Everywhere.	<ul style="list-style-type: none"> • Seamer Road – so unpleasant. Would like to see safe traffic free routes developed e.g. a route from Barrys Lane to Falsgrave Park (already exists apart from small section between Mount Park Avenue and new houses at top of Spring Bank). • Safe, pleasant route to the Mere (route across the coach park and round the back of the gas depot, emerging in the industrial estate. • Poor snickets and pathways e.g. one leading from top of Falsgrave Park to the crossroads at the top of Sandybed Lane nearly impassable. Also, Weaponness Valley Road opposite Park and Ride stop into Trinity Gardens; muddy, full of nettles etc., and while on a good routeway from Falsgrave to the South Cliff is not much known about and is uninviting.
			<ul style="list-style-type: none"> • Would like a pedestrian map of Scarborough, showing all snickets, cut-throughs, off road routes. Could be put together to show good pedestrian routes. • Railway line, unwalkable in places. • Olivers Mount; paths hard to follow, no signs.
No. 34	Old town.	All over town; Market Hall, Westborough, Railway Station, Falsgrave Allotments, Falsgrave Park, Castle.	<ul style="list-style-type: none"> • Volume of traffic and traffic noise. • Cars parked on pavements. • Would like to see more areas pedestrianised – e.g. Seafront.
No. 35	Prospect Road	School, town centre	<ul style="list-style-type: none"> • Speeding motorists down Prospect Road – used as a cut through. • Crossing at junction of Prospect Road and Manor Road a nightmare. • Old Railway line needs better maintenance, better access points and lighting.
No. 36	Edgehill	Shops.	<ul style="list-style-type: none"> • Holes in pathways.
No. 37	Edgehill	Shops.	<ul style="list-style-type: none"> • Holes in pavements.
No. 38	Edgehill Road	Local Shop and Scarborough.	<ul style="list-style-type: none"> • Bumps in pavements on both sides of road.
No. 39	Newby	Local Shops and work.	<ul style="list-style-type: none"> • Crossing Green Lane to Newlands for school children through heavy morning traffic is difficult. A level crossing here would be much appreciated.
No. 40	Osgodby	Town centre.	<ul style="list-style-type: none"> • Route from Osgodby at Manor Farm, along Bridal Way, joins Filey Road at College Lane.

Response No	Where Respondent Lives	Where do They Walk to Most Regularly	What Are the Problems Experienced on their Journey or What Improvements Are Needed
No 41	Scalby	Not specified.	<ul style="list-style-type: none"> • Need to police and prosecute the indiscriminate parking of vehicles on footways whereby it makes the safe passage for pedestrians pushing prams/wheelchairs impossible because they have to step onto the highway. • Perhaps Park Rangers could have the authority to prosecute where SBC have implemented local byelaws.
No. 42	Newby	Not specified.	<ul style="list-style-type: none"> • Parking vehicles on the pavement is the biggest problem for pedestrians, particularly wheelchair users, prams, and partially sighted people. Would like to see more effective policing of illegally parked vehicles.
No. 43	Lebberston	Beach/town centre.	<ul style="list-style-type: none"> • Poor links between the beach and the town centre, in particular steps linking beach to pedestrian area.
No.44	Trafalgar Square	Ramshill, town centre, beach.	<ul style="list-style-type: none"> • Roundabout at North Marine Road/St Thomas Street and Castle road difficult to cross. Need pelican crossing or move crossing further up North Marine Road.
No.45	Osgodby	Local shops and dog walking.	<ul style="list-style-type: none"> • Bad condition of pavements in Osgodby.
No. 46	Osgodby Parish Council	Osgodby.	<ul style="list-style-type: none"> • Pedestrian refuges urgently needed in Filey Road at Knipe Point, Seaview Drive southern entrance and Cornelian Drive southern entrance. • Dropped kerbs needed at junction of Knipe Point with Filey Road and Bradworth Drive with Osgodby Lane. • Severe restrictions should be placed on deliveries and collections in pedestrianised areas of the town centre during shopping hours.
No. 47	Civic Society	Not specified.	<ul style="list-style-type: none"> • Drop kerbs needed in places throughout the town – access group have compiled a list of these. • Pedestrian signing needs improving, and specifying whether routes are wheelchair accessible. Maps would be helpful. • Condition of footways poor – particularly Upper Victoria Road, which contains large numbers of very useful shops. • Surface of many pedestrianised areas now showing its age, Bar Street is an example. • Pavement cafes do not seem to adhere to the terms of their licence agreements – they do not have proper barriers to protect the blind and partially sighted. • Pedestrian guardrailing is usually not of a good quality, efforts should be made to make pedestrian environment attractive and user friendly. Local Plan policy T2 is relevant here. • Cycling on footways, footway obstructions, parking on footways and across dropped kerbs.

