



Notice of a public meeting of

Decision Session - Executive Member for Economy and Transport

- To: Councillor Kilbane
- Date: Tuesday, 12 September 2023
- **Time:** 10.00 am
- Venue: The George Hudson Board Room 1st Floor West Offices (F045)

<u>AGENDA</u>

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 Democratic Services by **4:00 pm on Thursday 14 September.**

*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 Corporate Services, Climate Change and Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00 pm** on **Friday 8 September 2023.**

1. Declarations of Interest

At this point in the meeting, the Executive Member is 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. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

[Please see attached sheet for further guidance for Members].

2. Minutes

(Pages 3 - 8)

To approve and sign the minutes of the Decision Session held on 11 July 2023.

3. 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 have changed to 2 working days before the meeting. The deadline for registering at this meeting is at **5.00pm** on **Friday 8 September 2023.**

To register to speak please visit

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

Webcasting of Public Meetings

Please note that, subject to available resources, this public meeting will be webcast including any registered public speakers who have given their permission. The public meeting can be viewed on demand at <u>www.york.gov.uk/webcasts</u>.

(Pages 1 - 2)

During coronavirus, we've made some changes to how we're running council meetings. See our coronavirus updates (www.york.gov.uk/COVIDDemocracy) for more information on meetings and decisions.

- 4. **Acknowledgement of Petitions** (Pages 9 - 42) This report presents and addresses a number of petitions that have been submitted to Highways and Transport.
- 5. Annual Review of Traffic Regulation Order (Pages 43 - 178) Requests

This report requests approval advertise and implement the amendments to the Traffic Regulation Order required to introduce the restrictions detailed in Annexes A to U.

6. Moving Traffic Offence Enforcement **Consultation Responses (Part 6 Traffic** Management Act 2004)

The report updates the Executive Member on the consultation for the new enforcement powers for Local Authorities under part 6 of the Traffic Management Act (TMA) 2004 and a pilot of these powers to enforce the one-way Micklegate traffic restriction.

7. **Response to Granary Estate Road Adoption** (Pages 221 - 234) Petition

This report presents an update on the issues to be resolved for the adoption of the prospective highways within The Granary estate to progress.

8. Speed Limit Traffic Regulation Order **Amendments - Pre Consultation**

Following several requests for speed limits to be amended or extended, the Executive Member is asked to make a decision whether to undertake statutory consultation or to take no further action on the proposals.

(Pages 179 - 220)

(Pages 235 - 252)

9. Speed Limit Traffic Regulation Order Amendments (Post Public Consultation)

(Pages 253 - 290)

Following several requests for speed limits to be amended or extended, statutory consultation for these requests has taken place with relevant stakeholders. The Executive Member for Economy and Transport is asked to make a final decision on if the proposed new speed limits are implemented or not.

10. Urgent Business

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

Democracy Officer: Margo Budreviciute Telephone No- 01904 553819 Email- margo.budreviciute@york.gov.uk

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

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

Contact details are set out above.

This information can be provided in your own language.我們也用您們的語言提供這個信息 (Cantonese)의ই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)Ta informacja może być dostarczona w twoim
własnym języku.Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)ب معلومات آب کی اپنی زبان (بولی) میں محق مہیا کی جا کتی ہیں۔তি (01904) 551550

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Declarations of Interest – guidance for Members

(1) Members must consider their interests, and act according to the following:

Type of Interest	You must
Disclosable Pecuniary Interests	Disclose the interest, not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Directly Related) OR Non-Registrable Interests (Directly Related)	Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak, but otherwise not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Affects) OR Non-Registrable Interests (Affects)	Disclose the interest; remain in the meeting, participate and vote <u>unless</u> the matter affects the financial interest or well-being: (a) to a greater extent than it affects the financial interest or well-being of a majority of inhabitants of the affected ward; and (b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest. In which case, speak on the item <u>only if</u> the public are also allowed to speak, but otherwise do not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.

- (2) Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.
- (3) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations,

and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.

City of York Council	Committee Minutes
Meeting	Decision Session - Executive Member for Economy and Transport
Date	11 July 2023
Present	Councillor Kilbane
Officers Present	James Gilchrist - Director of Environment, Transport and Planning Dave Atkinson – Head of highways and Transport Darren Hobson - Traffic Management Team Leader Graham Titchener - Parking Services Manager Ben Potter - Engineer

1. Declarations of Interest (10:01)

The Executive Member was asked to declare, at this point in the meeting, any personal interests not included on the Register of Interests or any prejudicial or disclosable pecuniary interests they might have in respect of the business on the agenda. None were declared but in respect of agenda item 4, the Executive Member stated that he was a Councillor for the Micklegate Ward.

2. Minutes (10:02)

Resolved:

- i. That the minutes of the Economy and Strategic Planning Decision Session held on 21 March 2023 be approved and signed by the Executive Member as a correct record.
- ii. That the minutes of the Transport Decision Session held on 14 March and 21 March 2023 be approved and signed by the Executive Member as a correct record.

3. Public Participation (10:05)

It was reported that there had been six registrations to speak at the session under the Council's Public Participation Scheme. Flick Williams spoke on agenda item 5 - Decision to Consider a Consultation to Propose the Removal of Cash Payments From the Parking Estate. She highlighted the difficulties disabled people, alongside other groups, would have with the proposed changes and the accessibility issues that would arise. She also spoke on the Equalities Impact Assessment and the problem of consultation fatigue.

Councillor Jane Burton spoke on agenda item 4 - Bishopthorpe Road Respark Experimental TRO and the feedback she received from residents. She explained that residents responded positively to the scheme and the accessibility and parking in the area had improved. She then stated that there were some signage issues in the area and that residents were also having issues in receiving ResPark permits before concluding that residents would like some further enforcement in the area.

Andy D'Argone spoke on the actions arising from the minutes. He stated that residents were yet to see the consultation on the draft cycling and walking strategy before questioning the Officer decision to change the moving traffic enforcement from Lendal to Micklegate Bar. He then requested for an updated report on the road safety issues around Acomb Primary School before asking the Executive Member to endorse the position on the Hospital Fields Road Scheme.

Councillor Taylor spoke on agenda item 6 - New Lane, Acomb - Review of Existing 20mph Limit. He stated that the recommended measures of improved signage would be ineffective and that installation of a crossing point and/or speed humps would be preferable to help to slow down cars. He criticised the consultation process and explained residents in Acomb had waited too long for improvements already.

Chrissy Winspear also spoke on agenda item 6 and stated that she has campaigned for traffic calming measures in Acomb for several years. She stated that current 20mph speed signage was already ignored and so additional signage would be ineffective. She requested that speed humps, double yellow lines on corners and improved signage all be installed before asking for improved signposting for the park car park.

Rebecca Baird also spoke on agenda item 6 and expressed frustration that she had not received a consultation on the proposed changes. She explained that existing signage on the road was pointless and parked cars were currently acting as the only traffic calming measure. She also stated that the speeding cars were a danger to pedestrians and requested that measures be taken to slow them down.

4. Bishopthorpe Road Respark Experimental TRO (10:25)

The Executive Member considered a report which aimed to review the Experimental Traffic Regulation Order (ETRO) to introduce a Respark Area (24/7), allowing 60 minutes parking for non-permit holders in the following streets: Bishopthorpe Road between Balmoral Terrace/Beresford Terrace and Campleshon Road/Reginald Terrace, and Balmoral Terrace between Bishopthorpe Road and Montague Street.

The Traffic Management Team Leader presented the report and explained that the ETRO had been generally well received by residents, which had eased the parking pressures that residents previously complained about. He also stated that the local surgery raised concerns about their access but that this had been settled through the amendment to the R58 Residents Priority Parking Scheme. He concluded by stating that Council would also review the signage in the area.

The Executive Member echoed the need for improved signage in the area and;

Resolved:

i. That the making of the permanent Order be approved, so the Residents' Priority Parking would continue to operate as it has during the experimental Period.

Reason: This will provide permit parking for residents, with an availability of parking for 1 hour for Non-Permit Holders, such as visitors and patients of the surgery.

 That an amendment to the R58 Residents Priority Parking Scheme be approved to allow Medical Practitioners from Gillygate Practice, Southbank Medical Centre, 175 Bishopthorpe Road to apply for Doctors Permits.

Reason: This will help the local surgery provide a more efficient patient service.

5. Decision to Consider a Consultation to Propose the Removal of Cash Payments From the Parking Estate (10:28)

The Executive Member considered a report which requested he agree to a consultation on the removal of cash payments to pay for parking across the car parking estate.

The Parking Services Manager presented the report and explained that this decision leads on from the Full Council budget decision in March 2021. He stated that around 60% of the pay and display machines only accept cash and many were 20-25 years old so the decision to go cashless would inform the specification and procurement of new upgraded machines. He then listed some motivations for cashless parking, such as the steady decline in cash payments being made for car parking where the use of cash was reduced to about 12% in 2022/23, theft of and damage to the machines, and the maintenance costs involved.

The Officer concluded by explaining that the consultation would look into the issues surrounding going cashless and that there would be a specific consultation through the York Access group, which in turn would help to update the Equality Impact Assessment before this item is returned to a future Decision Session.

The Executive Member highlighted the importance of the Council being inclusive and equitable, and;

Resolved:

i. That Option 1, the proposal to the proposal to consult members of the public to move to cashless payment methods across the parking estate then bring back to a future Executive Member Decision Session for decision to acknowledge the consultation findings and move to cashless payment methods, be approved.

Reason: In order for the Executive Member to make an informed decision and balance up the benefits and disbenefits to drop the acceptance of cash payments across the parking estate, leading on from the March 2021 budgetary decision.

6. New Lane, Acomb - Review of Existing 20mph Limit (10:34)

The Executive Member considered a report which detailed the results of a consultation exercise with regard speed management proposals for New Lane, Acomb following on from the completion of a feasibility study and the receipt of a 124-signature petition.

The Engineer for Highways Engineering Design presented the report and stated that from the consultation, it was shown that the residents had no desire for vertical traffic calming measures and that Officers did not consider them to offer value for money, especially when their detrimental effects were considered. He also explained that whilst Officers recommended option 3 (improved signage only), this would be kept under review and stronger measures could be introduced if they were not having the desired effect.

In response to questions from the Executive Member, the Engineer noted that the disparity in responses from the petition and the consultation may be due to how consultations were carried out.

The Executive Member requested that Officers re-evaluate how traffic measures are being considered in the wider area to ensure interventions could be made to make it more community centred. He then;

Resolved:

i. That Option 3: Improved Signage Only, be approved. Eight additional repeater signs to be provided along the full length of New Lane to support the existing signage.

Reason: Following consultation with residents of the street there was no clear desire for the introduction of vertical traffic calming, despite the previous petition request. The measures do not offer value for money and when considered alongside the potential detrimental effects of such features on residents' quality of life the negative effects were considered to outweigh the positive impact in this case.

Councillor Kilbane, Executive Member [The meeting started at 10.01 am and finished at 10.41 am].

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Meeting:	The Executive Member for Economy and Transport Decision Session
Meeting date:	12/09/2023
Report of:	James Gilchrist, Director, Environment, Transport and Planning
Portfolio of:	Cllr. Kilbane. Executive Member for Economy and Transport

Decision Report: Acknowledgement of Petitions

Subject of Report

- 1. The purpose of this paper is to acknowledge and address a number of petitions that have been submitted to Highways and Transport.
- 2. The petitions are as follows:
 - i. Strensall Cycle Path;
 - ii. Haxby Moor Road Resurface;
 - iii. Stockton-on-the-Forest Resurface;
 - Improve Road Safety Hopgrove, York A1036 Malton Road epetition;
 - v. Farrar Street ResPark;
 - vi. Garrow Hill Avenue, petition for inclusion in the Residents Parking Zone;
 - vii. Removal of Race Day Barriers on the Junctions of Albermarle and Count de Burgh with Queen Victoria Street in South Bank.
- 3. The progress in terms of work on each petition varies depending on what has already been in train and what has been initiated in response to the petition.

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Council Plan

- 4. This report and recommendations reflect the new administrations priorities in terms of engaging and consulting widely with citizens on transport issues.
- 5. 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.

Recommendation and Reasons

6. The Executive Member is asked to note the receipt of the petitions and to review the recommendations against each petition below:

(i) Strensall Cycle Path

It is recommended to the Executive Member to note that connecting Strensall with Huntington and Earswick has provisionally been identified as a priority route as part of the Local Walking and Cycling Infrastructure Plan (LCWIP). Ward Councillors will be engaged with on this item as the LCWIP develops, the next stage of which is public consultation, this autumn;

(ii) Haxby Moor Road Resurface

It is recommended to the Executive Member to note that due to the condition and the priority of an intervention no action will be taken in terms of the scheduled highway maintenance programme at this stage. The council has a backlog of maintenance and limited funding, therefore difficult decisions have to be made to prolong the life of assets. Asset management underpins our decision making. An inspection of the condition will be undertaken and any reactive maintenance required will be delivered. Ward Councillors will be engaged with;

(iii) Stockton-on-the-Forest Resurface

It is recommended to the Executive Member to note that due to the condition and the priority of an intervention no action will be taken in terms of the scheduled highway maintenance programme at this stage. The council has a backlog of maintenance and limited funding, therefore difficult decisions have to be made to prolong the life of assets. Asset management underpins our decision making. An inspection of the condition will be undertaken and any reactive maintenance required will be delivered. Ward Councillors will be engaged with;

(iv) Improve Road Safety - Hopgrove, York A1036 Malton Road

It is recommended to the Executive Member to request that more detailed work on measures is considered as part of the Transport Capital programme in 2024/25;

(v) Farrar Street ResPark

It is recommended to the Executive Member to approve the addition of this area to the residents parking waiting list and consider the extent of the potential consultation area when it reaches the top of the list;

(vi) Garrow Hill Avenue, petition for inclusion in the Residents Parking Zone

It is recommended to the Executive Member to approve the addition of this area to the residents parking waiting list and consider the extent of the potential consultation area when it reaches the top of the list;

(vii) Removal of Race Day Barriers on the Junctions of Albermarle and Count de Burgh with Queen Victoria Street in South Bank

It is recommended to the Executive Member to note that the Council will engage with residents and Ward Councillors and review traffic management in the area ahead of the next race season;

Reason: To respond to residents' concerns and implement, if possible, the appropriate measure.

Background

- 7. A number of petitions have been submitted to the Council within the scope of the portfolio of the Executive Member of Economy and Transport since the full council meeting in April. A summary of each petition is shown in **Annex A**.
- 8. Some of the petitions are requests related to maintenance of the Highway. The prioritisation of Highway Maintenance is subject to an annual condition survey and along with other factors provide a ranking for each street in terms of intervention. The highest ranked streets are then prioritised for the limited funding available for Highway maintenance. It is possible that maintenance hasn't been undertaken on a particular street because it does not rank high enough. There is a risk that initial analysis of the petition leads to the same conclusion that the street is not high enough priority for an intervention, however, in each case there will be a commitment to inspect and to discuss further with Ward councillors.
- 9. Requests for resident parking have increased in the last 3-4 years. This increase in demand has resulted in an increase in the waiting list for investigating new requests. A number of requests for Low Traffic Neighbourhoods (LTN) of varying scales have come through. At the Executive Member decision session in March 2023 it was agreed to consolidate the list of Resident parking schemes with the LTN schemes. The list can be found in **Annex B**.
- 10. The process and likely timescales for investigating and implementing a scheme is also outlined on the waiting list in **Annex B**.

Petitions

(i) Strensall Cycle Path

- 11. This petition asks that City of York Council prioritise the creation of a safe sustainable off-road cycle path connecting Strensall with Huntington and Earswick. A plan of the area can be found in **Annex C** (note this is illustrative and a route may not exactly follow the path highlighted area on the map).
- 12. It is recommended that the Executive Member note that connecting Strensall with Huntington and Earswich has provisionally been identified as

a priority route as part of the Local Walking and Cycling Infrastructure Plan (LCWIP). Ward Councillors will be engaged with on this item as the LCWIP develops.

(ii) Haxby Moor Road Resurface

1.

- 13. This petition asks the Council to prioritise the resurfacing of Haxby Moor Road by adding it to the Highways department work plan list. A plan of the area can be found in **Annex D**.
- 14. According the condition assessments, Haxby Moor Road:
 - Resurface Two lengths identified as candidate resurfacing schemes ranked No 397 and 430 out of a total 434 resurfacing schemes. Not expected to be included on a resurfacing programme in the next 5 years;
 - 2. Surface treatment (dressing) Ranked 137 out of 204 candidate schemes. Unlikely to be included on a surface treatment programme in the next 5 years.
- 15. It is recommended to the Executive Member to note that due to the condition and the priority of an intervention no action will be taken in terms of the scheduled highway maintenance programme at this stage. An inspection of the condition will be undertaken and Ward Councillors will be engaged with.

(iii) Stockton-on-the-Forest Resurface

- 16. The petition asks the Council to prioritise the resurfacing of Kingsmoor Road, Chaumont Way, Marmian Drive, Gay Meadows, The Limes Stone Riggs and Sandy Lane by adding it to the highways department work programme. A plan of the identified roads can be found in **Annex E**.
- 17. According to condition assessments, in Stockton-on-the-Forest:
 - Kingmoor road Ranked 88 out of 434 candidate resurfacing schemes and may be considered on the capital programme in the next 5 years (not currently on the 23/24 or 24/25 programme);
 - 2. Chaumont Way Not identified for any candidate scheme;
 - 3. Marmian drive Not identified for any candidate scheme;
 - Gay meadow Ranked 181 out of 204 candidate surface dressings schemes. Unlikely to be on the capital programme in the next 5 years;

- 5. The Limes Defined candidate patching schemes ranked between 2529 and 2894 out of 3162 schemes/sites and as such not likely to be included on the capital programme in the next 5 years;
- 6. Stone Riggs Ranked 39 out of 434 candidate resurfacing schemes and may be considered on the capital programme in the next 5 years (not currently on the 23/24 or 24/25 programme);
- 7. Sandy Lane between Barr Lane and Common Lane has been identified for a number of quite densely spaced candidate patching schemes ranked between 669 and 3128 out of 3162 patching schemes/sites. Given the density of patching on this 850m section it is likely to be included on a capital programme in the next 5 years (note, it is not on the draft 24/25 programme);
- 18. It is recommended to the Executive Member to note that due to the condition and the priority of an intervention no action will be taken in terms of the scheduled highway maintenance programme at this stage. An inspection of the condition will be undertaken and Ward Councillors will be engaged with.

(iv) Improve Road Safety - Hopgrove, York A1036 Malton Road

- 19. This petition asks the Council to improve road safety at Hopgrove, York on the A1036 Malton Road. A location plan can be found in **Annex F**. This would be to improve conditions for pedestrians and cyclists and to improve safety at the junction for all road users. Explicitly identified is the request to install a mini roundabout at the junction.
- 20. This has been the subject of a previous report that was considered by the Executive Member for Transport in February 2021. This was in response to a previous petition asking to install a left turn lane at A1036 Malton Road junction with Hopgrove Lane South (with the left turn lane being on the exit from Hopgrove Lane South). As a result modelling work was undertaken on the junction. This was communicated to Ward Councillors in terms of the impacts on traffic and traffic routing
- 21. The main view from Officers was, given the impending National Highways scheme at Hopgrove Roundabout and the Outer Ring Road scheme, it may be beneficial to wait until it was clearer what the designs of those schemes would be an the impacts before doing any further work. It was noted by Officers though that the strength of feeling around road amongst residents and Ward Councillors was high.

- 22. The issue of installing a roundabout would likely be a costly undertaking in this area. Further work would need to establish whether this type of intervention would be of benefit in terms of maker the road safer.
- 23. The accident statistics in this area are low (3 collisions in the slight category in the last 5 years). There is very little room for reallocation of spend in this financial year to this scheme.
- 24. It is recommended to the Executive Member to request that more detailed work on measures is considered as part of the Transport Capital programme in 2024/25.

(v) Farrar Street ResPark

- 25. There are 42 responses within the petition requesting that the street becomes residents parking zone. **Annex G** is a plan showing the location. The list of resident parking schemes can be found in **Annex B**.
- 26. The Executive Member is asked to approve the addition of this area to the residents parking waiting list and consider the extent of the potential consultation area when it reaches the top of the list.

(vi) Garrow Hill Avenue, petition for inclusion in the Residents Parking Zone

- 27. There are 15 responses within the petition requesting that the street becomes residents parking zone. **Annex H** is a plan showing the location. The list of resident parking schemes can be found in **Annex B**.
- 28. The Executive Member is asked to approve the addition of this area to the residents parking waiting list and consider the extent of the potential consultation area when it reaches the top of the list.

(vii) Removal of Race Day Barriers on the Junctions of Albermarle and Count de Burgh with Queen Victoria Street in South Bank

29. A number of representations have been made around the traffic management in South Bank and Race Days. This includes this petition to remove race day barriers in a couple of locations (see **Annex I** for a location plan). Officers and Councillors have met resident groups on a number of matters.

30. It is recommended to the Executive Member to note that the Council will engage with residents and Ward Councillors and review traffic management in the area ahead of the next race season.

Organisational Impact and Implications

- 31. **Financial**, there are no immediate financial implications associated with any of the proposed responses to the petitions. It is anticipated that where resources may be required these will be met from existing budget allocations.
- 32. **Human Resources (HR)**, There are no implications around the decisions in this report.
- 33. **Legal**, the implementation in due course of the various proposals/schemes referred to above may have implications from a legal perspective, such as the need to make Orders pursuant to the Council's statutory powers pursuant to statutory process(es).
- 34. **Procurement**, there are no implications around the decisions in this report.
- 35. **Equalities,** 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 share a relevant protected characteristic and 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 on schemes as a result of this paper.
- 36. **Crime and Disorder,** there are no implications around the decisions in this report.
- 37. **Property**, there are no implications around the decisions in this report.
- 38. Other, there are no implications around the decisions in this report.

Risks Management

39. The risks associated with the delivery of the outcomes of this report with respect to responding to petitions will be managed in each individual projects.

Wards Impacted

40. All.

Contact details

For further information please contact the authors of this Decision Report.

Author

Name:	Helene Vergerau
Job Title:	Head of Highway Access and Development
Report approved:	Yes
Date:	21/08/2023

Co-author

Name:	Dave Atkinson
Job Title:	Head of Highways and Transport
Service Area:	Highways and Transport
Report approved:	Yes
Date:	21/08/2023

Specialist Implications Officers

Financial Implications Patrick Looker – Finance Manager

Legal Implications Sandra Branigan – Senior Solicitor

Background papers

None

Annexes

Annex A: Petitions summary Annex B: Consolidated Residents Parking Scheme/Low Traffic Neighbourhood Waiting List Annex C: Strensall Cycle path plan Annex D: Haxby Moor Road Resurface plan Annex E: Stockton-on-the-Forest Resurface plan Annex F: Road Safety - Hopgrove, York A1036 Malton Road plan Annex G: Farrar Street ResPark plan Annex H: Garrow Hill Avenue ResPark plan Annex I: Removal of Race Day Barriers, South Bank plan

Abbreviations:

DfT – Department for Transport

LCWIP - Local Walking and Cycling Infrastructure plan

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Annex A: Petitions summary

Petition details	Petition type	No of Signatures
Strensall Cycle Path	Presented to Full Council on the 23.03.2023 by Cllr Doughty	640
Haxby Moor Road Resurface	Presented to Full Council on the 23.03.2023 by Cllr Doughty	449
Stockton-on-the-Forest Resurface	Presented to Full Council on the 23.03.2023 by Cllr Doughty	110
Improve Road Safety - Hopgrove, York A1036 Malton Road	ePetition, received 10.05.2023	101
Farrar Street ResPark	Presented to Officers on the 08.06.2023 by Cllr Whitcroft	42
Garrow Hill Avenue, petition for inclusion in the Residents Parking Zone	Presented to Officers on the 15.04.2023 by Cllr Pavlovic	15
Removal of Race Day Barriers on the Junctions of Albermarle and Count de Burgh with Queen Victoria Street in South Bank	Presented by Cllr Fenton	76

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Annex B - Residents Parking Scheme/Low Traffic Neighbourhood Waiting List

Residents parking schemes are dealt with in order of when they are received.

The number of schemes introduced per year depends on funding, staff resources and other workload priorities.

Process	Approximate timescale
Stage 1 – initiation The request (normally by petition) indicating	8 weeks
significant support in an area or street is reported for either approval to take forward or refuse.	

If approved, when the potential scheme reaches the top of the waiting list work begins.

The time between stage 1 and 2 varies significantly depending on the length of the waiting list. Once stage 2 begins a residents parking zone will normally take around 9 to 12 months to complete.

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Stage 2 – start of project	
A draft scheme and questionnaire will be sent out to all properties within the proposed area. A proposal will normally be taken forward if there is at least a 50% response rate and the majority of returns are in favour. Depending on circumstances, there is potential for individual streets to go forward from an area if the streets return is very positive whilst the areas is either low or opposed.	6 – 8 weeks
The consultation is then reported along with a proposed scheme for approval to advertise a Traffic Regulation Order (TRO). TRO preparation and advertising Any objections to the proposed TRO are then reported for consideration. If the objections are overturned the scheme will then be implemented.	8 weeks 4 - 6 weeks 8 weeks 12 - 15 weeks

Waiting List

Area	Date receive	Progress (NOTE: not all will g	
	d	implementat	•
ResPark - Wellington,	May	Reported	Yes
Gordon, Willis and	2019	Consultation	
Wolsley Streets		Consultation report	
		TRO advertised	
Expand R27 or R20 or		Objections report	
R21		Implemented/droppe	
		d	
Environmental Weight		Reported	Yes
Limit – Elvington		Consultation	
		Consultation report	
		TRO advertised	
		Objections report	
		Implemented/droppe	
		d	

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ResPark - Yearsley Grove New Zone Low Traffic	Dec 2019	Reported Consultation Consultation report TRO Advertised Objections report Implemented/droppe d Reported	Yes
Neighbourhood – St Paul's Square		Consultation Consultation report TRO advertised Objections report Implemented/droppe d	
ResPark - Government House Road	Sept 2020	Reported Consultation Consultation report TRO advertised Objections report Implemented/droppe d	Yes June 2023 Sept 2023
ResPark - Compton Street, Grove View & Rosslyn Street	May 2022	Reported Consultation Consultation report TRO advertised Objections report Implemented/droppe d	Yes
ResPark - Huntington Road Area (Oakville Street, Kitchener Street & Ashville Street)	July 2022	Reported Consultation Consultation report TRO advertised Objections report Implemented/droppe d	Yes
ResPark - Dodsworth Avenue	July 2022	Reported Consultation Consultation report TRO advertised Objections report Implemented/droppe d	Yes
Low Traffic Neighbourhood – Harcourt Street	July 2022	Reported Consultation Consultation report TRO advertised	Yes

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			· · · · · · · · · · · · · · · · · · ·
		Objections report Implemented/droppe d	
ResPark – Highcliffe Court	Dec 2022	Reported Consultation Consultation report TRO advertised Objections report Implemented/droppe d	Yes
Low Traffic Neighbourhood – Westminster Road, Grennecliffe Drive & The Avenue		Reported Consultation Consultation report TRO advertised Objections report Implemented/droppe d	Yes
Low Traffic Neighbourhood – St Benedict Road		Reported Consultation Consultation report TRO advertised Objections report Implemented/droppe d	Yes
Low Traffic Neighbourhood – The Old Village, Huntington		Reported Consultation Consultation report TRO advertised Objections report Implemented/droppe d	Yes
Low Traffic Neighbourhood – Church Street, Dunnington		Reported Consultation Consultation report TRO advertised Objections report Implemented/droppe d	
ResPark – Garrow Hill	April 2023	Reported Consultation Consultation report TRO advertised Objections report Implemented/droppe d	

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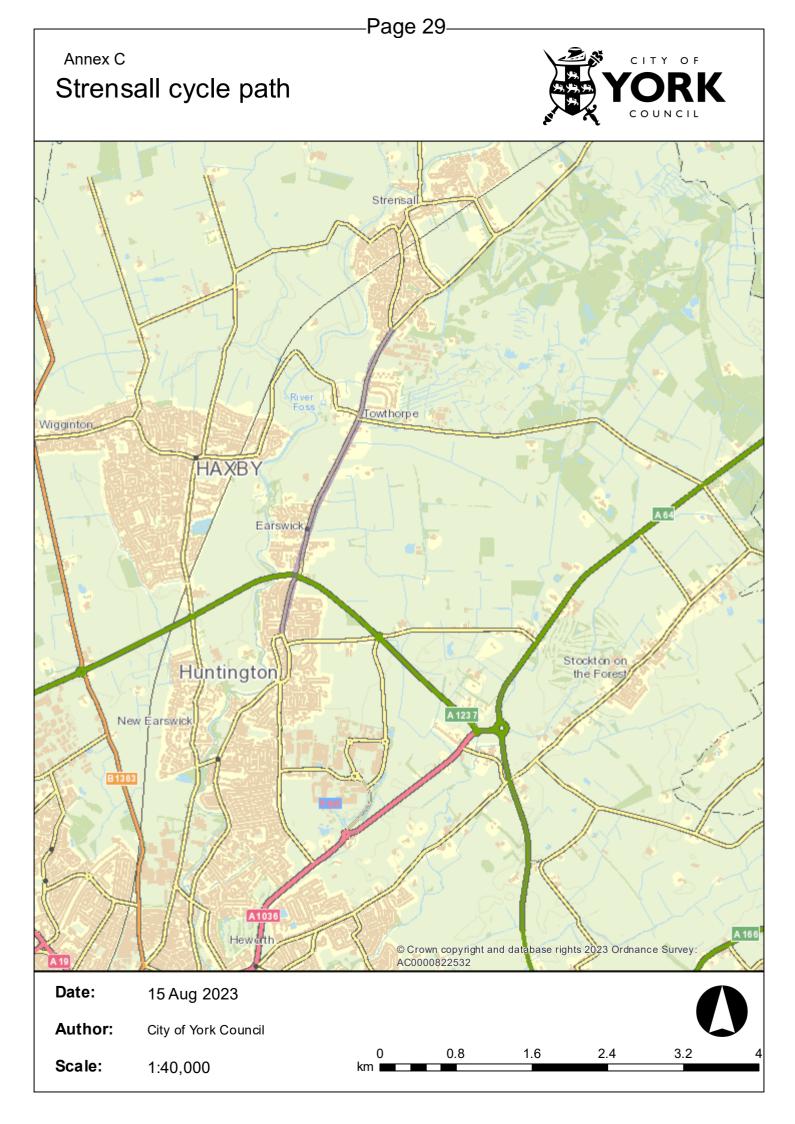
ResPark – Farrar Street	June 2023	Reported Consultation Consultation report TRO advertised Objections report Implemented/droppe d	
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Completed Residents Parking Requests 2016 Onwards

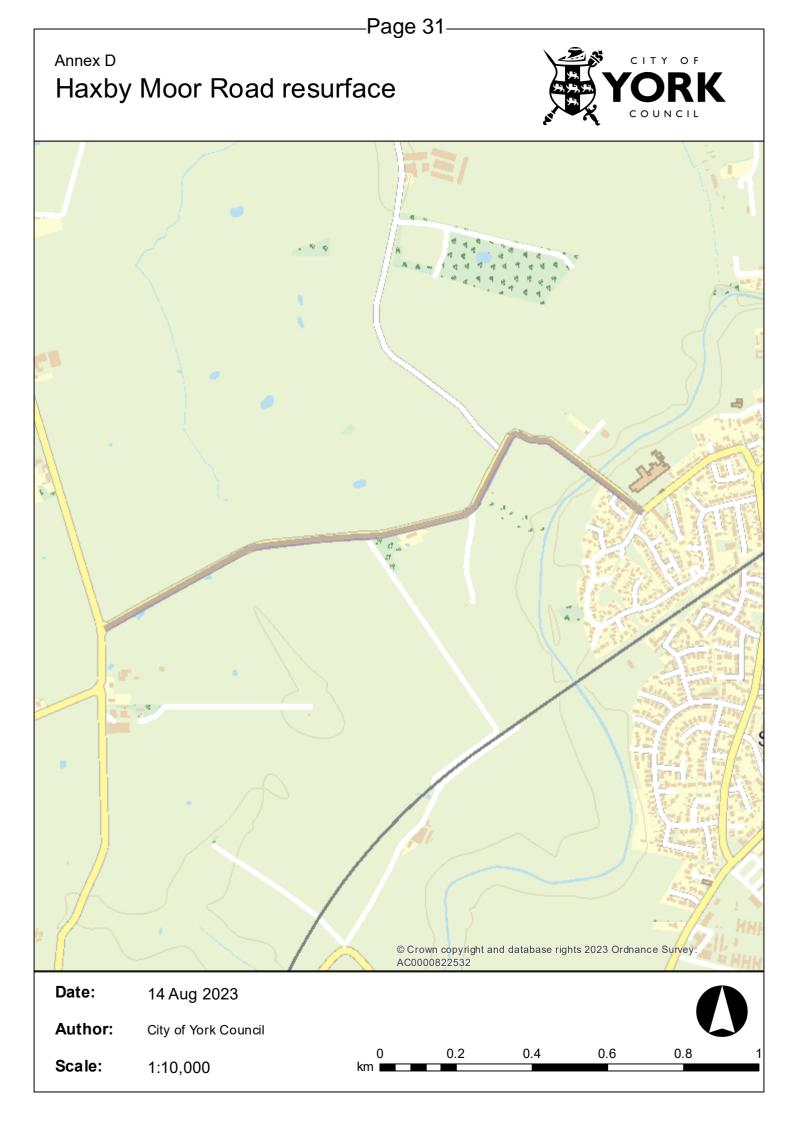
Area	Date received	Finished/date	
South Bank Avenue Petition	Summer 2016	Implemented	April '18
Butcher Terrace area Petition	Summer 2016	Implemented	April '18
Phoenix Boulevard Petition	Summer 2016	Implemented	Feb '18
Railway Terrace / St Paul's area Petition	Summer 2016	Implemented	April '18
St. Aubyn's Place	Februar y2017	Implemented	Jan '18
St. John's Place and Chestnut Court	August 2017		NO ACTION
Sussex Road petition	May 2017	See Windmill Gates, below and R39A Ext.	NO ACTION
Broadway / Westmorland Drive	Sept. 2017		NO ACTION
Rosedale Street	April 2017	Implemented	April '19
Danesmead Estate	April 2017	Implemented	Sept '19
Lower Ebor Street	June 2019	Implemented	March'20
Pasture Farm Close	Sept 2017	Implemented	April '20
Windmill Gates - R39A Extension	Dec 2018	Implemented	Sept '21
Fulford Cross	April 2017	Implemented	June '20
Clifton Dale	June 2017	Implemented	March '20

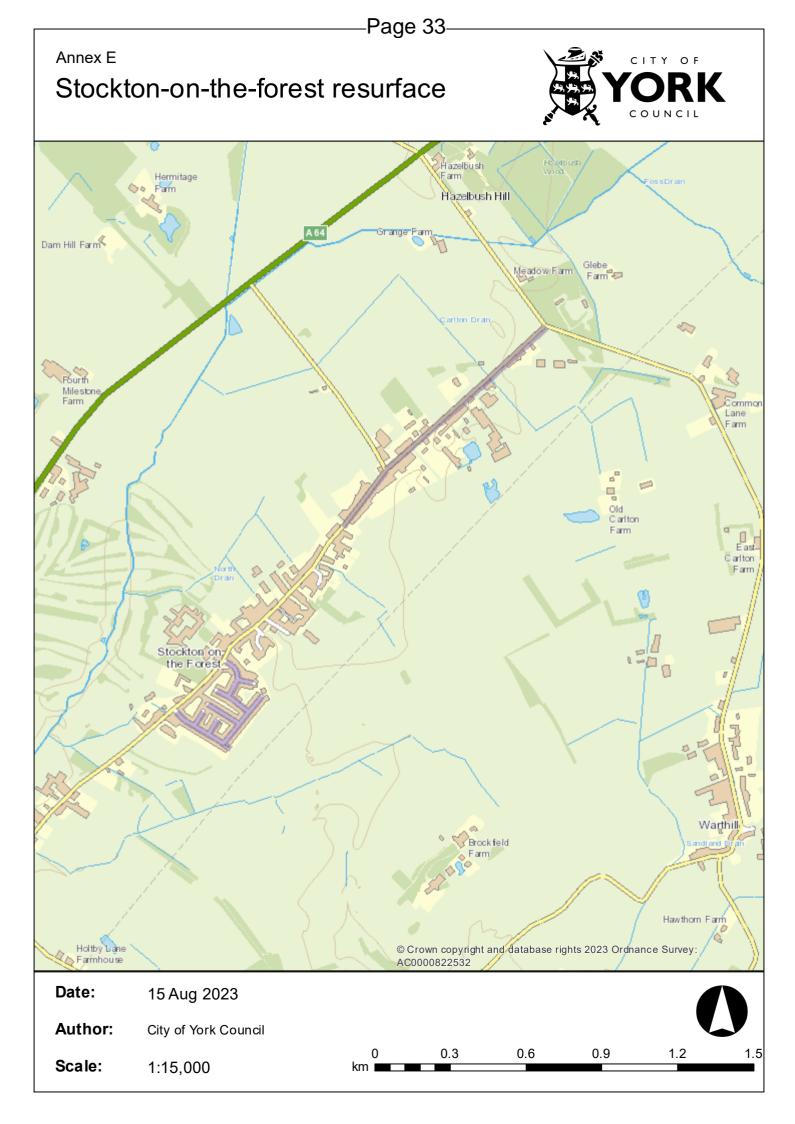
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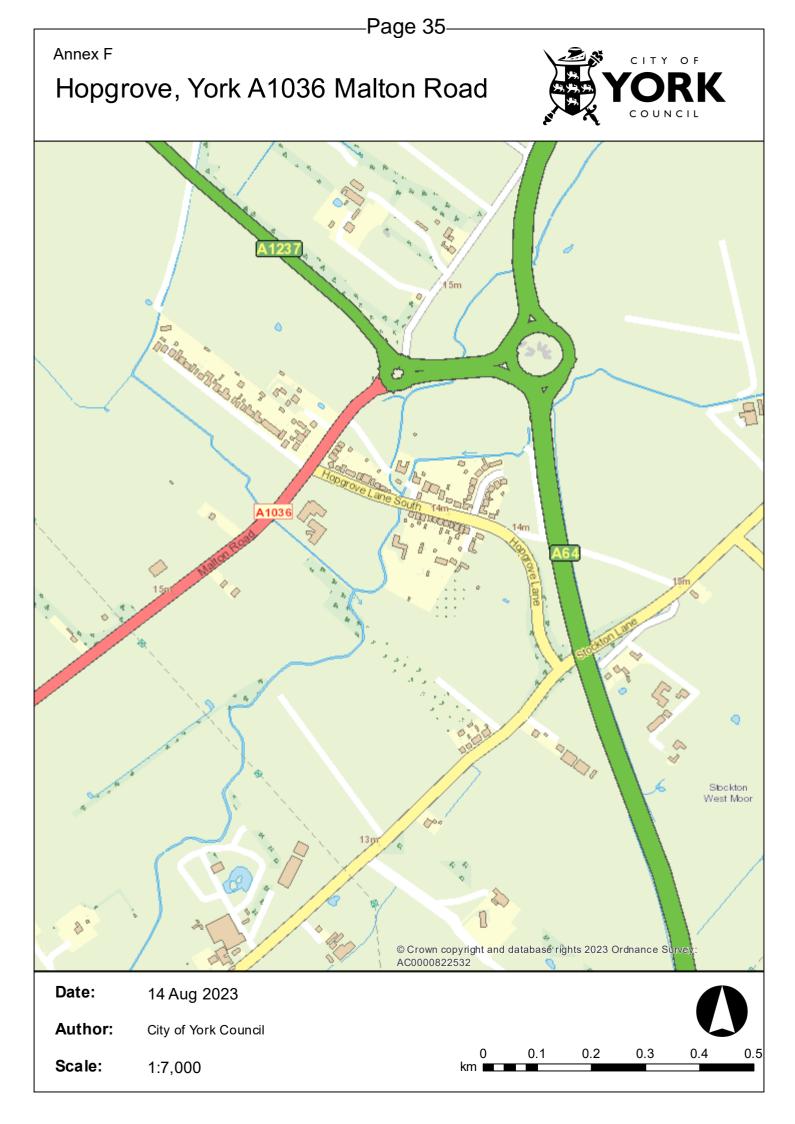
Albemarle Road- Bishopthorpe Road area	Jan 2018	Implemented	Jan '22
Main Av, First Av & Second Av	May 2018		No Action
Farrar Street	Nov 2018		No Action
Main Street, Fulford	Dec 2018		No Action
Windmill Gates, Badger Hill	Dec 2018	Implemented	Sept '21
Slingsby Grove	Dec 2018		No Action
Longfield Terrace	May 2019	Implemented	May '20
Revival Estate	June 2019		No Action
East Parade	Dec 2019		No Action
Alma Terr. (pt) / Alma Grove Consolidate with: Kilburn Road	Nov 2018	Implemented	October 2022
Broadway West	Oct 2020	Implemented	November 2022
St Edward's Close	June 2020	Implemented	January 2023



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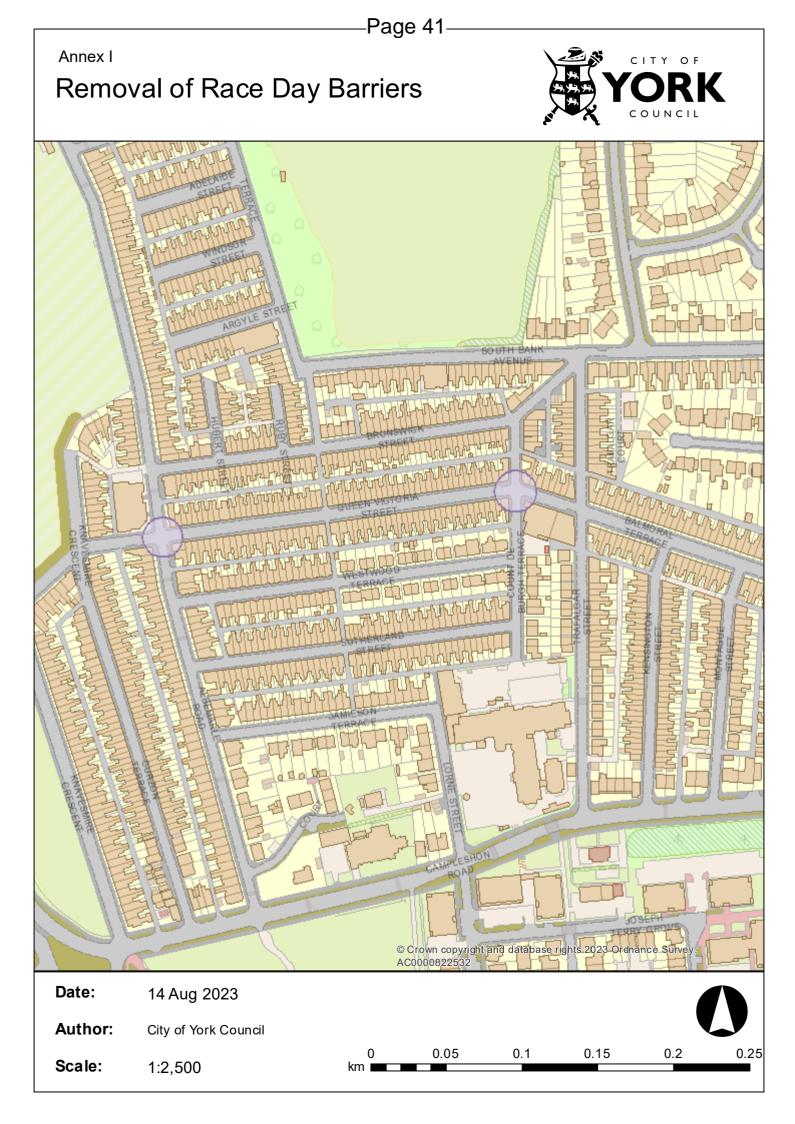














Meeting:	The Executive Member for Economy and Transport Decision Session
Meeting date:	12/09/2023
Report of:	James Gilchrist, Director, Environment, Transport and Planning
Portfolio of:	Cllr. Kilbane. Executive Member for Economy and Transport

Decision Report: Annual Review of Traffic Regulation Order Requests

Subject of Report

- 1. Approval is requested to advertise the amendments to the Traffic Regulation Order (TRO) required to introduce the restrictions detailed in Annexes A to U. In addition, if there are no objections raised with regard to the above proposals, approval is requested to implement the amendments to the Traffic Regulation Order.
- 2. A decision is important as it provides the Council with the opportunity to progress the proposals to the Statutory Consultation for the amendment of the TRO, which is a legal requirement. The Statutory Consultation will allow for the Council to make a balanced decision on the implementation of any restrictions following representations made by relevant stakeholders.

Pros and Cons

3. The pros are that we meet our statutory obligation to consult with relevant stakeholders providing them with the opportunity to voice their opinions and take those forward when reaching a final decision.

The cons are that should we not consult we are breaching our

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statutory obligations because of which we may be considered to have acted unlawfully in respect of due process.

Policy Basis for Decision

- 4. The Councils current Local Transport Plan, places pedestrians at the top of the transport hierarchy followed by cycling, public transport and then cars. The annual review is how vehicles are controlled in very specific locations, the issues within the paper can therefore be considered in the light of the Transport Hierarchy.
- 5. Considering this matter contributes to the current Council Plan being an open and effective council and making safe communities and culture for all.

Recommendation and Reasons

- 6. The Recommendations and reasons for each item are listed within the annexes, which are:
 - A. Approve the request and advertise the proposal for Statutory Consultation.
 - B. Take No further action for the proposal.

Reason: Where technical feasible to advertise and seek residents' views.

Background

7. The Council receives a number of non-urgent requests for changes to the TRO each year. Typically, these are for additional "no waiting at any time" (double yellow line) restrictions or minor changes to Residents' Priority Parking (ResPark) Schemes. These requests are considered together on an annual basis; this saves officer time and money, because any changes can all be advertised at the same time, which helps to ensure parity of treatment. In each case site visits are carried out to determine to what extent there is a traffic management or safety problem. The proposals in Annexes A to U have been circulated to Ward Councillor's representatives for their comments. Any Comments received from the Ward Councillors have been included within the Annexes.

8. This report seeks the Executive Members decision on whether to progress to the consultation phase to amend the TRO in relation to each proposal.

Consultation Analysis

- 9. No consultation has yet taken place, as per 7 above.
- 10. Changes to the TRO must go through a formal legal process whereby they are advertised for a 3-week period in which time people are able to make a formal representation for or against the proposals.

Options Analysis and Evidential Basis

- 11. Option 1 Take no action on an item. Each item in the Annex A to U provides individual evidential basis if this option is proposed.
- 12. Option 2 Approve the progression of the statutory consultation process to propose a change to the TRO. Each item in the Annex A to U provides individual evidential basis if this option is proposed.

Organisational Impact and Implications

- 13. The report has the following implications:
 - **Financial**, None, the report is requesting approval for Statutory Consultation but should the proposal move on to implementation, then the implementation of any approved restriction will be covered by the signs and lines budget.
 - Human Resources (HR), None, the report is requesting approval for Statutory Consultation but should the proposal move on to implementation, enforcement will fall to the Civil Enforcement Officers necessitating an extra area onto their work load, although they are already receiving reports of vehicles parked in the area and not currently able to enforce, which is creating work.
 - Legal, The proposals require amendments to the York Speed Limit Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply.

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The statutory consultation process for Traffic Regulation Orders requires public advertisement through the placing of public notices within the local press and on-street. It is a requirement for the Council to consider any formal objections received within the statutory advertisement period of 21 days. Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Police and other affected parties.

The Council, as Highway Authority, is required to consider any objections received after formal statutory consultation, and a subsequent report will include any such objections or comments, for consideration.

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, in part or whole, and/or a decision is made to modify the original proposals, if such a modification is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted.

Any public works contracts required at each of the sites as a result of a change to the TRO (e.g. signage, road markings, etc.) 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.).

- **Procurement** None, the report is requesting approval for Statutory Consultation but should the proposal move on to implementation in the future any lining works would be undertaken by the Council lining contractor.
- Health and Wellbeing, None.
- Environment and Climate action, None
- Affordability, None.

- Equalities and Human Rights, 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). The impact of the recommendation on protected characteristics has been considered as follows:
 - Age Positive, the introduction of parking restrictions will remove obstructive parking and conflict of movement, which will make a safer environment for walking and cycling along the riverside path for all age groups;
 - Disability Positive, the introduction of parking restrictions will remove obstructive parking and increase the available area for use by all user, whilst the introduction of 'No Waiting at any time' restrictions would allow for vehicles displaying a Blue Badge to park to park for 3 hours;
 - Gender Neutral;
 - Gender reassignment Neutral;
 - Marriage and civil partnership- Neutral;
 - Pregnancy and maternity Neutral;
 - Race Neutral;
 - Religion and belief Neutral;
 - Sexual orientation Neutral;
 - Other socio-economic groups including:
 - Carer Neutral;
 - Low income groups Neutral;
 - Veterans, Armed Forces Community– Neutral
- Data Protection and Privacy, The request have been received by residents, ward Cllrs and Parish Council but the report does not contain any personable information.
- **Communications**, None.
- Economy, None.

Risks and Mitigations

14. No detrimental risks have been identified.

Wards Impacted

15. Acomb; Bishopthorpe; Clifton; Copmanthorpe; Dringhouses & Woodthorpe; Fishergate; Fulford & Heslington; Guildhall; Haxby & Wigginton; Heworth; Heworth Without; Holgate; Hull Road; Huntington & New Earswick; Micklegate; Osbaldwick & Derwent; Rawcliffe & Clifton Without; Rural West; Strensall; Westfield; Wheldrake

Contact details

For further information please contact the authors of this Decision Report.

Author

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Report approved:	Yes
Date:	04/09/2023

Co-author

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Service Area:	Highway Regulation, Place
Telephone:	01904 551475
Report approved:	Yes
Date:	04/09/2023

Background papers

None

Annexes

Annex A Acomb AR 2021-22 Annex B Bishopthorpe AR 2021-22 Annex C Clifton AR 2021-22 Annex D Copmanthorpe AR 2021-22 Annex E Dringhouses & Woodthorpe AR 2021-22 Annex F Fishergate AR 2021-22 Annex G Fulford & Heslington AR 2021-22 Annex H Guildhall AR 2021-22 Annex I Haxby & Wigginton AR 2021-22 Annex J Heworth AR 2021-22 Annex K Heworth Without AR 2021-22 Annex L Holgate AR 2021-22 Annex M Hull Road AR 2021-22 Annex N Huntington & New Earswick AR 2021-22 Annex O Micklegate AR 2021-22 Annex P Osbaldwick & Derwent AR 2021-22 Annex Q Rawcliffe & Clifton Without AR 2021-22 Annex R Rural West AR 2021-22 Annex S Strensall AR 2021-22 Annex T Westfield AR 2021-22 Annex U Wheldrake AR 2021-22

Annex A Acomb Ward

A1

Location: 140-154 Boroughbridge Road

Nature of problem and requested solution

Vehicles parking in the turning head outside 152 Boroughbridge Road. No waiting at any time restriction requested.

Background information

Following a consultation with residents of 140-154 Boroughbridge Road in 2020/2021 it was resolved at the public decision session in April 2021 to implement the restrictions as per the plan below. It was also resolved to add the request from one resident to implement further restrictions in the turning head in to the next annual review.



Recommendation

No further action. The request came from one of the twelve residents that were consulted previously and we have received no further representations or requests from any of the other residents since that time. The previously implemented restrictions were extensive for a small residential cul-de-sac

Cost: n/a

A2

Location: Beckfield Lane

Nature of problem and requested solution

A resident has reported vehicles parking between the junction of Boroughbridge Road and 273 Beckfield Lane are causing an issue with the free flow of traffic, particularly when a bus is stationary at the bus stop. Resident reports delivery vehicles, parents collecting children from Manor School and visitors to local properties are causing the issue.

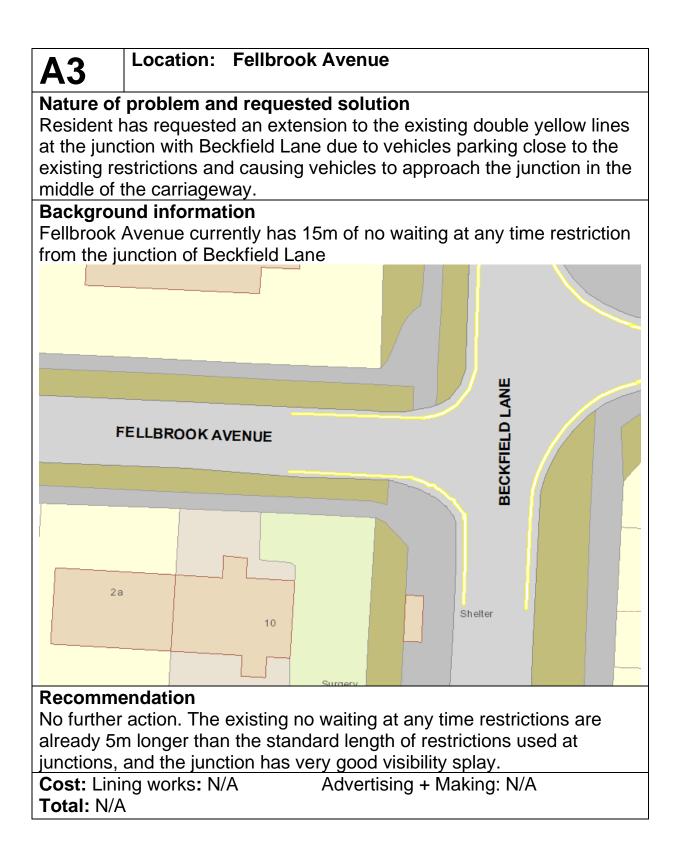
Background information

Beckfield Lane currently has 25m of no waiting at any time restrictions in the area of its junction with Boroughbridge Road. The bus stop is used by the 5 and 5a bus service every 15 minutes.

Recommendation

To install a bus stop clearway and to implement an extension of the current no waiting at any time restrictions to the southern boundaries of 232 and 275 Beckfield Lane.





A4

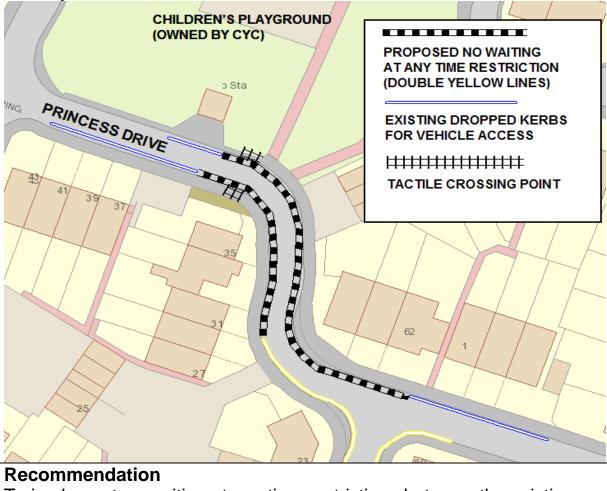
Location: Princess Drive

Nature of problem and requested solution

Resident has raised an issue of vehicles parking on the bends of Princess Drive leading to vehicles approach in opposite directions in the middle of the carriageway. The resident also states that due to the parked vehicles children are unable to see vehicles when they are using the tactile crossing that leads to and from the playground

Background information

Princess Drive is a residential street with a double bend and a 20mph speed limit. There is also a children's playground and open space that is accessed from Princess Drive. All properties have off-street parking amenity.



To implement no waiting at any time restrictions between the existing dropped kerbs on the northern side and from the current no waiting at any time restriction to the existing dropped kerbs on the southern side.
Cost: Lining works £95.00
Advertising + Making: £500.00
Total: £595.00

Location: Monarch Way/Regent Mews

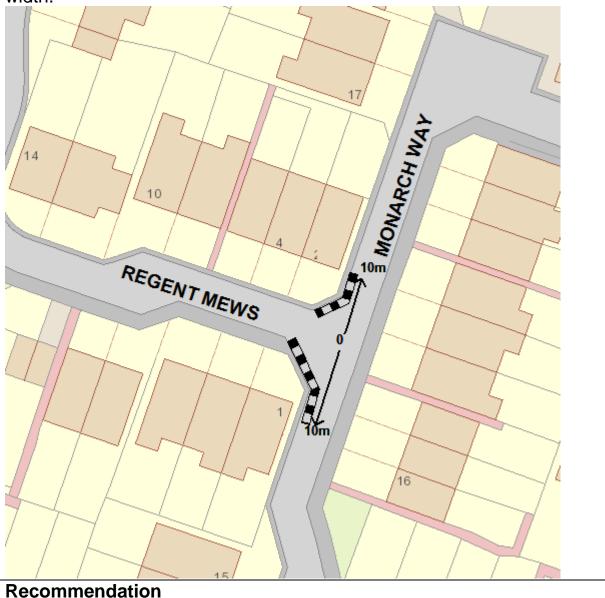
Nature of problem and requested solution

Cllr. Lomas raised an issue on behalf of residents regarding their concerns due to vehicles parking close to the junction and restricting visibility when entering and exiting the junction.

Background information

A5

Monarch Way is a residential street with a narrow carriageway of 4.6m in width.



To implement a no waiting at any time restriction from the kerb lines and 10m from centre line of the junction

Advertising + Making: £500.00 **Cost:** Lining works: £30.00 Total: £530.00

Annex B Bishopthorpe Ward

B1

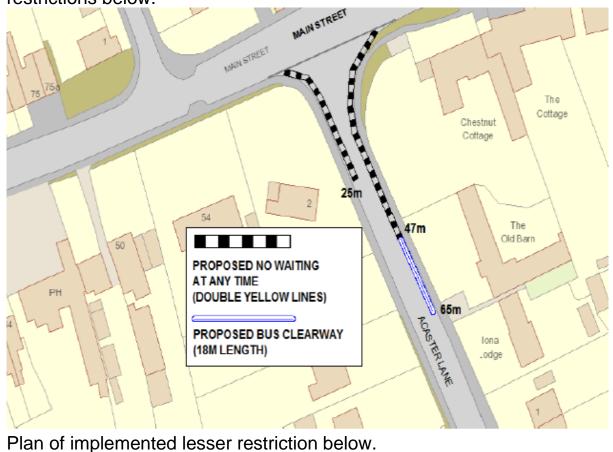
Location: Acaster Lane

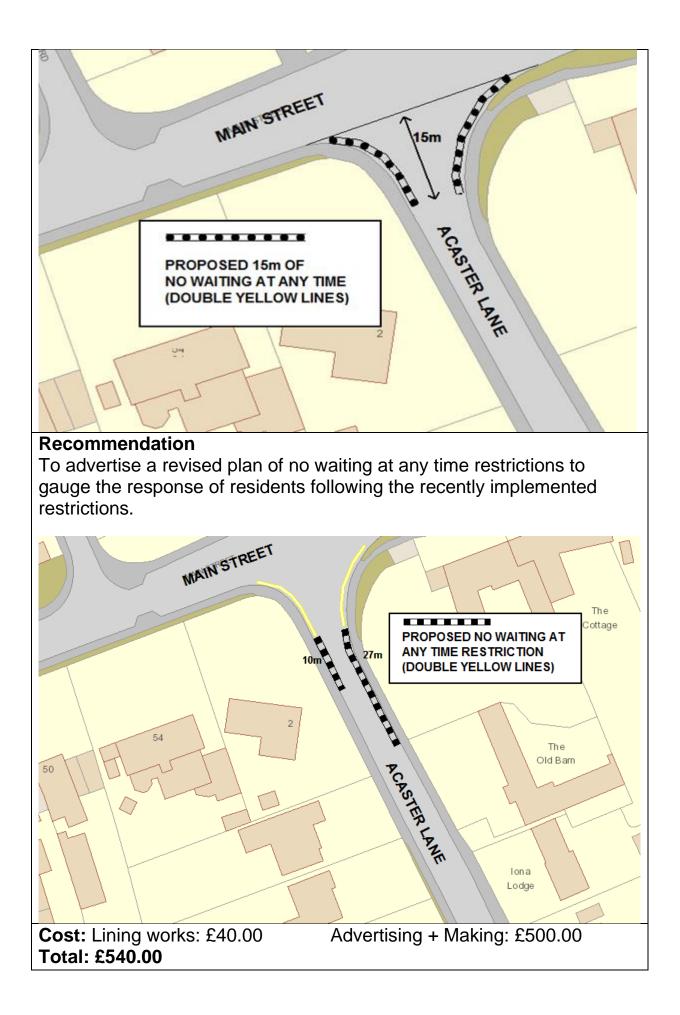
Nature of problem and requested solution

The Parish Council, local ward councillors and a resident has asked us to consider further restrictions due to vehicles parking close to the junction. Request to implement the previously advertised plan.

Background information

In the last annual review it was resolved to implement a lesser restriction than advertised due to some objections we received. We received 4 representations in support and 2 in objection. Plan of proposed restrictions below.





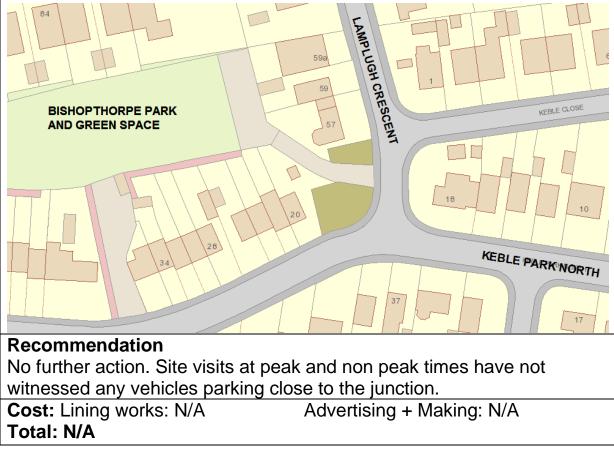
B2 Location: Keble Park North/ Lamplugh Crescent

Nature of problem and requested solution

A resident has requested restrictions due to vehicles parking close to the junction. Resident states the vehicles are visitors to the Bishopthorpe Park.

Background information

The Bishopthorpe Park vehicle entrance is accessed via Lamplugh Crescent. The Parish Council have confirmed this entrance is not used by the public and only when any maintenance works are being carried out.



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Ward councillor comments

Cllr. Nicholls comments:

Slightly confused by B1 if the proposal is 27m not 10m then that is great news. There will be a plenty of support for the longer double yellow lines.

B2 is correct, any restrictions close to the park would just move any people who travel to the park to park a little further down the road. Locals tend to walk to the park.

Annex C Clifton Ward

C1

Location: Rawcliffe Lane

Nature of problem and requested solution.

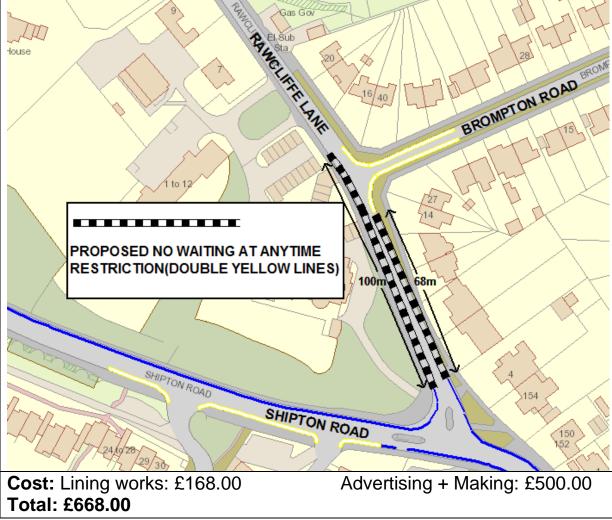
A resident, the Parking Services team and Cllr. Smalley have all raised the issue of vehicles parking in the approach to the junction of Shipton Road leading to vehicles approaching the junction in the middle of the carriageway and also leading to a reduction in the free flow of traffic at peak times.

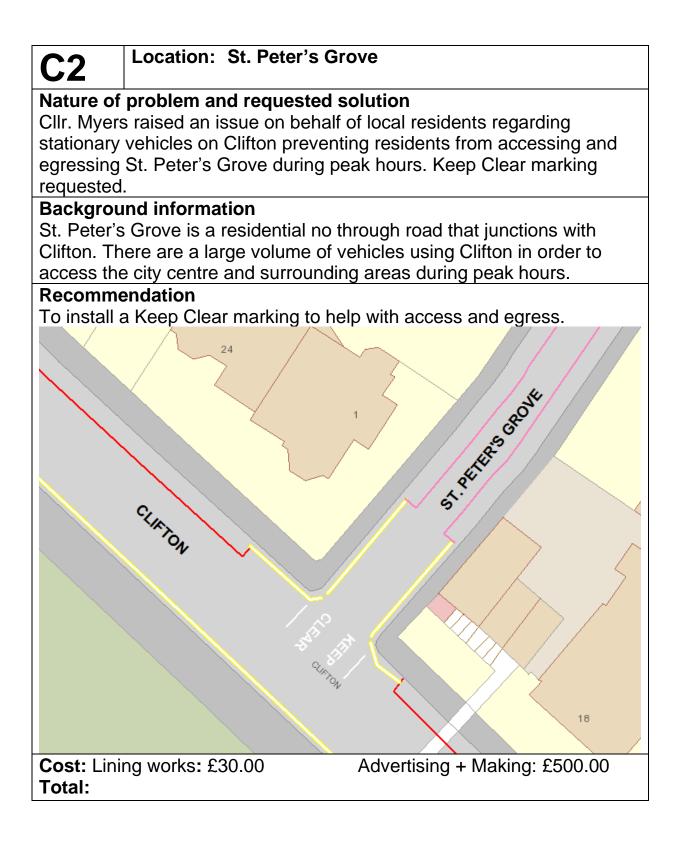
Background information

Rawcliffe Lane/Shipton Road junction is a 3 way traffic light controlled junction with pedestrian crossings. The junction experiences high levels of traffic during peak hours.

Recommendation

Implement no waiting at any time restrictions from the junction of Shipton Road to the existing restrictions at the junction of Brompton Road.





C3

Location: Burton Stone Lane

Nature of problem and requested solution:

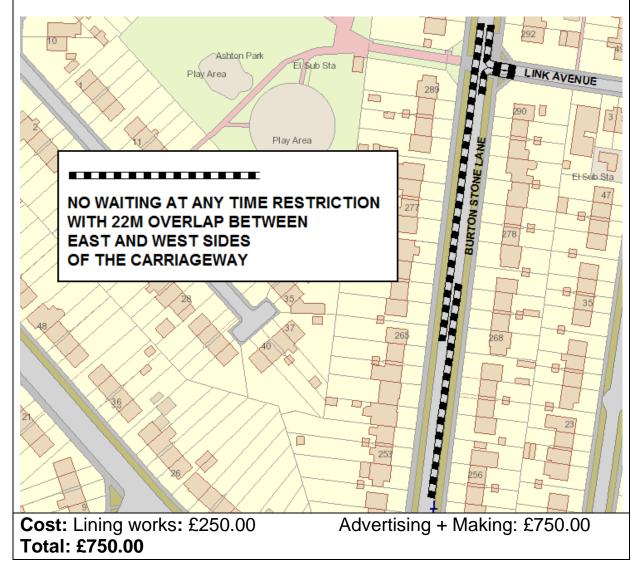
A resident and Cllr. Myers have raised the issue of buses being unable to travel freely along Burton Stone lane due to overlapping parked vehicles on both sides of the carriageway.

Background information

Burton Stone Lane is a residential street. The street is serviced by the number 6 bus service.

Recommendation

To implement no waiting at any time restrictions with a 22m overlap. There is a large volume of properties that have driveways with dropped kerbs that will also provide passing places.



C4 Location: Cromer Street/ Lady Road/ Wilberforce Avenue and Surtees Street

Nature of problem and requested solution

A number of residents and Cllr. Myers have raised the issue of vehicles parking close to the junctions and restricting visibility at the Cromer Street Junctions and preventing access to Surtees Street.

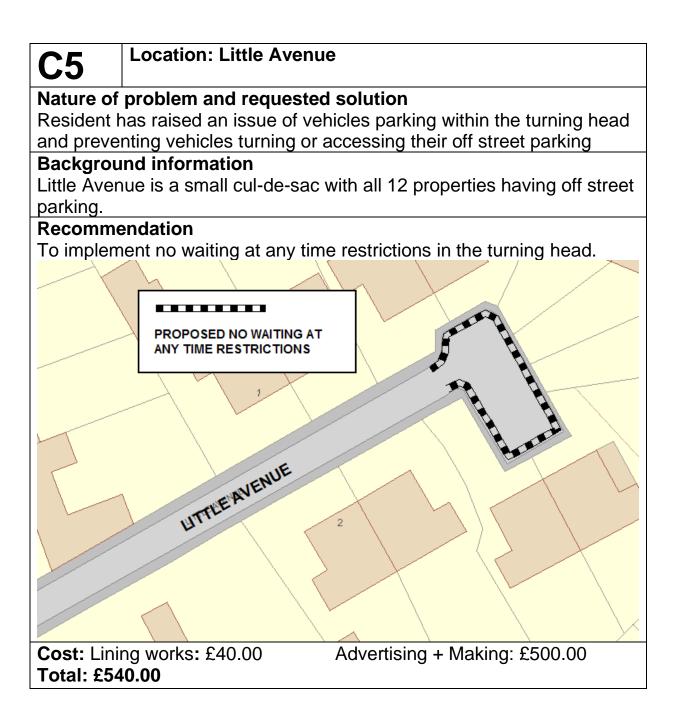
Background information

Cromer Street is a residential no through road with a 4 way junction and no parking restrictions.

Recommendation

To implement no waiting at any time restrictions to the 4 way junction and the Wilberforce Avenue/ Surtees Street junction.





Annex D Copmanthorpe Ward

D1

Location: Merchant Way

Nature of problem and requested solution

The Parish Council have raised an issue of buses being unable to navigate the corner due to vehicles parking close to the junction on Merchant Way.

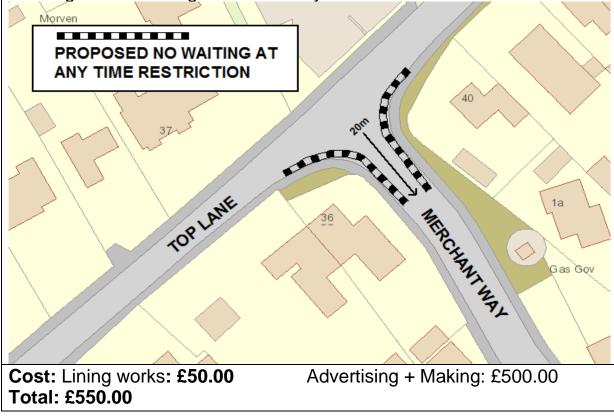
Background information

Merchant Way has a 30m wide entrance that narrows to 7m of carriageway width. The street is used by the number 13 bus route.



Recommendation

To implement no waiting at any time restriction from the junction markings to 20m along Merchant Way.



D2

Location: Horseman Lane

Nature of problem and requested solution

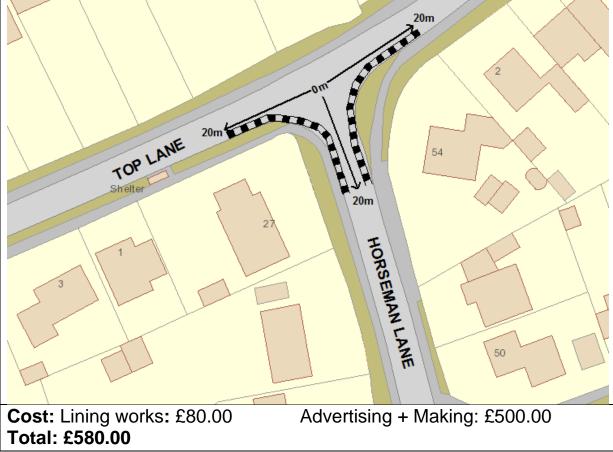
The Parish Council have raised an issue of buses being unable to enter and exit the junction due to vehicles parking close to the junction on Top Lane and Horseman Lane

Background information

Horseman Lane has a 25m entrance that narrows to 6.2m of carriageway width. The street is used by the number 13 bus route.

Recommendation

To implement no waiting at any time restrictions 20m in all directions from the centre line of the junction.



Annex E Dringhouses & Woodthorpe Ward

Location: Bramble Dene

Nature of problem and requested solution

A resident has raised the issue of vehicles parking close to the junction leading to vehicles approaching the junction in the middle of the carriageway and being unsighted by vehicles turning left into the junction.

Background information

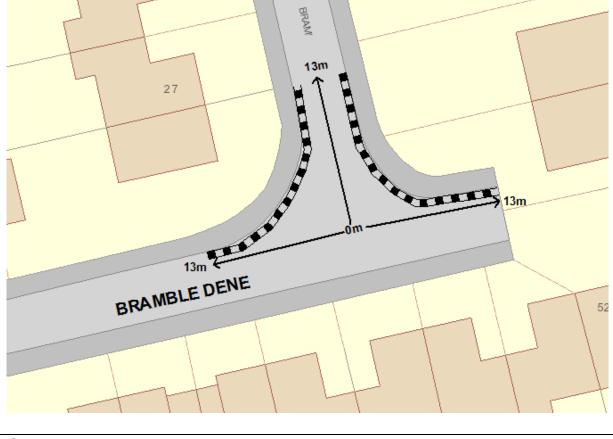
E1

Bramble Dene is a residential street. All properties have off road parking amenity for a minimum of two vehicles. A vehicle parking close to the junction leading to vehicles travelling in the middle of the carriageway was witnessed during a site visit.

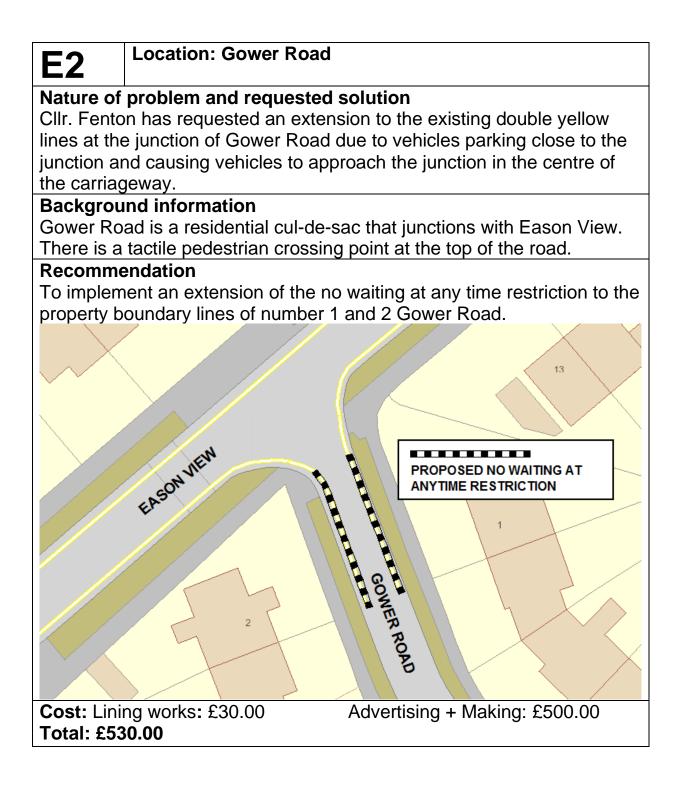


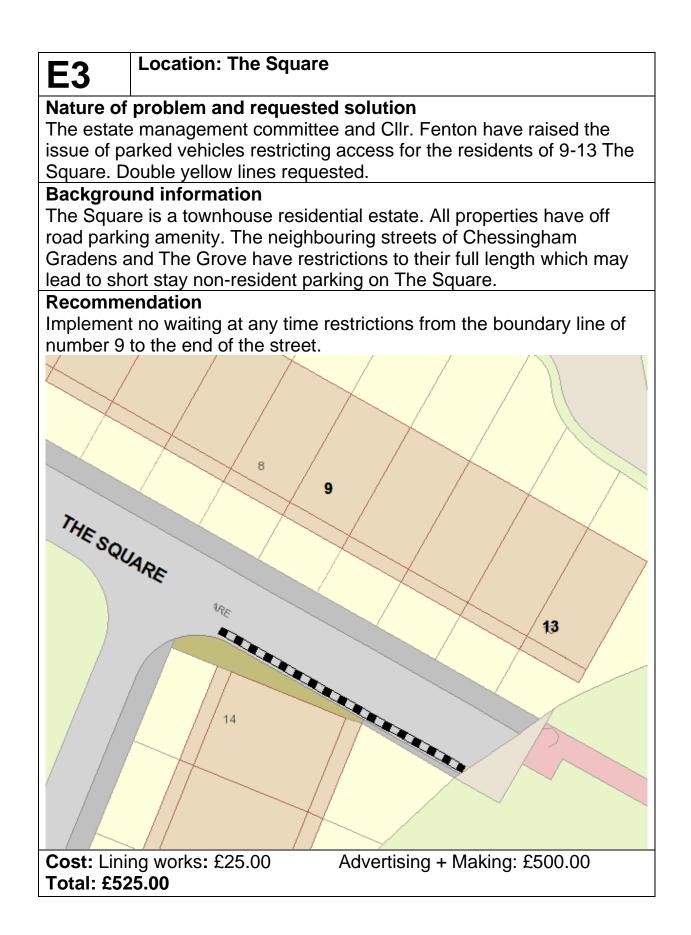
Recommendation

To implement no waiting at any time restriction.



Cost: Lining works: £45.00 **Total:** £545.00 Advertising + Making: £500.00





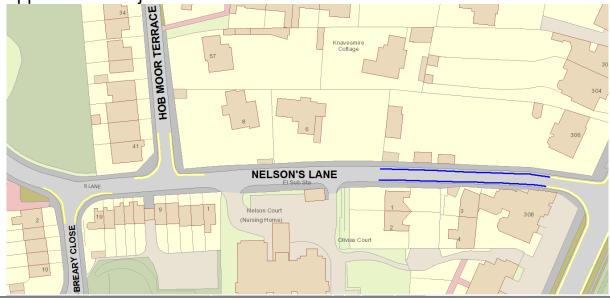
E4 Location: Nelson's Lane/ Hob Moor Terrace

Nature of problem and requested solution

A resident raised the issue of parked vehicles opposite the junction of Hob Moor Terrace restricting safe access/egress from the junction. The resident also advised there has been an increased level of parking on Nelson's Lane due to the Little Green Rascals Day nursery at 312 Tadcaster Road.

Background information

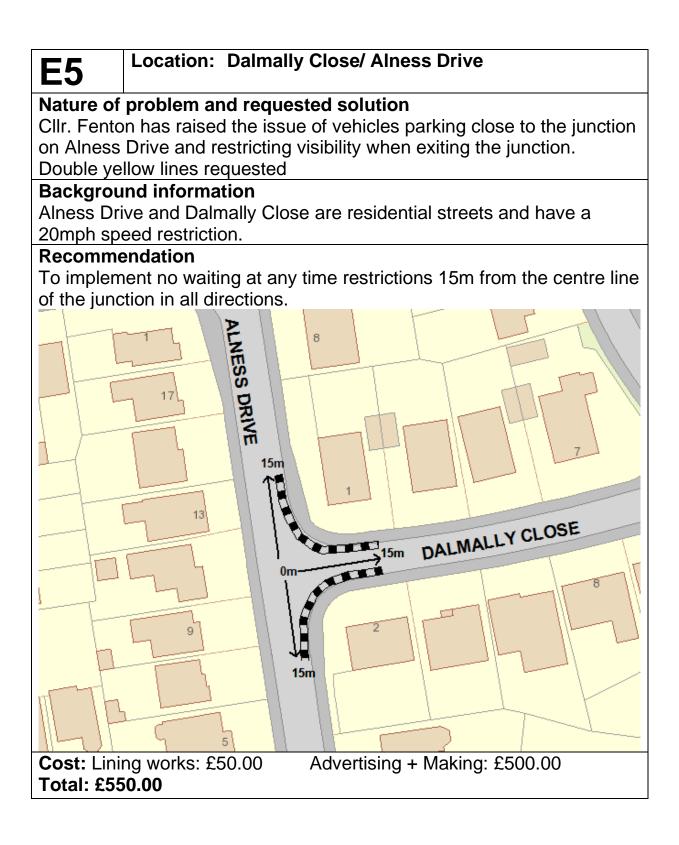
Nelson's Lane currently has no waiting at any time restrictions at the junctions of Tadcaster Road, Hob Moor Terrace and Breary Close. There is a further 60m of no waiting 8am to 6pm Mon-Sat in the approach to it's junction with Tadcaster Road.

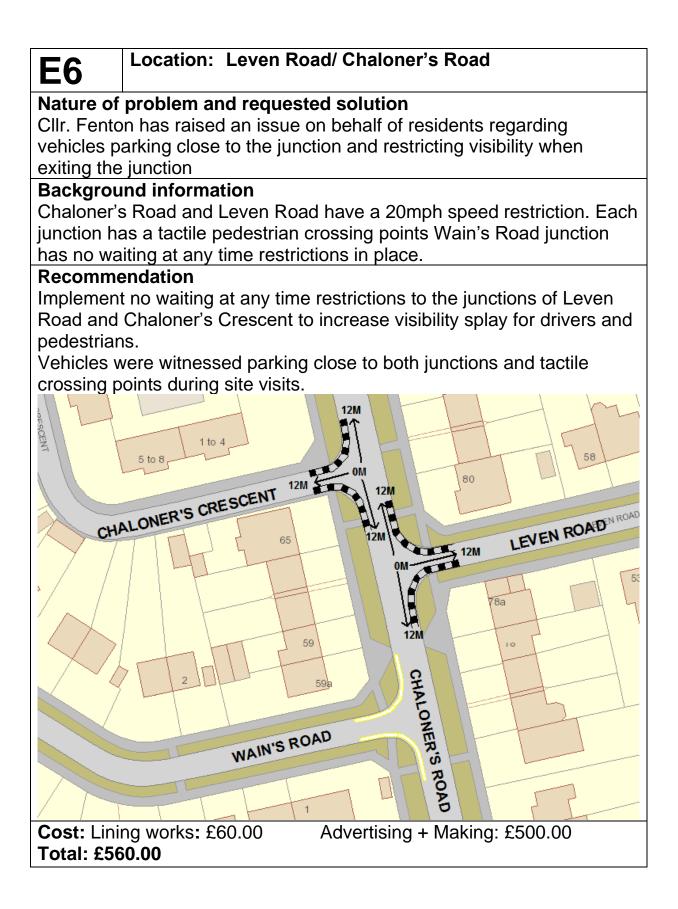


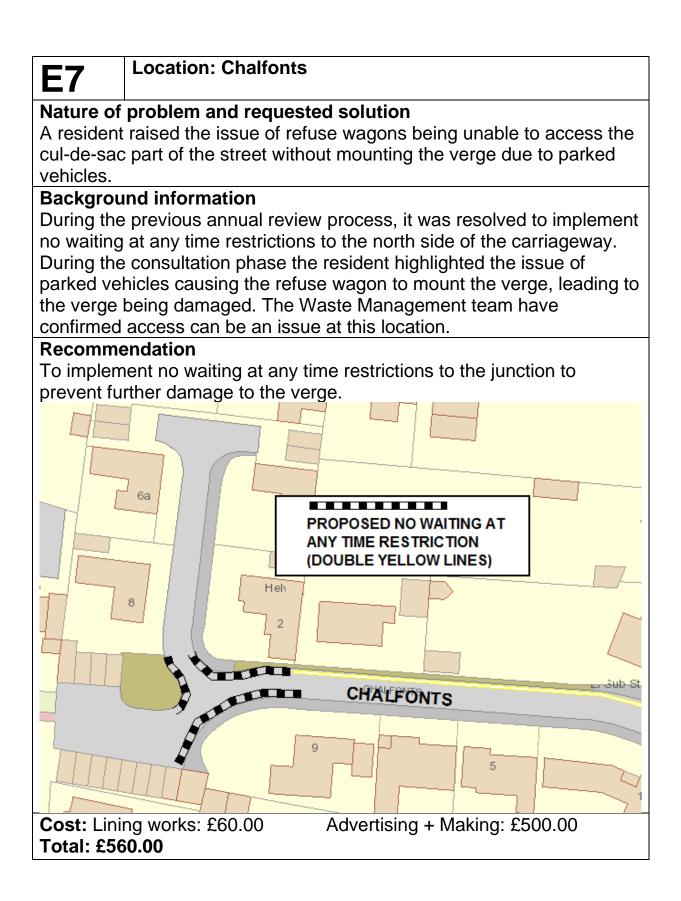
Recommendation

No further action. The Lane already has extensive restrictions in place and there are Give Way markings on all junctions. Placing restrictions in front of the terraced houses opposite the junction of Hob Moor Terrace will lead to a displacement of parking and could also lead to increase of speed past the junction.

Cost: Lining works : N/A Total: N/A Advertising + Making: N/A







E8

Location: Northfield Terrace/ North Lane

Nature of problem and requested solution

Cllr. Fenton raised an issue on behalf of a resident regarding vehicles on North Lane parking opposite the junction are preventing access to Northfield Terrace. The resident states this is a problem for larger vehicles and vehicles parking on the existing double yellow lines contributes to the access issue.

Background information

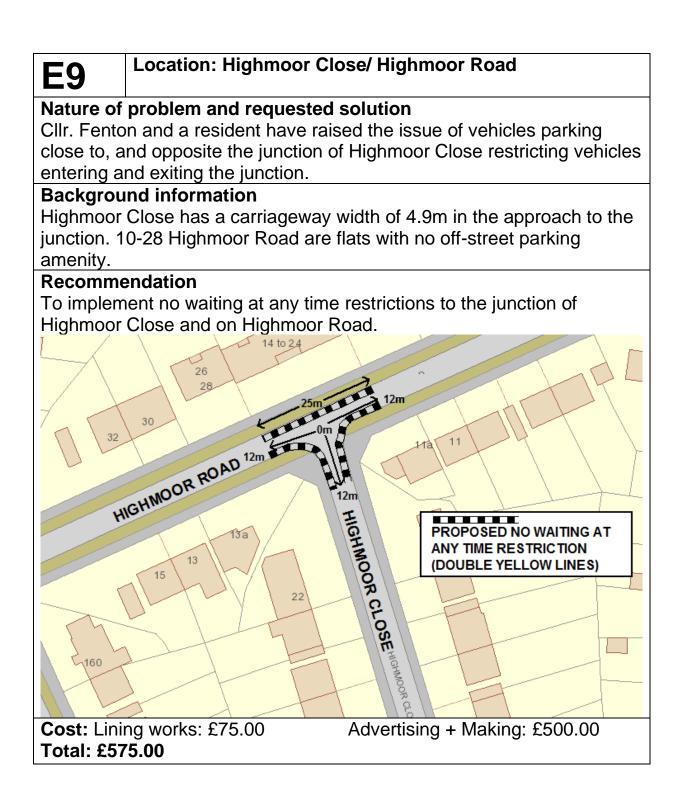
Northfield Terrace currently has no waiting at any time restrictions in place at its junction with North Lane.



Recommendation

No further action. The carriageway is 5.5-6m in width at each end of the current restrictions on North Lane. During two site visits commercial vehicles were witnessed exiting the junction with no issue. Any parking on the existing double yellow lines should be reported to the Parking Enforcement team

Cost: Lining works: N/A Total: N/A Advertising + Making: N/A



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Ward Councillors comments.

- Cllr. Fenton, Cllr. Widdowson and Cllr. Mason's comments:
- E1 Support this proposal being advertised
- E2 Support this proposal being advertised
- E3 Support this proposal being advertised
- E4 Support this proposal being advertised
- E5 Support this proposal being advertised
- E6 Support this proposal being advertised
- E7 Support this proposal being advertised

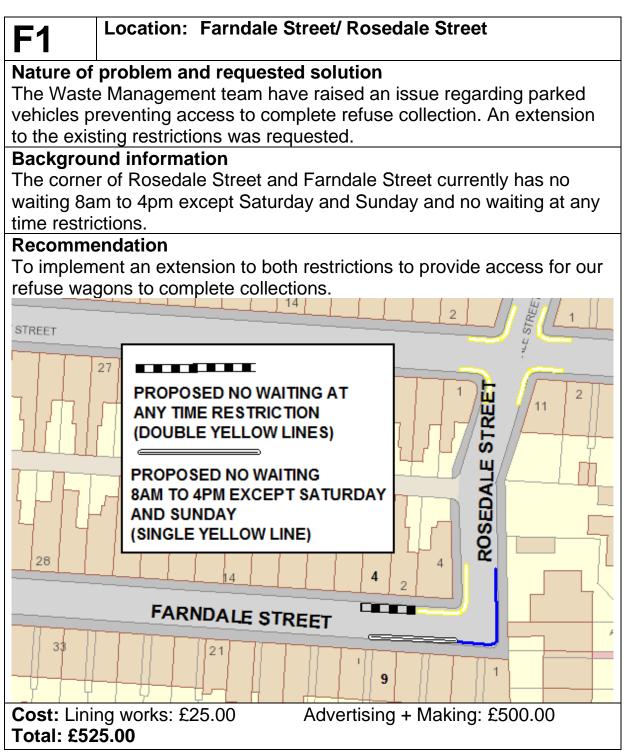
E8 – Do not support the proposal. We would like to see these proposed restrictions advertised please. Residents have told us that parking on North Lane opposite the junction with Northfield Terrace can pose particular problems for large vehicles that use this route, particularly vehicles accessing the railway site at the end of North Lane.

E9 – By way of background, over recent years councillors and CYC Housing officers have been engaging with the residents of the flats to establish whether there would be support for the creation of off-street parking. Unlike other similar three-storey blocks of flats locally, the Highmoor Road flats have no off-road parking. This leads to parking near to and opposite the junction with Highmoor Close which can cause difficulties for vehicles entering and exiting Highmoor Close (particularly for large vehicles).

It had been hoped to create parking bays in the verge, as this would be optimal in terms of creating off-road parking whilst retaining the grassed area in front of the flats, but this was ruled out as a realistic option due to the presence of utilities in the verge. Options were explored to install 'ecogrid' parking bays in the grassed area in front of the flats. There was not a consensus among residents of the flats, but a majority of respondents were in favour. This had been added to the list of schemes to potentially be progressed through a combination of ward funding and HEIP funding, but following recent changes to ward funding and HEIP arrangements, this may now be unlikely.

So ward councillors propose that the restrictions around the corners at the junction of Highmoor Road and Highmoor Close are advertised. We propose that consideration of restrictions on Highmoor Road opposite the junction is deferred until there is greater clarity around future funding options for off-road parking schemes for block of flats such as this. This page is intentionally left blank

Annex F Fishergate Ward



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Annex G Fulford & Heslington Ward

G1 |

Location: Heslington Croft

Nature of problem and requested solution

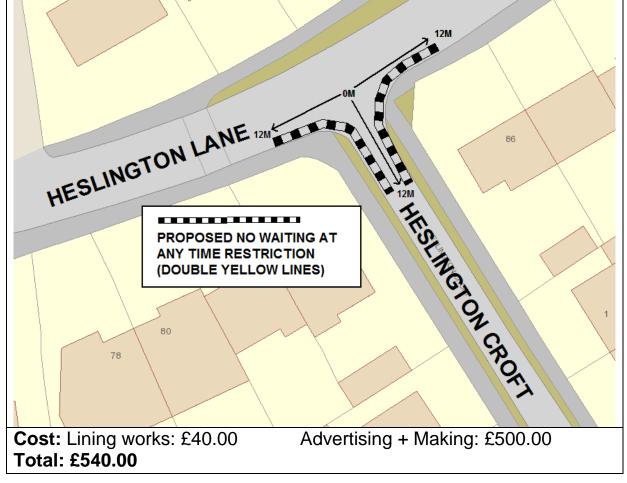
A resident states that vehicles are parking close to the junction on Heslington Croft leading to vehicles approaching the junction in the middle of the carriageway and being unsighted to vehicles turning left in to the junction.

Background information

Heslington Croft is a residential cul-de-sac with a narrow carriageway of 4m in width.

Recommendation

To implement no waiting at any time restrictions of 12m in each direction from the centreline of the junction.



G2

Location: Connaught Court

Nature of problem and requested solution

A resident has requested restrictions due to parked vehicles restricting visibility of oncoming vehicles and pedestrians using the tactile pedestrian crossing point.

Background information

Connaught Court Care Home and Fred Crosland Hospital access points are located on the bend of Connaught Court. There are currently no restrictions in place leading to vehicles parking and restricting visibility and causing an obstruction on the footpaths.

Recommendation

To implement 55m of no waiting at any time restrictions as per the plan below.



G3 Location: Grants Avenue/ Heslington Lane

Nature of problem and requested solution

A resident has requested an extension to the existing restrictions on the junction of Grants Avenue due to parked vehicles restricting visibility.

Background information

The junction currently has no waiting at any time restrictions 12m in each direction from the centre line of the junction and 60m of no waiting 8-9am and 3-4pm on Heslington Lane west of the junction(blue line). Fulford School is located at the end of Fulfordgate and is 200m from the junction of Grants Avenue.



Following a request from Cllr. Ravilious the recommendation is to defer this item in order to consult with Fulford School regarding school peak time parking and consider available options or possible restrictions to a larger area around the school.

Cost: Lining works: N/AAdvertising + Making: N/ATotal: N/A

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Annex H Guildhall Ward

H1

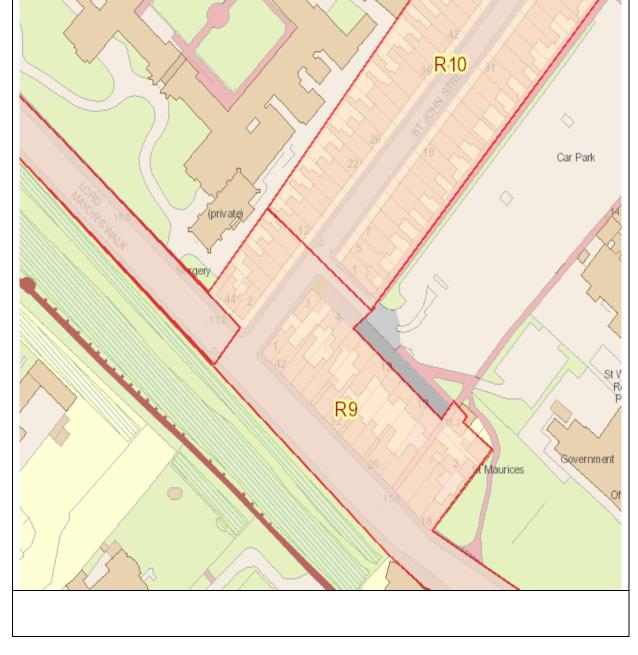
Location: St. John's Street

Nature of problem and requested solution

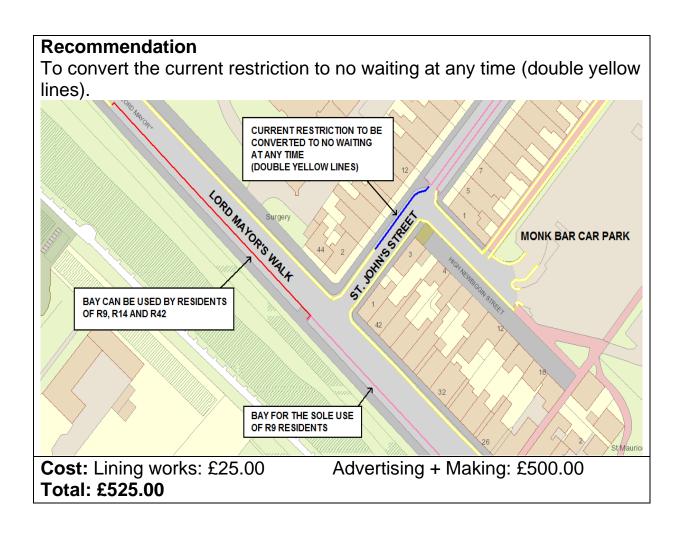
A Former ward councillor raised an issue of parked vehicles causing vehicles entering and exiting the car park to approach in the centre of the carriageway and being unsighted in each direction. Existing no waiting 8am to 6pm to be changed to no waiting at any time requested.

Background information

2-10 St. Johns Street are within the R9 Respark Zone. The street is the only access route in and out of Monk Bar car park. The residents are able to use the two parking bays on Lord Mayor's Walk.



Page 88



H2 Location: Mansfield Street

Nature of problem and requested solution

Following a site inspection Northern Power Grid raised an issue of parked vehicle blocking the access to the substation site. Double yellow lines requested.

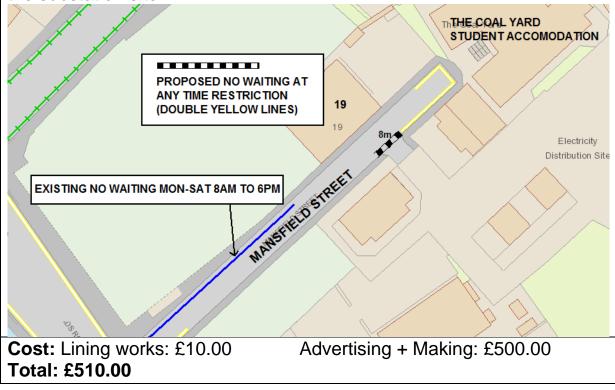
Background information

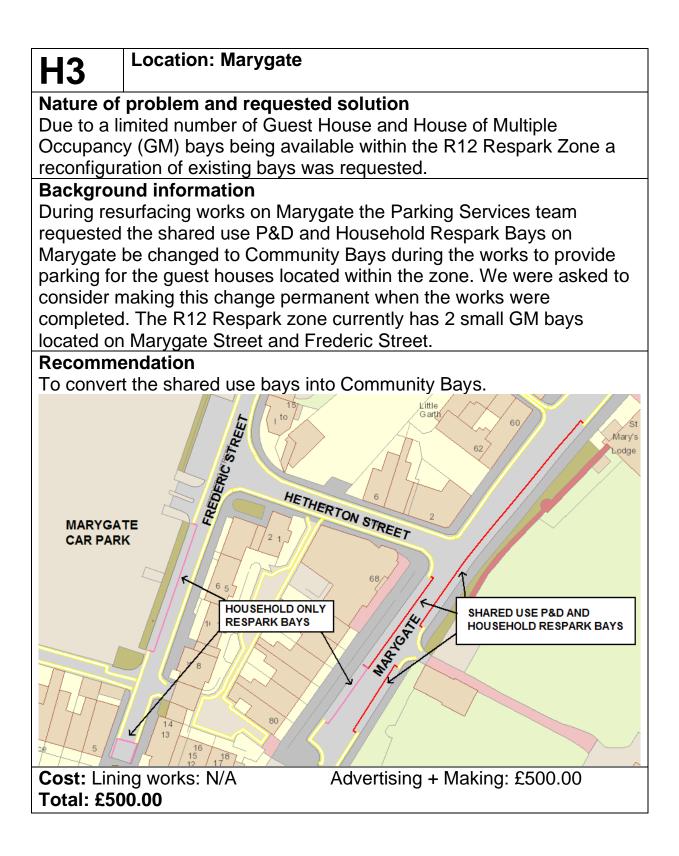
Swift Fitness is located at 19 Mansfield Street. The gym has off-street parking for 10 vehicles so will attract short stay parking on street. The Coal Yard is a large student accommodation block with no offstreet parking.

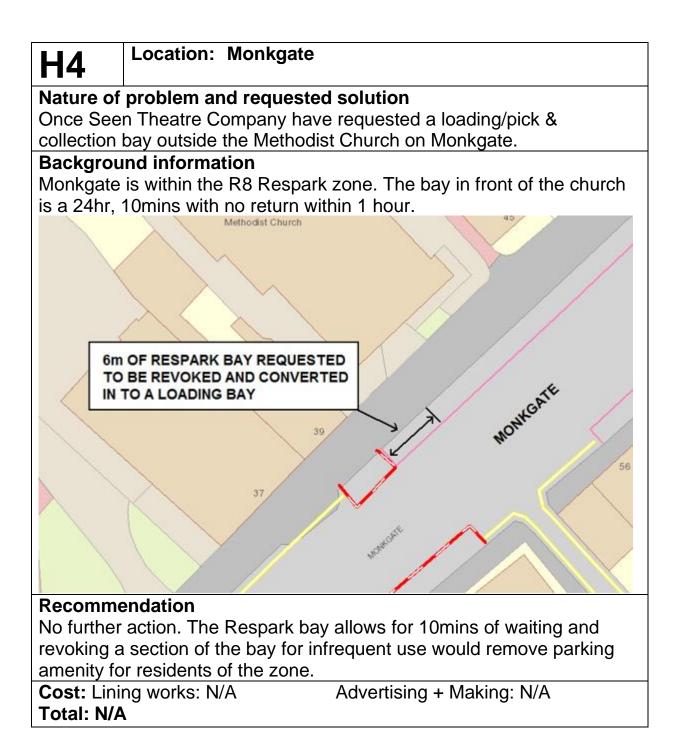


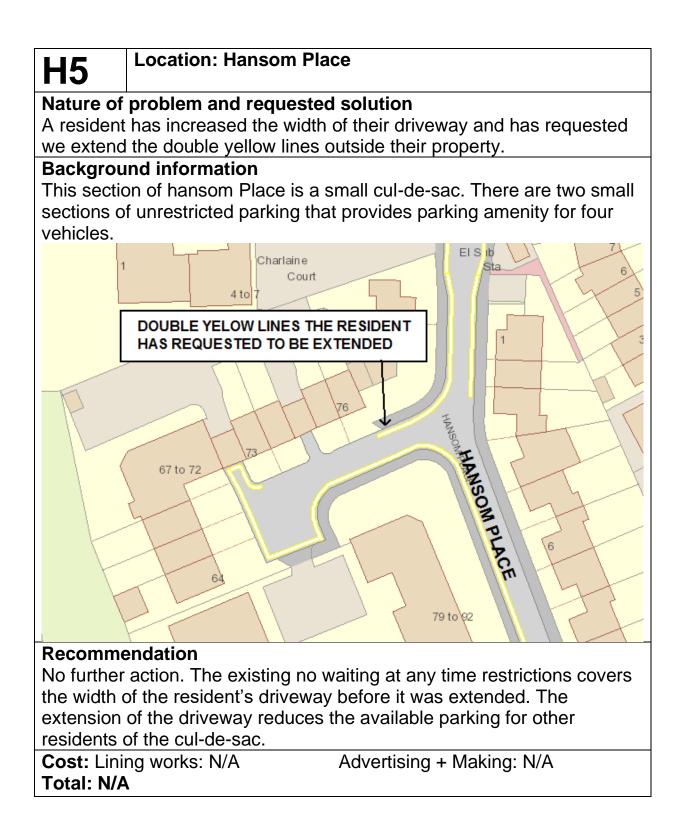
Recommendation

To implement no waiting at any time restrictions across the entrance to the substation site.









Annex I Haxby & Wigginton Ward

Location: Saxford View

Nature of problem and requested solution

Cllr. Hollyer raised the issue of vehicles parking close to the west side of the junction of Saxford View restricting visibility when entering and exiting the junction. Double yellow lines requested.

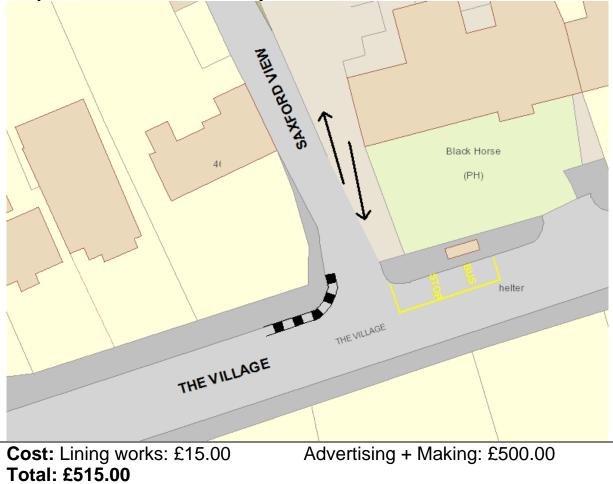
Background information

The Black Horse Pub car park is accessed from the junction of Saxford View. The carriageway is 4m in width. There is a bus stop clearway on the eastern side of the junction.

Recommendation

11

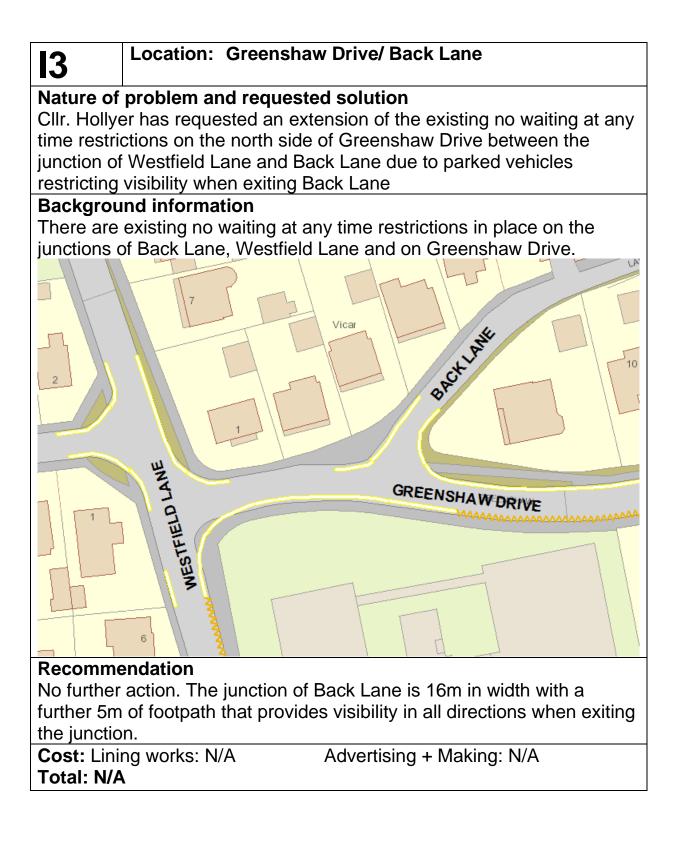
To implement no waiting at any time restrictions to the western side of the junction to increase visibility.

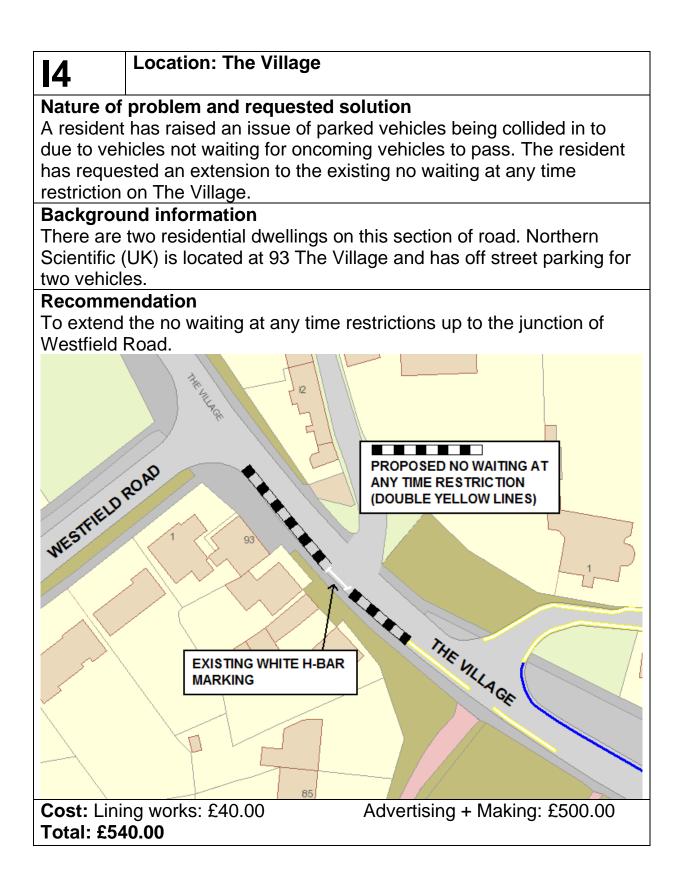


Location: Reid Park 12 Nature of problem and requested solution Cllr. Hollyer has raised an issue on behalf of resident having restricted access to their off-street parking due to vehicles parking opposite their driveways. **Background information** Reid Park is a small residential no through road estate. Oaken Grove Community Centre is accessed via Reid Park but does have a private car park. There are no local businesses which indicates this is resident parking. Recommendation No further action. The carriageway is 5m in width. The average width of an SUV is 2m which will still provide 3m of carriageway available. GROVE OAKEN GROVE **REQUESTED AREA FOR** RESTRICTIONS 14 8



Cost: Lining works: N/AAdvertising + Making: N/ATotal: N/A





Location: Delamere Close

Nature of problem and requested solution

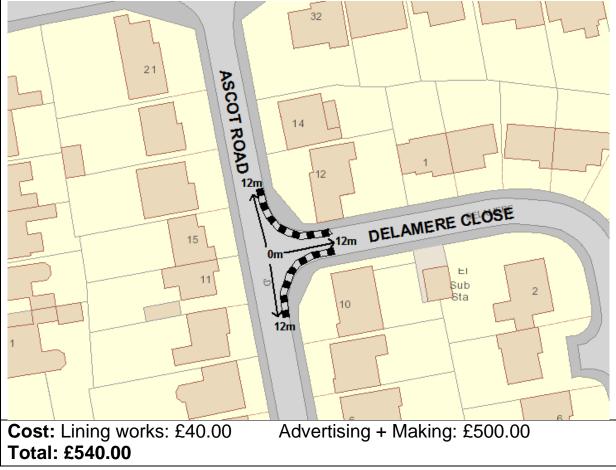
Cllr. Hollyer has requested no waiting at any time restrictions at the junction of Delemere Close and Ascot Road due to parked vehicles restricting visibility.

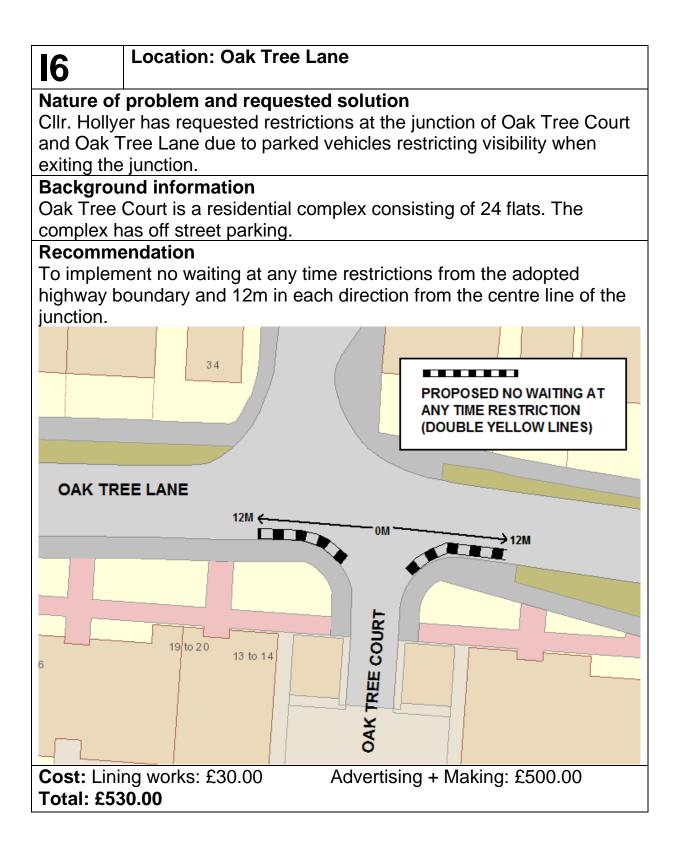
Background information

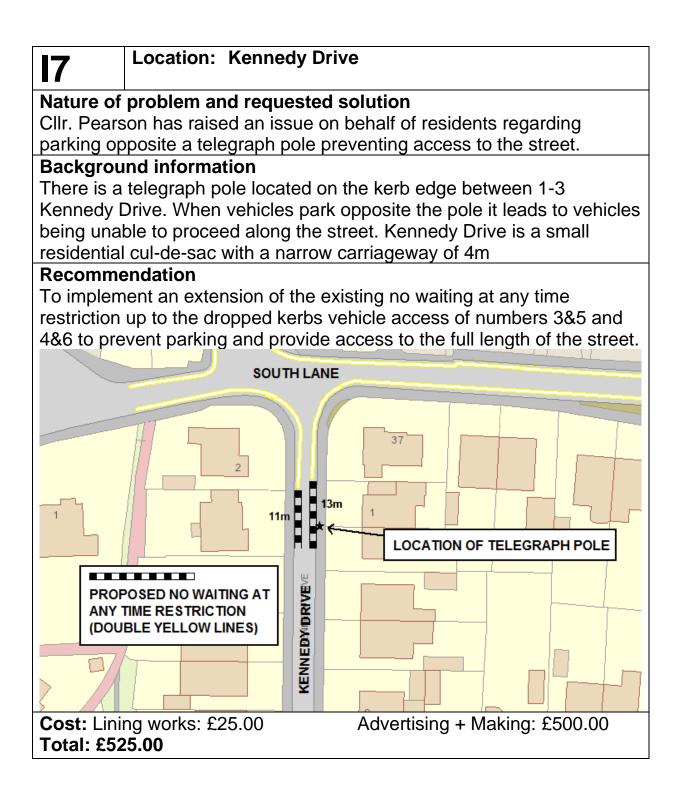
Delamere Close is a residential cul-de-sac. Ascot Road is a through road from Windsor Drive to Mill Lane.

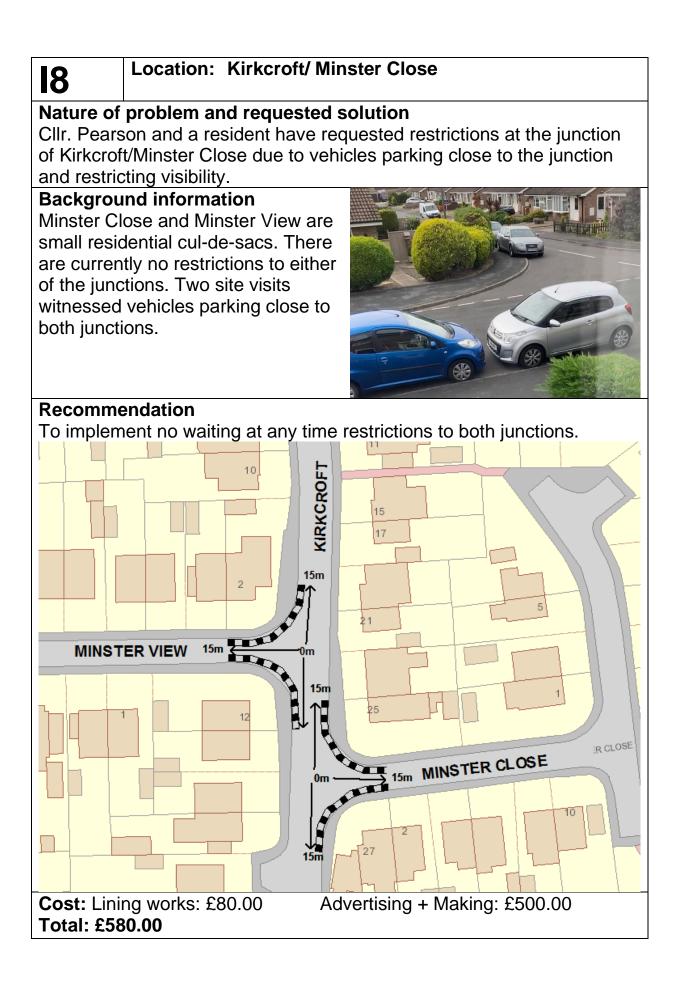
Recommendation

To implement no waiting at any time restrictions for 12 metres in each direction.









Annex J Heworth Ward

Location: Woodside Avenue

Nature of problem and requested solution

Cllr. Perrett raised an issue on behalf of a resident regarding vehicles parking close to the junction and restricting visibility and causing vehicles to approach the junction in the middle of the carriageway.

Background information

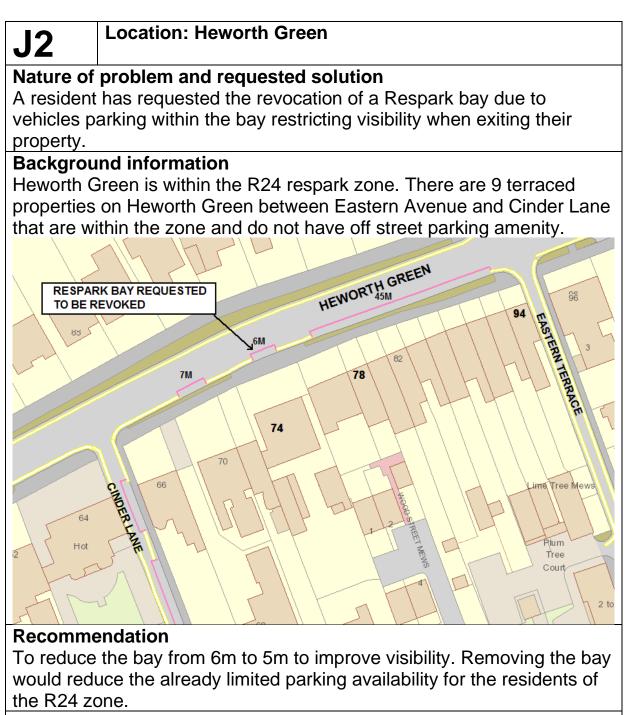
Woodside Avenue is a residential street with a junction width of 12m and carriageway width of 5m.

Recommendation

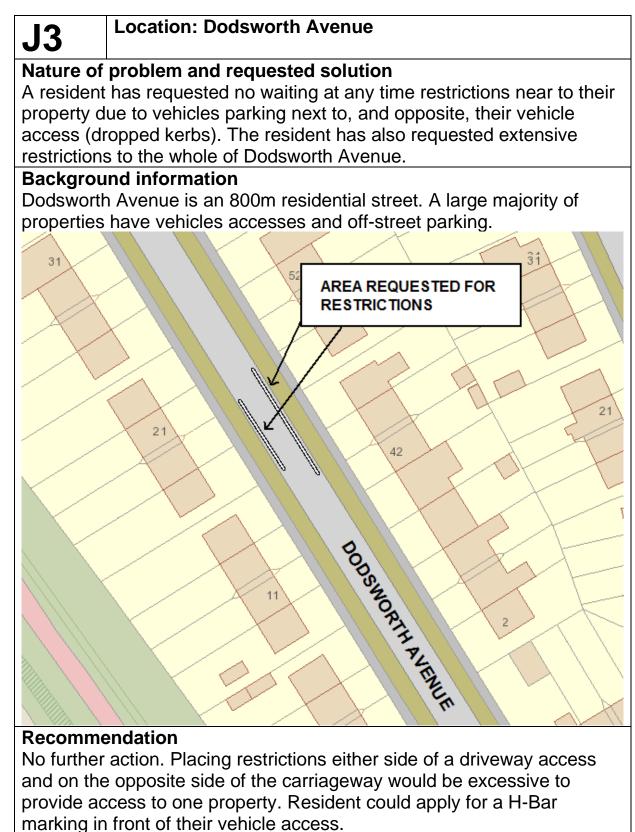
J1

To implement no waiting at any time restrictions 12m in each direction.





Cost: Lining works: £20.00 Total: £520.00 Advertising + Making: £500.00



Cost: Lining works: N/A Advertising + Making: N/A Total: N/A

Location: Bowes Avenue

Nature of problem and requested solution

Cllr. Perrett has raised an issue on behalf of several residents regarding Yorvik Removals commercial vehicles parking near to, and within, the turning head leading to residents being unable to use the turning head, restricting visibility and accessing their off-street parking.

Background information

Bowes Avenue is a small residential cul-de-sac with 20 houses. There are existing no waiting at any time restrictions in place at the junction with Fifth Avenue.

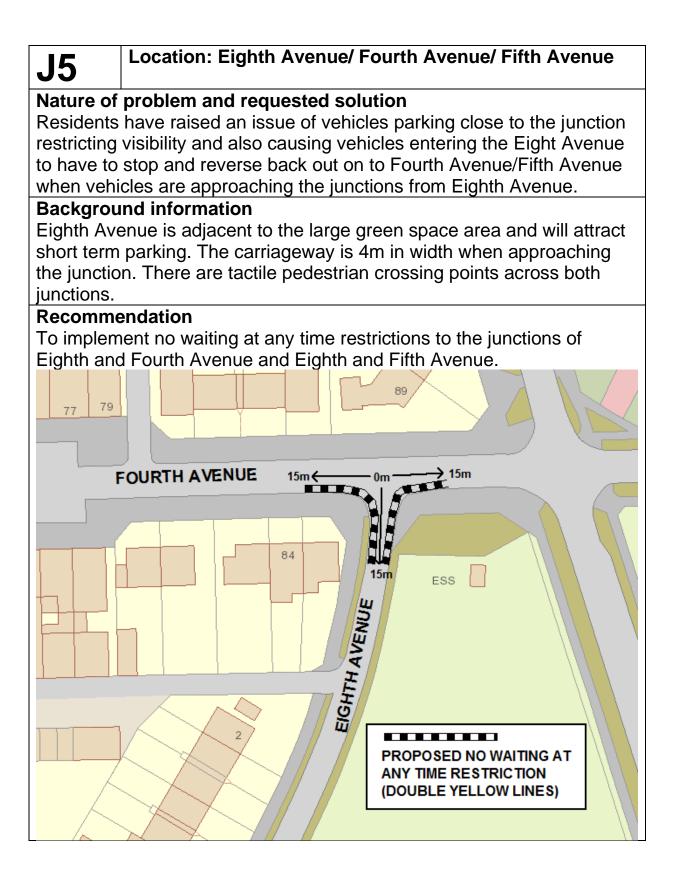


Recommendation

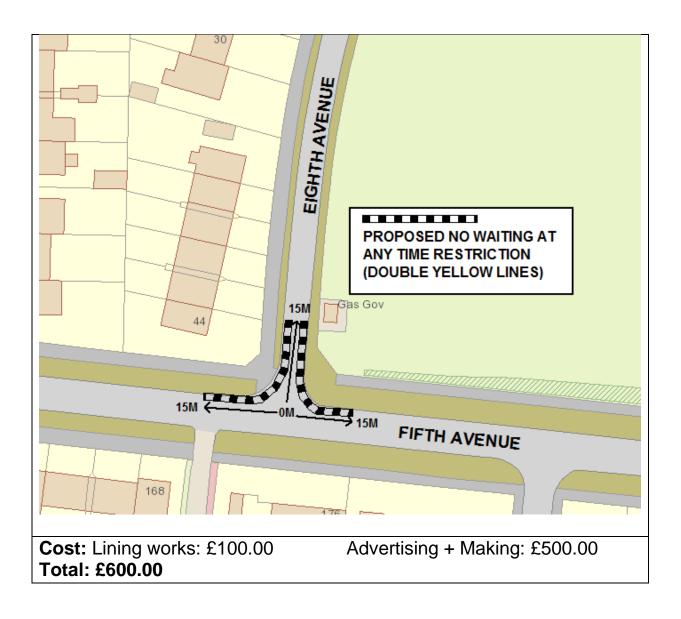
No further action at this time. Not all properties on the street have offstreet parking. Any further restrictions would remove parking amenity for all residents.

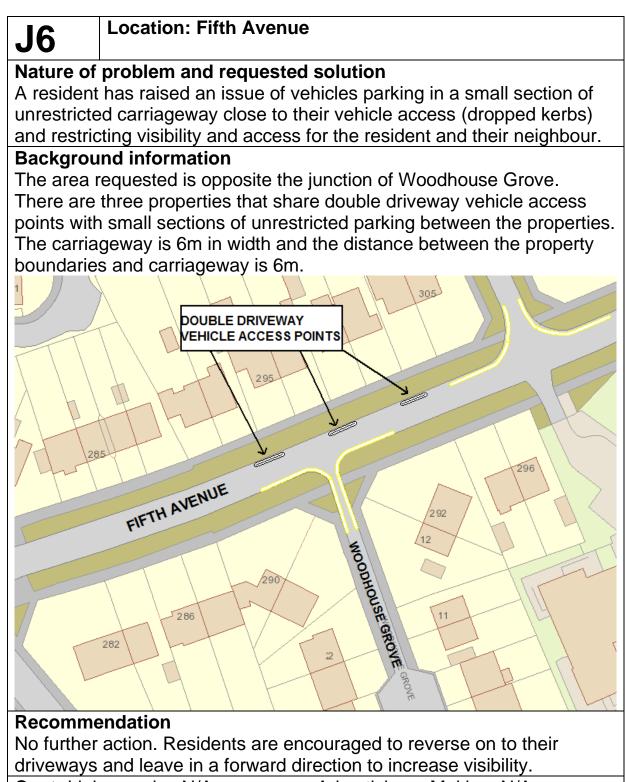
As several residents have raised this issue there is a further recommendation to consult with the residents to gauge the level of support for any restrictions that would impact all residents.

Cost: Lining works: N/A	Advertising + Making: N/A
Total: N/A	



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Cost: Lining works: N/A Total: N/A Advertising + Making: N/A

J7 Location: Stockton Lane/ Seymour Grove

Nature of problem and requested solution

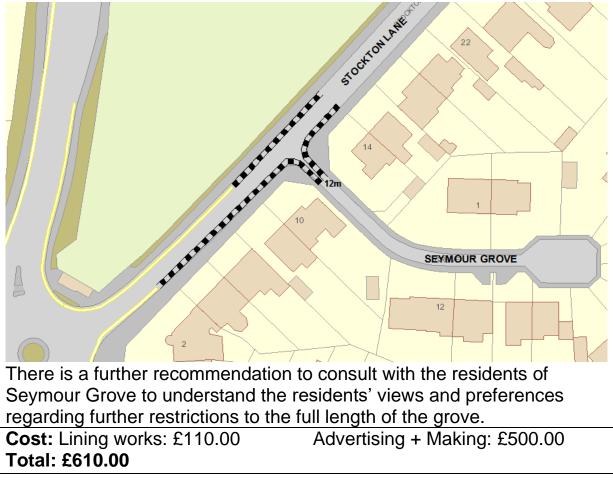
Four residents have requested restrictions at the junction of Seymour Grove and Stockton Lane due to parked vehicles restricting visibility. One resident also requested further restrictions in Seymour Grove due to vehicles parking in the turning head at the bottom of the grove.

Background information

Stockton Lane has existing no waiting at any time restrictions in the approach to the roundabout. There are five properties on the southeast side of the road that all have off street parking for a minimum of two vehicles. The carriageway on Seymour Grove is 3m in width.

Recommendation

To improve visibility and free flow of traffic in the approach to the roundabout the recommendation is to implement the extension of the no waiting at any time restrictions on both sides of the carriageway of Stockton Lane, to include 12m into Seymour Grove from its junction with Stockton Lane.



Location: Darnbrook Walk

Nature of problem and requested solution

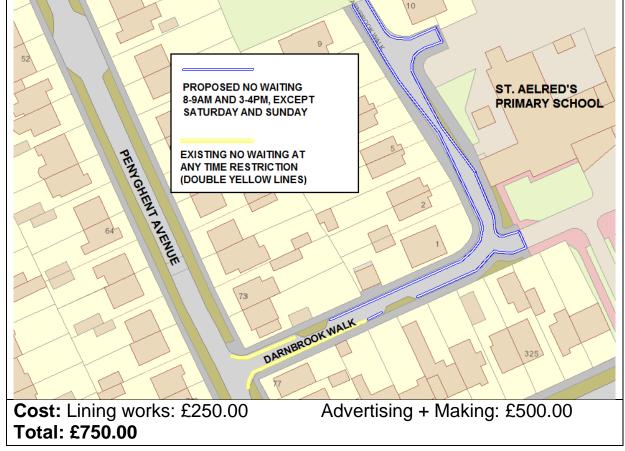
A Resident has raised an issue regarding vehicles parking during peak school hours. Resident states this issue is also regarding the vehicles turning and manoeuvring causing a safety issue for parent and child pedestrians.

Background information

St. Aelred's Primary School is located on Darnbrook Walk. The carriageway ranges from 2.5m to 5m in width. There are bollards placed within the verges to prevent parking.

Recommendation

To implement no waiting 8-9am and 3-4pm, except Saturday and Sunday, from the end of the existing no waiting at any time restrictions to the remainder of the whole street. The Road Safety team have also advised they will work with the school to encourage parents to consider alternative routes and methods of travelling to school each day.



Location: Turner Close

Nature of problem and requested solution

A resident has requested an amendment to the existing restriction due to parked vehicles preventing the resident from exiting their driveway outside of the restricted times. Resident is an on-call fire fighter and states the parked vehicles have prevented him from attending emergency call outs.

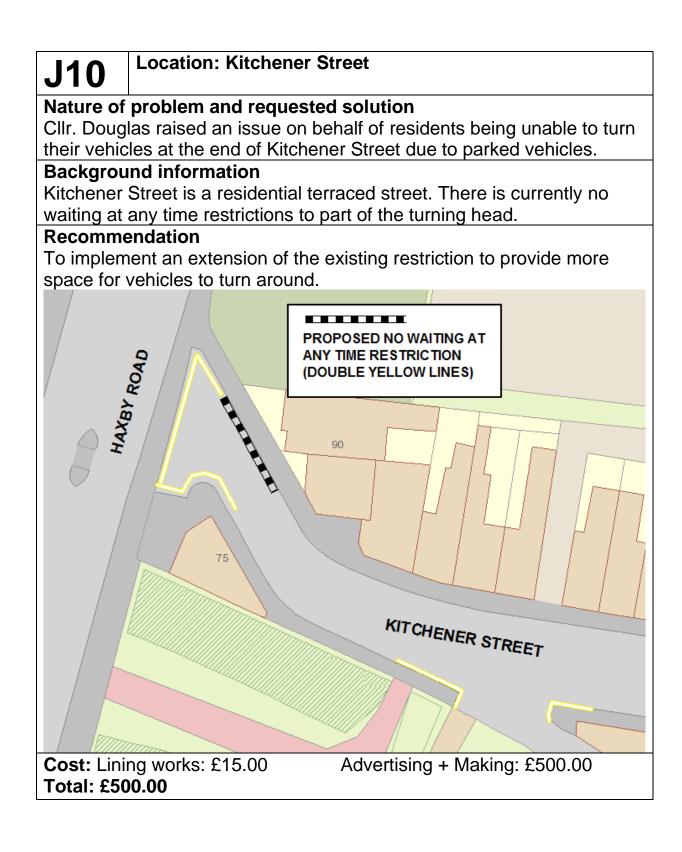
Background information

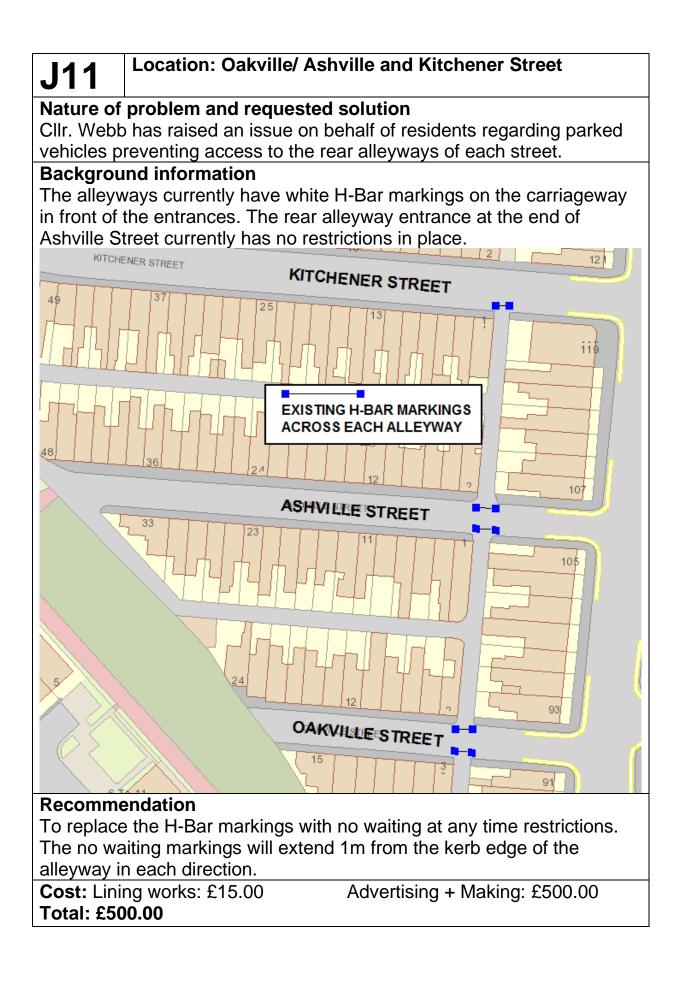
The current restriction is no waiting 8am to 4pm except Saturday and Sunday.



Total: £525.00

entising + Making. 2000





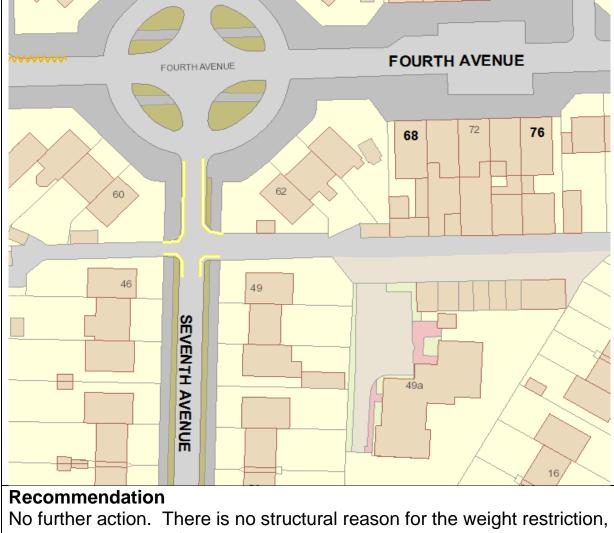
2 Location: Seventh Avenue

Nature of problem and requested solution

Cllr. Douglas and a resident have raised the issue of large delivery vehicles reversing into the access road to the rear of the OneStop convenience store. The delivery vehicle is cutting across the footpath, causing damage to the verges and due to the size of the vehicle pedestrians are unsighted to the driver when manoeuvring. Weight restriction requested.

Background information

There is the OneStop, a St. Leonards Hospice shop, a hairdressers and a take-away in the parade of shops that is serviced by the rear access road.



No further action. There is no structural reason for the weight restriction, so the introduction of any weight restriction would be an environmental weight restriction, which would still allow for vehicles making deliveries & collections from within the restriction area.

Cost: Lining works: N/A Advertising + Making: N/A Total: N/A

Ward Councillors comments

Cllr. Webb comments:

On J2. I'm not sure setting the precedent of removing ResPark bays is a good idea unless there is clear and definitive evidence on H+S grounds. Is there a definite case for this one?

On J3, could you indicate what effect a H-bar would have?

On J4, how do we start the process of consultation?

On J9, I think it will definitely require some advertising by the school and potentially a traffic warden to wander down once or twice in the month following the lines being painted; I know that in other places parents can get quite agitated about this sort of thing. But I definitely think it is the right thing to do, coupled with encouraging families to walk and cycle to school.

Cllr. B. Burton comments:

On J13, the PDF says weight restriction as the option. However, we have since had further conversations with the residents and we feel a bollard on the pavement corner opposite would be more effective. This was raised with highways earlier this year. Could you review that as an alternative option for discussion?

Cllr. Douglas comments:

J1: I'm in agreement if residents have requested it.

J2: Does reducing the length of the bay from 6m to 5m solve the visibility problem? I'm not in agreement with the bay being removed.

J3: I don't believe adhoc actions on Dodsworth Avenue will solve the parking problems. We have submitted a petition from residents asking for assessment for a residents parking scheme. What stage is that request at?

- J4: Agree with recommendation
- J6: Agree with recommendation
- J7: Agree with recommendation

J8: Agree with recommendation if residents are in agreement. Commuter parking is problematic in this location. J9: Agree with recommendation

J10: Agree with recommendation

J11: Agree with recommendation

J12: Agree with recommendation

J13: Given the recommendation please can we request bollards are put in the footway along the section alongside number 60 Fourth Avenue to stop the HGVs mounting the footway and causing a danger to residents? This page is intentionally left blank

Annex K Heworth Without Ward

Location: Bramley Garth/ Stray Road

Nature of problem and requested solution

A resident has raised an issue of parked vehicles on Stray Road preventing visibility of vehicles exiting Bramley Garth. Resident has also stated that vehicles parking opposite the junction of Bramley Garth are leading to oncoming vehicles approaching each other in the middle of the carriageway.

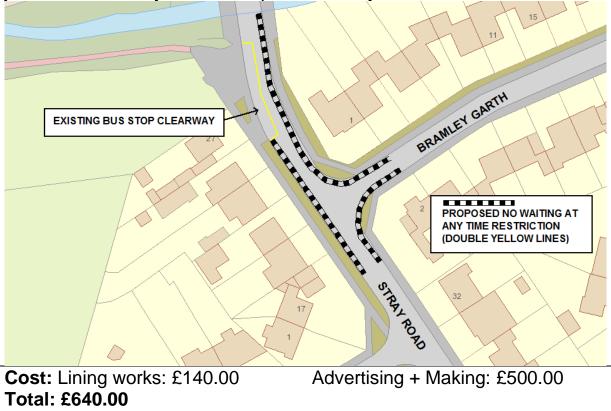
Background information

There is a bend to the road north of the junction that restricts visibility when stationary at the junction. All residential properties opposite the junction have off-street parking for a minimum of two vehicles.

Recommendation

K1

To implement no waiting at any time restriction on Stray Road and to the junction of Bramley Garth to improve visibility and the free flow of traffic.



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Annex L Holgate Ward

Location: West Bank/ Acomb Road

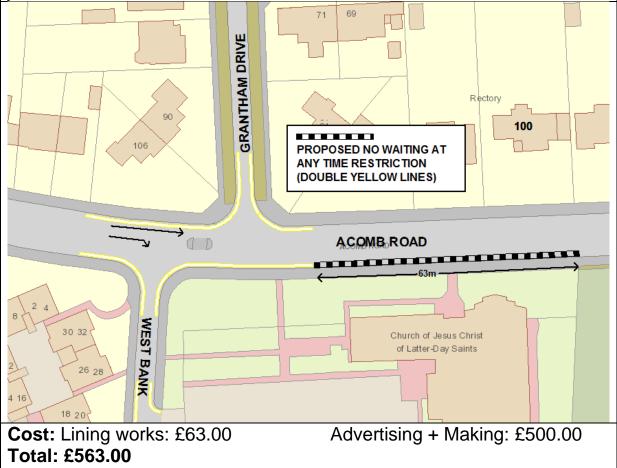
Nature of problem and requested solution

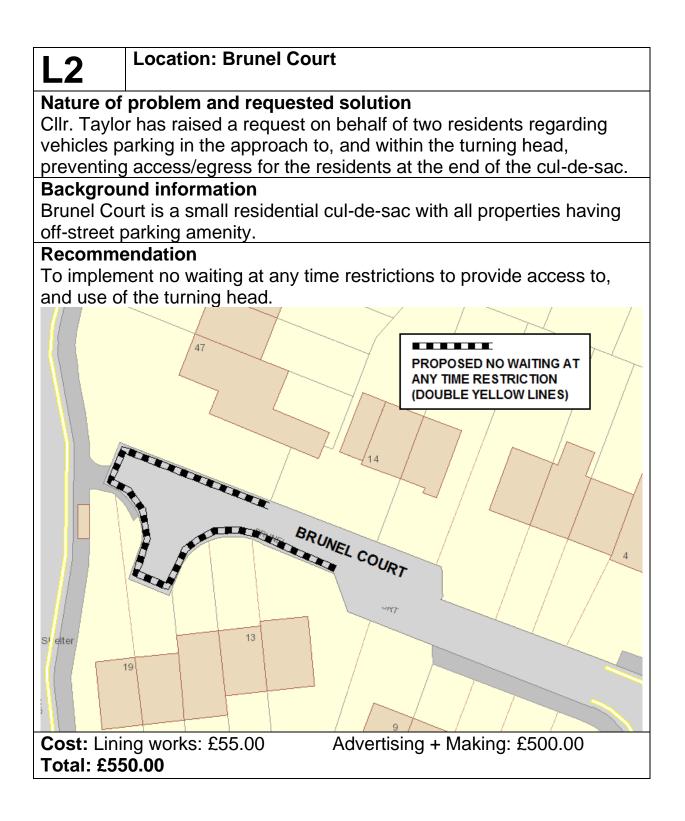
Cllr. Heaton has raised an issue of vehicles travelling west up Acomb Road not seeing vehicles exiting West Bank. An extension of the existing no waiting at any time restriction on Acomb Road east of the junction of West Bank is requested.

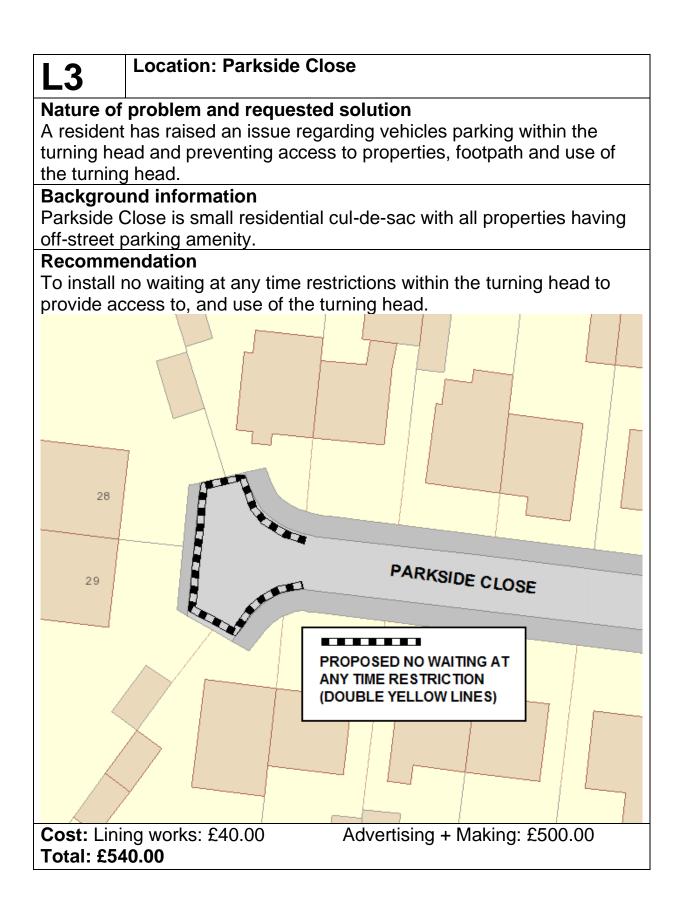
Background information

L1

When travelling east on Acomb Road there is a filter lane to turn right in to West Bank. When turning right out of West Bank vehicles need to cross the filter lane and there is also a pedestrian island between the junctions of West Bank and Grantham Drive.







L4

Location: Priory Green

Nature of problem and requested solution

Cllr. Taylor has raised an issue on behalf of some of the residents of Priory Green. The residents state that vehicles parking close to the The Ainsty Hotel vehicle access are preventing delivery vehicles accessing the hotel leading to vehicles being unable to proceed along Priory green and causing an obstruction.

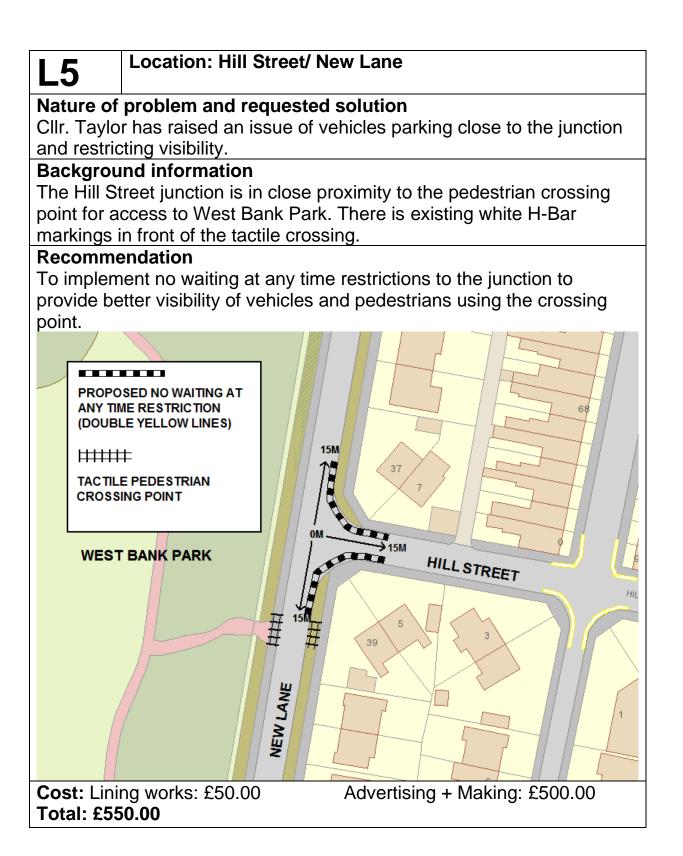
Background information

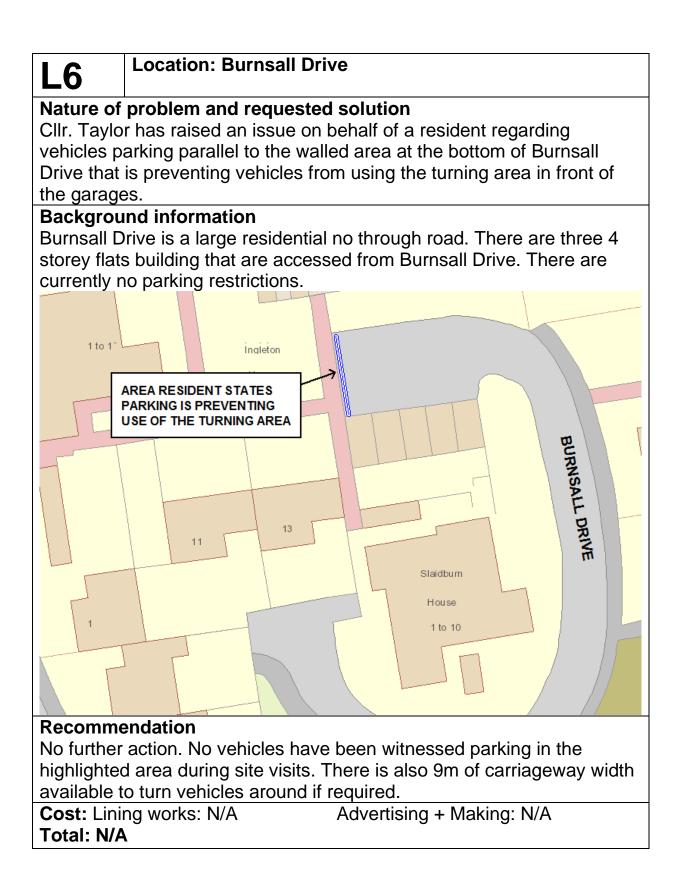
Priory Green is a small residential cul-de-sac. When resident are parked in the cul-de-sac there is insufficient space for large vehicles to enter the complex and manoeuvre.

Recommendation

To implement no waiting at any time restrictions.







L7 Location: Lavender Grove

Nature of problem and requested solution

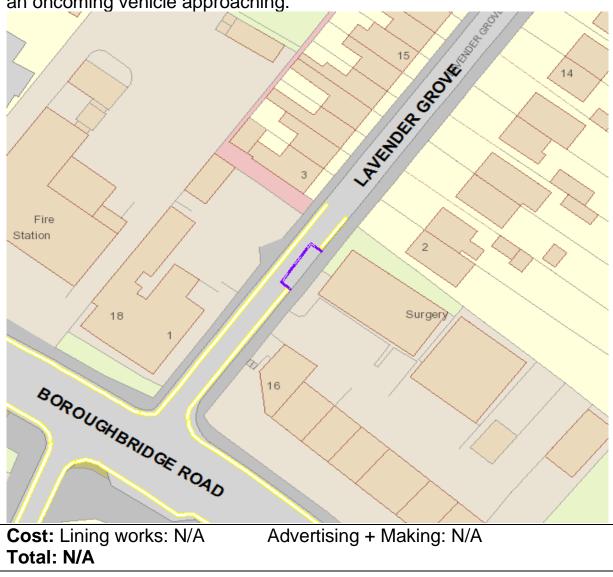
Cllr. Heaton has requested an extension of the current no waiting at any time restrictions on the west side of the carriageway due to the parking bay and restrictions currently leading to vehicles being unable to pass when vehicles are parked in the bay.

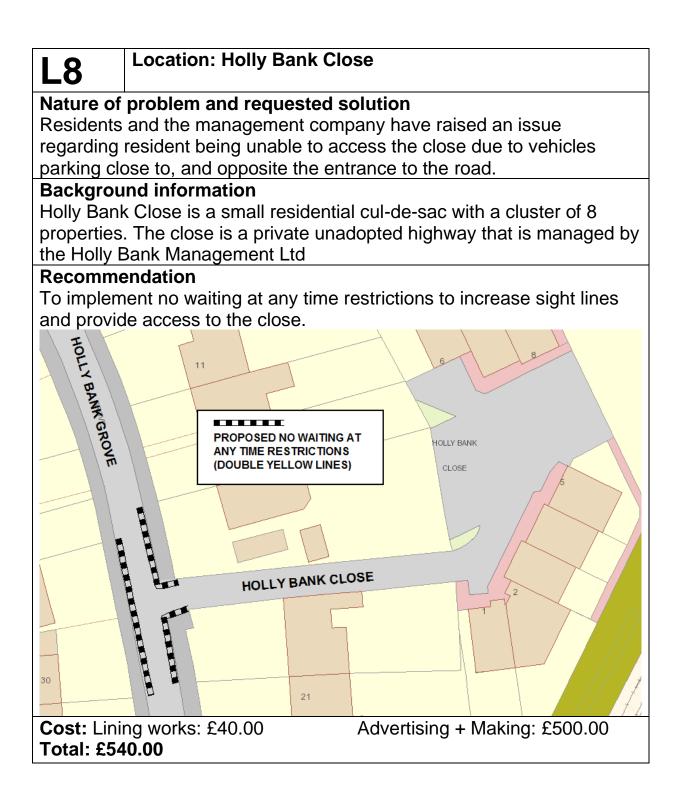
Background information

Lavender Grove is a small residential cul-de-sac. There is a 60min parking bay located outside of the Lavender Grove Medical Centre and restrictions on both sides of the carriageway from the junction of Boroughbridge Road to property boundary lines of 2 & 3 Lavender Grove

Recommendation

No further action. Vehicles have clear sight lines when approaching in both directions. Vehicles should stop before the parking bay if they see an oncoming vehicle approaching.





L9 Location: Bromley Street/ Livingstone Street

Nature of problem and requested solution

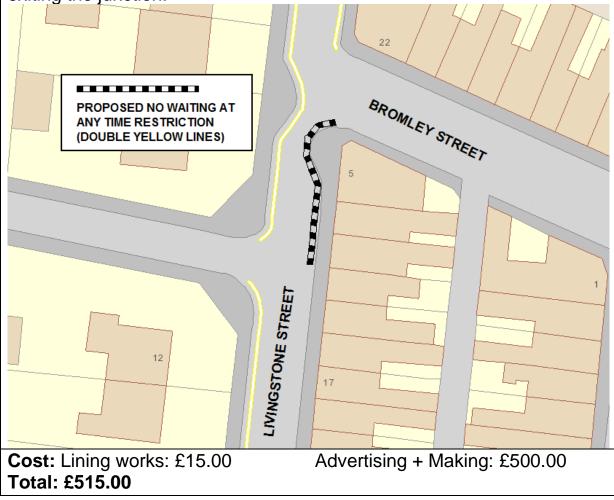
Cllr. Taylor has raised an issue on behalf of a resident regarding vehicles parked on Livingstone Street restricting visibility when exiting the junction.

Background information

Livingstone Street is a residential terraced street and is part of the one way system leading on to Salisbury Road.

Recommendation

To implement no waiting at any time restriction to improve visibility when exiting the junction.



L10

Location: Caroline Close

Nature of problem and requested solution

A resident has raised an issue of parked vehicles preventing the free flow of traffic on the internal junction of Caroline Close.

Background information

Caroline Close is a small residential cul-de-sac with all properties having off-street parking amenity. There is no waiting at any time restrictions in place from the junction of Hamilton Drive East and to the internal junction of the close.



Recommendation

No further action. Caroline Close is a small residential area which indicates this is resident parking and to introduce further restrictions would reduce the parking available for all residents.

Cost: Lining works: N/AAdvertising + Making: N/ATotal: N/A

L11 Location: Northcote Avenue

Nature of problem and requested solution

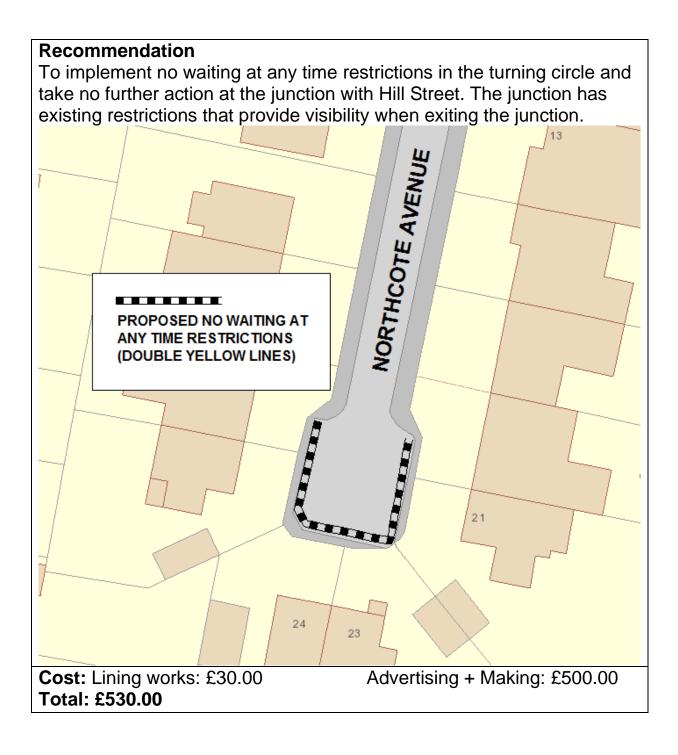
Cllr. Taylor has raised an issue on behalf of residents to request an extension of the existing no waiting at any time restrictions at the junction with Hill Street. Cllr. Melly has requested restrictions in the turning circle due to parked vehicles preventing vehicles being able to use the turning circle, leading to vehicles having to reverse back up the narrow carriageway.

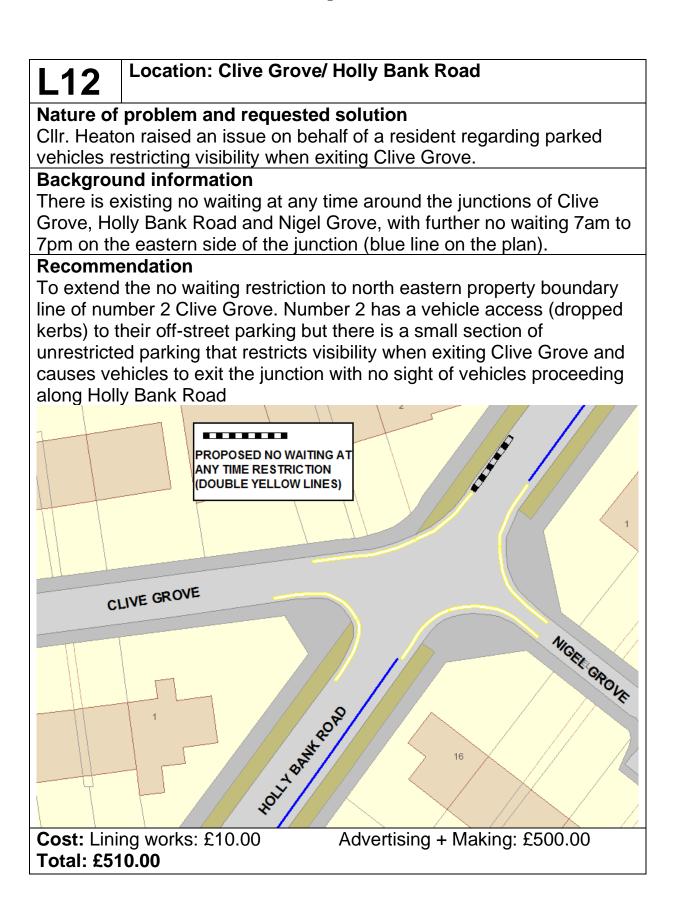
Background information

Northcote Avenue is small cul-de-sac with a carriageway width of 4m. There is a 9m wide turning circle at the end of the street. All properties have off-street parking amenity for two vehicles. There is a 20mph speed restriction in place on Hill Street.



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L13

Location: Lister Court

Nature of problem and requested solution

Cllr. Heaton has raised a request on behalf of the residents of Lister Court regarding vehicles parking close to the entrance to the lane and restricting visibility for vehicles exiting the junction.



Background information

The entrance to Lister Court is a very narrow lane with property walls on either side of the entrance. There are existing dropped kerbs in place between 2-4 Howe Hill Road.



Recommendation

To implement 18m of no waiting at any time from the raised kerb of 4 Howe Hill Road to improve access to, and visibility when exiting Lister Court.

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L14 Location: Rosebery Street/ Carnot Street

Nature of problem and requested solution

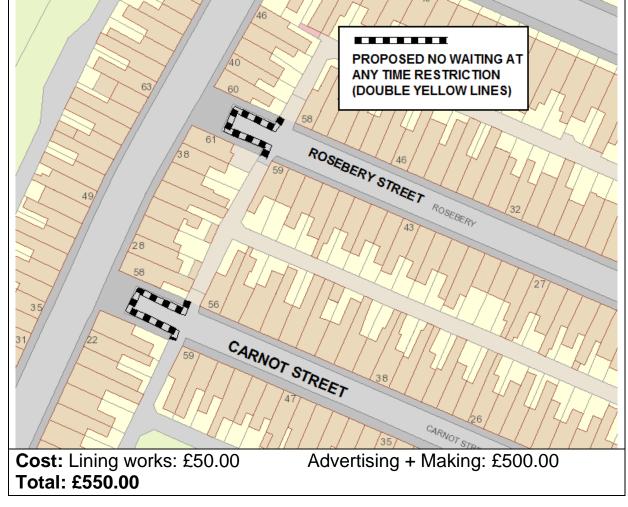
A resident has raised an issue of vehicle parking at the end of each street and preventing vehicles from turning around leading to vehicles having to reverse the full length of the street.

Background information

Rosebery and Carnot Street are narrow residential terraced streets that are heavily parked on both sides of the carriageway.

Recommendation

To implement no waiting at any time restrictions at the end of each street to provide space for vehicles to turn around safely.



Annex M Hull Road Ward

Location: Alcuin Avenue/ Melrosegate

Nature of problem and requested solution

A resident has requested restrictions on the junction of Alcuin Avenue and extending along Melrosegate towards the junction of Hull Road due to parked vehicles restricting visibility when exiting Alcuin Avenue.

Background information

M1

From the time of the resident request there has been extensive no waiting at any time restrictions implemented at the junction and on Melrosegate (shown in the map below)



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Annex N Huntington & New Earswick Ward

Location: Anthea Drive/ Whenby Grove

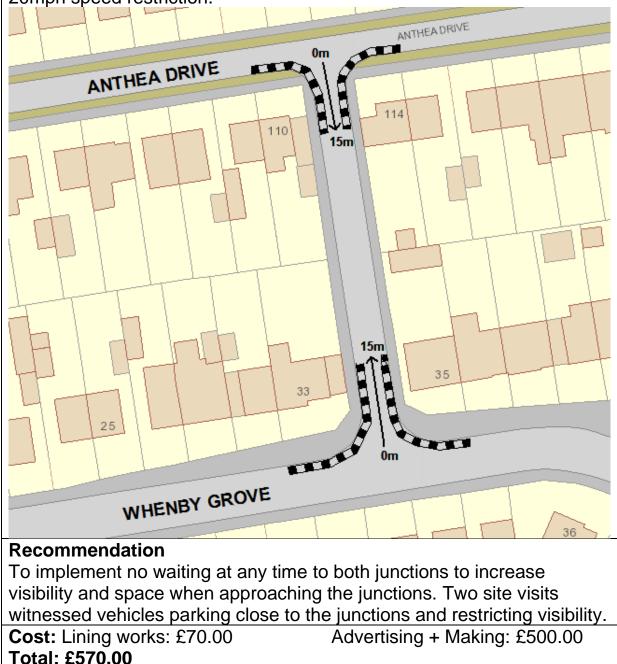
Nature of problem and requested solution

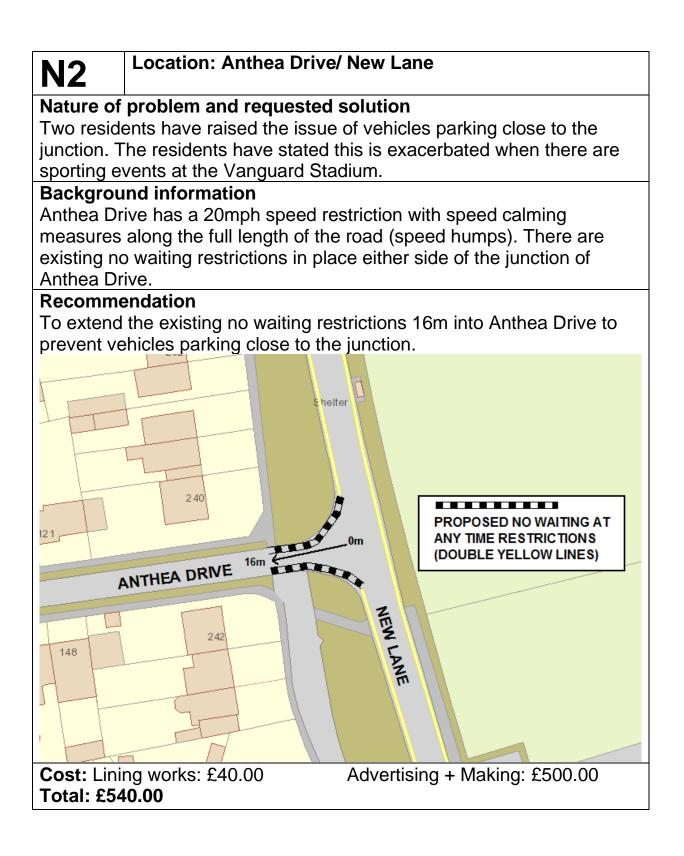
Three residents have raised an issue of vehicles parking close to the junctions leading to restricted visibility when exiting the junctions and vehicles approaching the junction in the centre of the carriageway.

Background information

N1

The link road has no properties that face on to the road. The carriageway is 6m in width. Anthea Drive and Whenby Grove have a 20mph speed restriction.





N3

Location: Whitestone Drive/ Scawton Avenue

Nature of problem and requested solution

Residents have raised an issue of vehicles parking close to the junction restricting visibility and leading to vehicles approaching the junction on the opposite side of the carriageway.



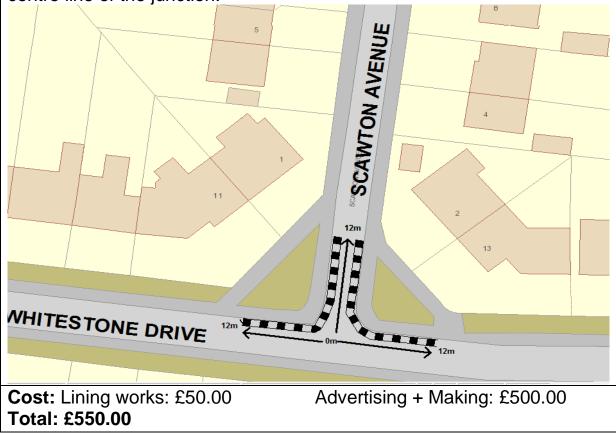


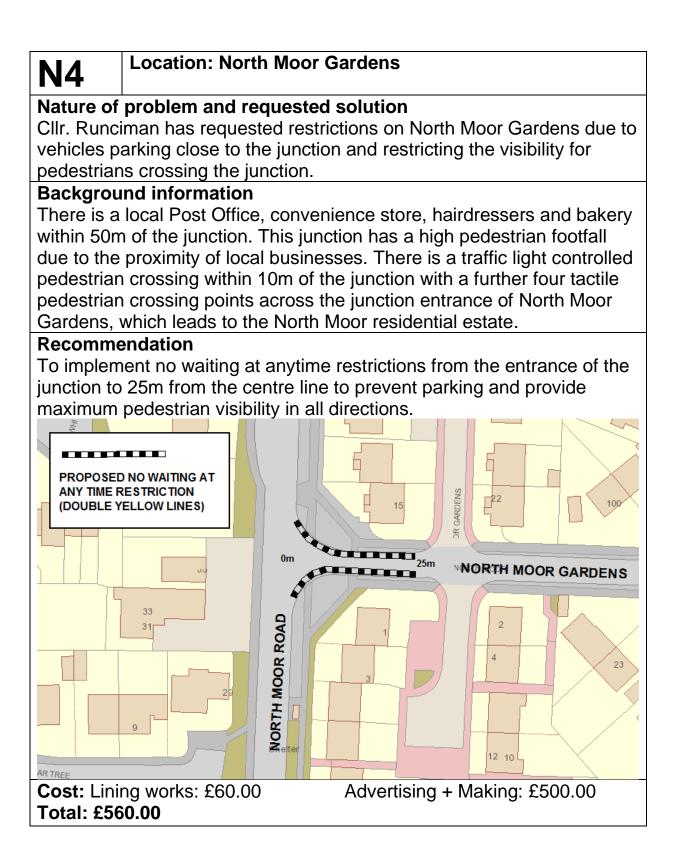
Background information

Scawton Avenue is a small residential cul-de-sac with a carriageway width of 4.5m.

Recommendation

To implement no waiting at any time 12m in each direction from the centre line of the junction.





N5 Location: Geldof Road

Nature of problem and requested solution

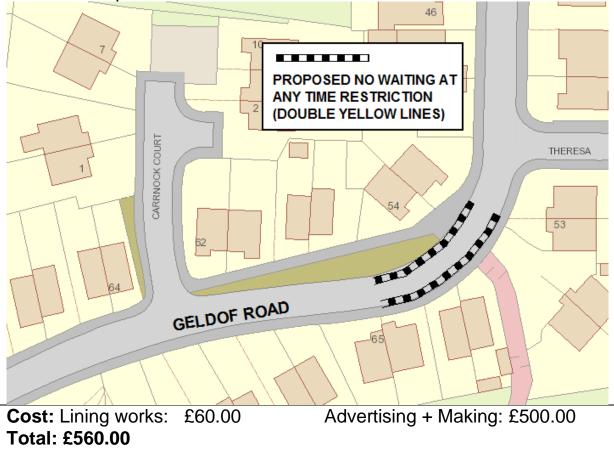
A resident has requested no waiting restrictions due to vehicles parking on the bend leading to restricted visibility and then having to pass parked vehicles on the

Background information

Vehicles have been witnessed parking on the bend, half on the road and half on footpath, which is creating a visibility issue for vehicles travelling along the road and also users of the footpath. The vehicles are also parked in close proximity to an alleyway access to a nearby play area and Social Centre.

Recommendation

To implement no waiting at any time restrictions to improve visibility for vehicles and pedestrians.





Location: Haxby Road

Nature of problem and requested solution

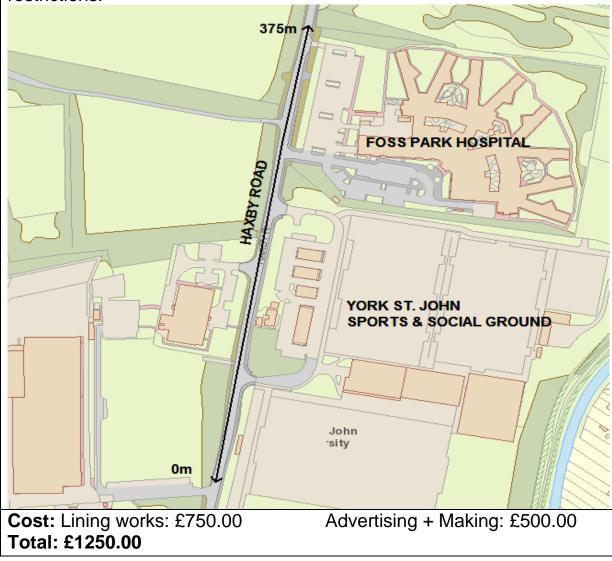
Cllr. Orrell and two residents have raised an issue with many vehicles parking on Haxby Road when using the York St. John Sports and Social grounds facilities. The vehicles are preventing the free flow of traffic, presenting a hazard to cyclists, and when parking partly on the footpath are also restricting accessibility for all users of the footpath. The vehicles are parking as far north as the Foss Park Hospital.

Background information

This section of Haxby Road has a 40mph speed limit with footpath to the eastern side only.

Recommendation

To implement 375m of no waiting at any time restrictions on both sides of the carriageway from the start of the 40mph restriction to north of the hospital. The York St. John estates management are also in support of restrictions.



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Ward Councillor comments

Cllr. Keith Orrell, Cllr. Carol Runciman and Cllr. Chris Cullwick comments:

N1 Anthea Drive / Whenby Close

Ward Councillors have had many complaints from residents about dangerous parking at these junctions since the Stadium opened. During the many Meetings we had prior to the Stadium opening we continually expressed our concerns that parking on Huntington side streets would be a problem. At that time we were assured that if this happened TROs could be fast tracked.

Following Ward Councillors requests a Survey of Huntington residents affected by match day parking was carried out. At that time attendances were low so requests for restrictions were limited. We were, however, promised a further review which we believe should now happen.

CYC parking officers have told us that unless there are yellow lines they can't carry out enforcement and that this is a police matter.

We are grateful to our PCSO for enforcing traffic regulations whenever he is on duty.

We therefore support this proposal.

N2 Anthea Drive / New Lane

These are similar issues to N1.

We therefore support this proposal.

N3 Whitestone Drive / Huntington Road

When residents reported these issues at this junction we asked for a review of the problems raised.

We therefore support this proposal.

N4 North Moor Gardens / North Moor Road

Concerns were reported to us by residents of North Moor Gardens that vehicles parked near this junction made it difficult to cross the road.

North Moor Gardens has sheltered housing bungalows. Parked vehicles at this junction also cause problems for residents of North Moor to using this junction by foot, cycle or vehicle.

We therefore support this proposal.

N5 Geldof Road

In addition to the issue of parked vehicles there is a bush which when overgrown causes problems for vehicles, cyclist and pedestrians. This bush is the responsibility of JRHT who cut it back when we reported it to them. Please ensure that it is maintained.

We therefore support this proposal.

N6 Haxby Road

We reported parking on Haxby Road following our observations and reports by residents. This parking is particularly dangerous for cyclists.

We therefore support this proposal

We appreciate that the implementation of these orders takes time but in relation to the Anthea Drive proposals we would urge that the yellow lines are painted as a matter of urgency.

Annex O Micklegate Ward

01

Location: Drake Street

Nature of problem and requested solution

The resident who applied for the disabled bay has requested we make the bay enforceable as it is frequently being used by non-blue badge holders.

Background information

The resident lives on Nunnery Lane and the bay is located on Drake Street.



Cost: Lining works: n/a Total: £500.00

Advertising + Making: £500.00

02

Location: Campleshon Road

Nature of problem and requested solution

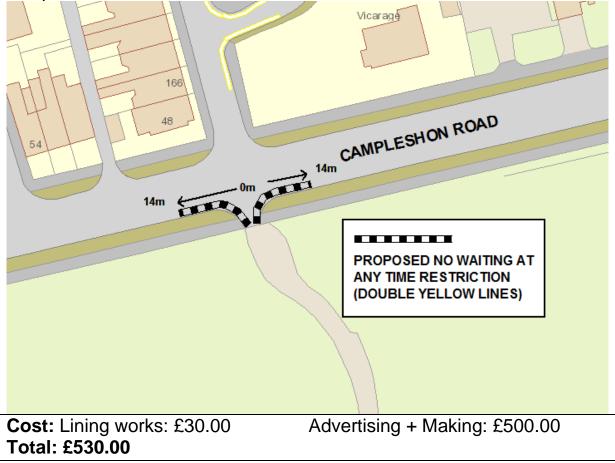
Racetech Events have raised an issue regarding vehicles parking close to the exit of car park D and causing an obstruction to their vehicles being able to exit the compound the vehicles are stored in during race days.

Background information

Racetech Events have a storage compound at the racecourse and provide services nationally. They support the racing network throughout the country.

Recommendation

To implement no waiting at any time restrictions either side of the compound exit.



O3 Location: Sutherland Street/ Count De Burgh Terrace

Nature of problem and requested solution

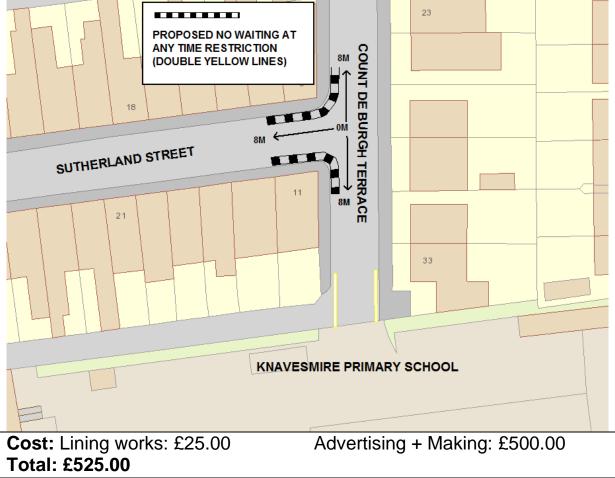
A resident has requested a review of the junction of Sutherland Street and Count de Burgh terrace due to vehicles very close to the junction restricting visibility and access to the street.

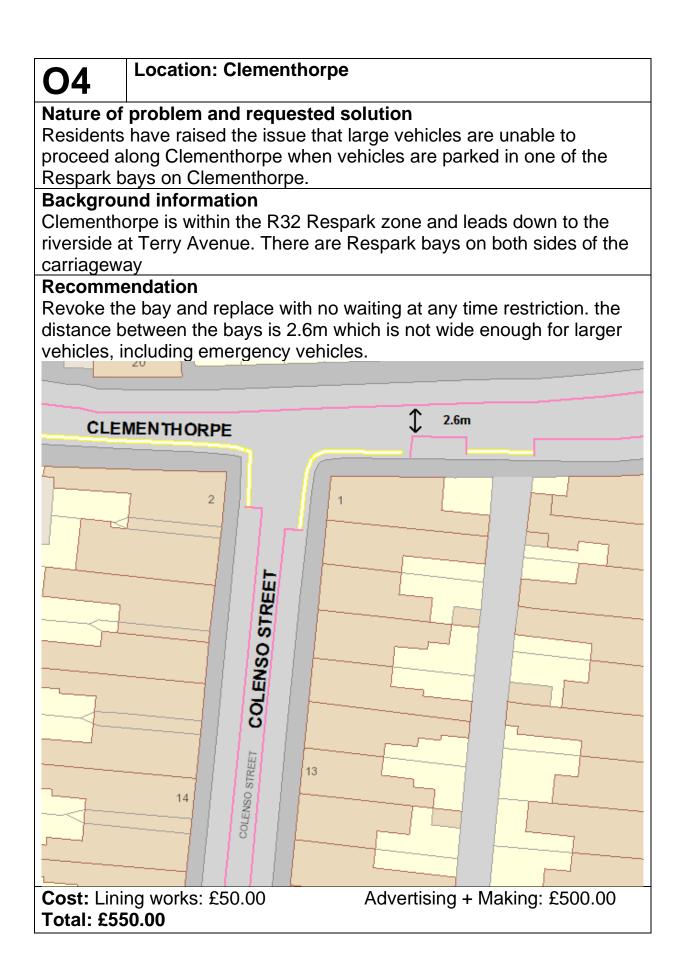
Background information

Sutherland Street is a narrow residential terraced street that is tightly parked on both side of the carriageway by residents. The carriageway is 6.2m in width.

Recommendation

To implement no waiting at any time restrictions 8m in each direction. Three site visits witnessed vehicles parking very close to the junction and access was restricted.







Location: Nunthorpe Road

Nature of problem and requested solution

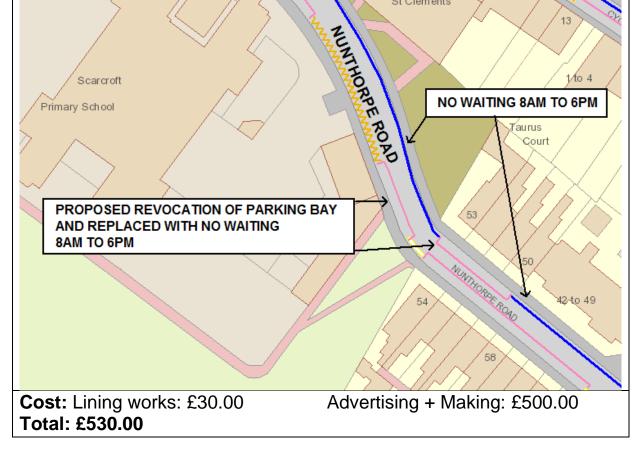
The Waste Services team have requested the revocation of two parking bays on Nunthorpe Road due to parked vehicles preventing access to complete the refuse collection. Refuse wagons have been unable to complete collections on numerous occasions and have also been unable to leave the area when vehicles have parked after the wagons have entered the area.

Background information

Nunthorpe Road is within the R16 Respark zone. There is also existing no waiting 8am to 6pm restrictions in place adjacent to the parking bays.

Recommendation

To revoke the bays and replace with no waiting 8am to 6pm.



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Annex P Osbaldwick & Derwent Ward

P1 Location: Outgang Lane/ Murton Way and Osbaldwick Link Road

Nature of problem and requested solution

Cllr. Warters, local business owners and several residents have raised an ongoing issue of vehicles parking near to the junction of Outgang Lane and on Murton Way leading to obstructions of the carriageway, footpaths and causing damage to verges.

Background information

Outgang Lane is a large industrial estate with 27 businesses operating from it. All businesses have off street parking amenity.

Recommendation

To implement no waiting at any time restrictions to Outgang Lane and Murton Way to remove the obstructive parking that had been reported.



Location: Meadlands/ Bad Bargain Lane

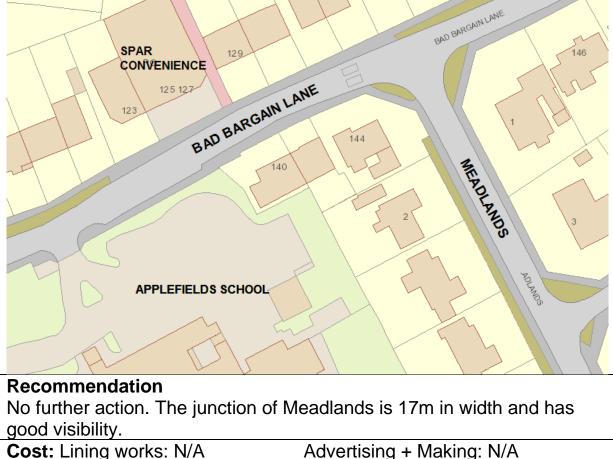
Nature of problem and requested solution

A resident has raised two issues regarding vehicles parking close to the junction of Meadlands and vehicles travelling in the centre of the carriageway due parked vehicles outside the Spar Convenience Store. Resident also states vehicles are driving in the centre of the carriageway when travelling eastbound to drive through, rather than over the speed bumps located 7m from the junction.

Background information

P2

The Spa Convenience Store is located at 125 Bad Bargain Lane. The store has dropped kerbs in front and off-street parking for four vehicles. There is also a 25m parking layby on the opposite side of the carriageway. Bad Bargain Lane has a speed restriction of 20mph on this section due to its proximity with Applefields School.



Total: N/A

P3

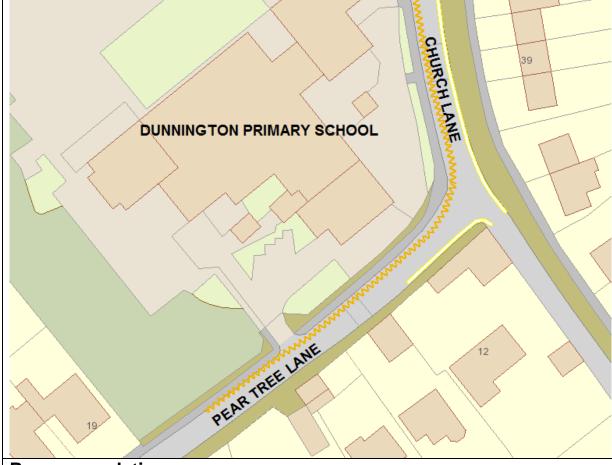
Location: Pear Tree lane

Nature of problem and requested solution

A resident has requested School Keep Clear zig-zag lines on the opposite side of the existing zig-zag lines outside of Dunnington Primary School. The resident has concerns that when vehicles are parked on the unrestricted side of the carriageway this leads to vehicles proceeding on the footpath side and closer to pedestrians.

Background information

There is a 110m of zig-zag lining on Pear Tree Lane and Church Street. There is also 50m of no waiting at any time on Church Street and 20m on Pear Tree Lane.



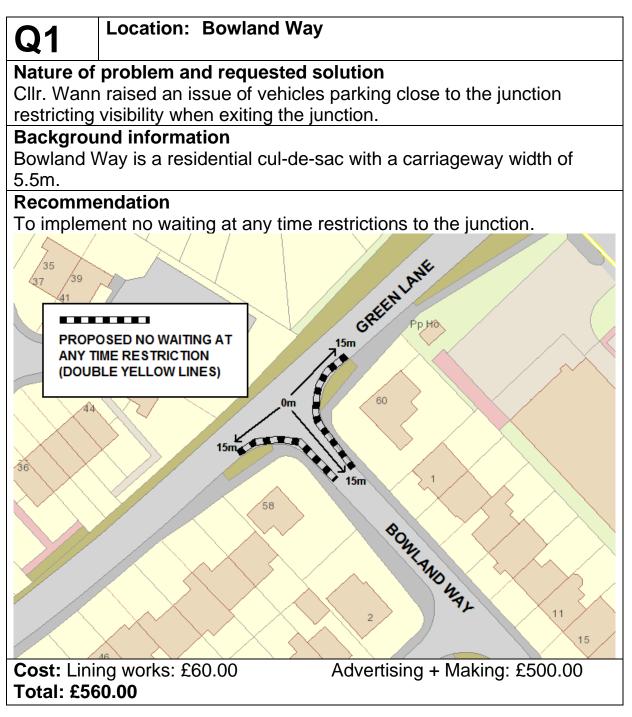
Recommendation

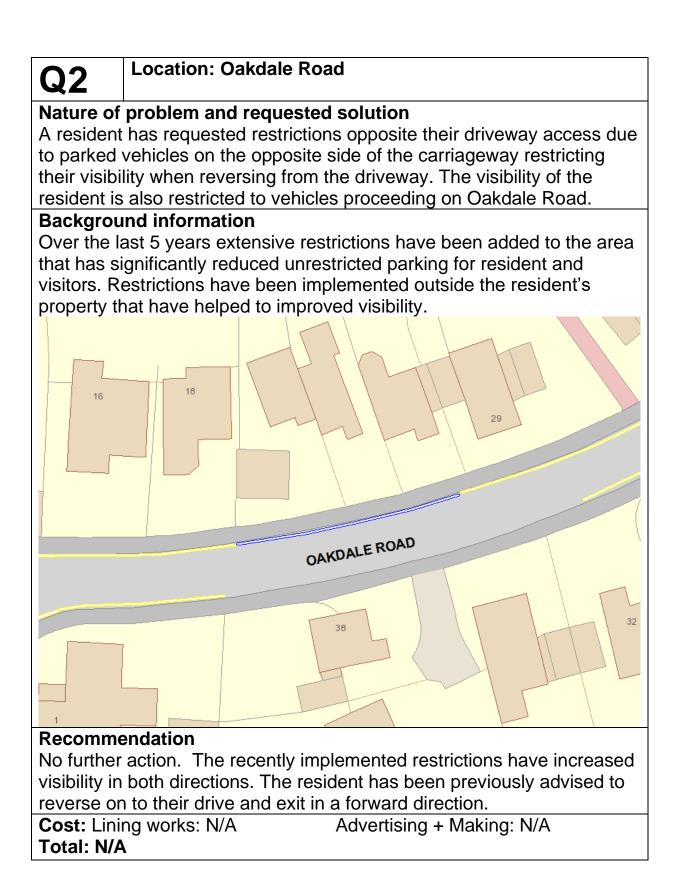
No further action. When vehicles are parked on the unrestricted section of Pear Tree Lane there is 4m of carriageway width available. The Road Safety team advised they have received no requests to review the area through the Safe Routes to School programme.

Cost: Lining works: N/A Total: N/A Advertising + Making: N/A

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Annex Q Rawcliffe & Clifton Without Ward





Q3

Location: Landalewood Road

Nature of problem and requested solution

Cllr. Smalley and two residents have requested further restrictions to Landalewood Road due to vehicles parking close to the junctions and on footpaths.

Background information

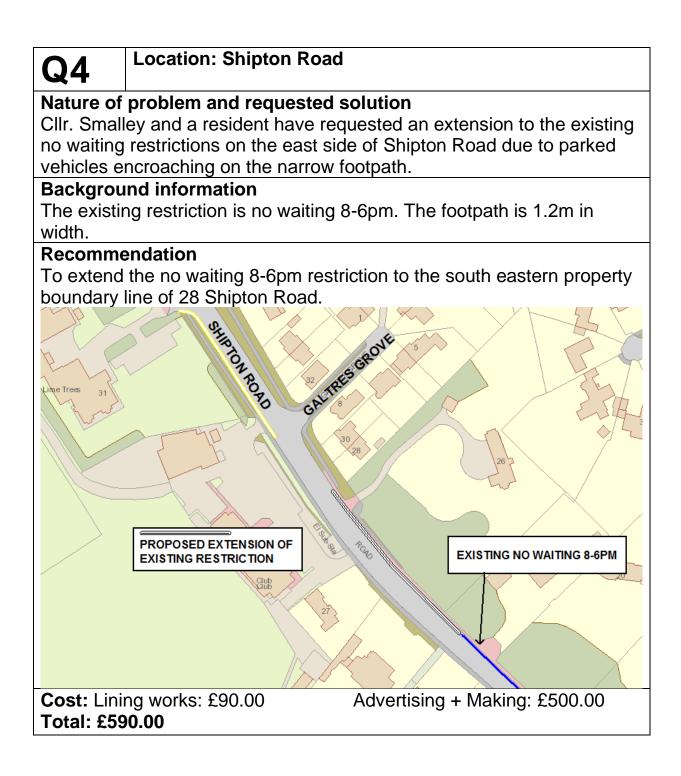
In the 2020-21 annual review it was resolved to implement restrictions as shown in the plan below. These were as a result of a number of residents requesting them due to extensive parking on the footpaths and restricting accessibility for pedestrians. The proposal received 3 representations in objection and 5 in support. The restrictions were implemented, and we have now received two resident requests to implement further restrictions.



Recommendation

No further action. The restrictions that were implemented last year were extensive for a small residential cul-de-sac with a high level of resident parking. The restrictions also prevented parking near to the children's play area.

Cost: Lining works: N/A Total: N/A Advertising + Making: N/A





Location: Mitchell Way

Nature of problem and requested solution

A resident has raised an issue of vehicles parking on the footpaths of Mitchell Way leading to pedestrians having to walk in the carriageway due to the footpath being inaccessible.

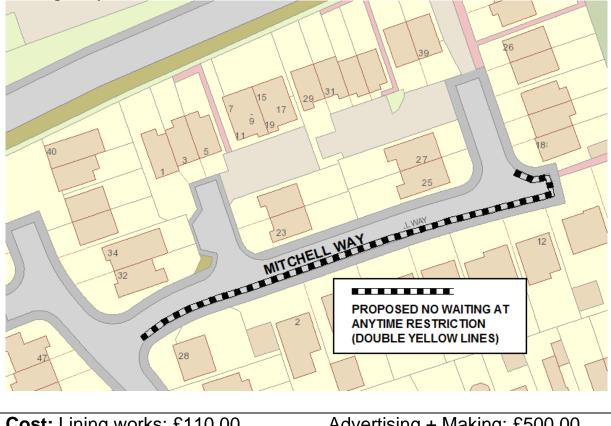


Background information

Mitchell Way is a residential cul-de-sac with all properties having offstreet parking amenity. The carriageway is 5.5m in width

Recommendation

To implement no waiting at any time restrictions to the south side of the carriageway.



Cost: Lining works: £110.00 Total: £610.00

Advertising + Making: £500.00

Ward Councillors comments

Cllr. Smalley:

I support all the works - except I would support action on schemes Q2 and Q3. Particularly on Q3 where a high number of HMOs/flats continue to make on street parking very difficult for residents/deliveries - and continue to make pavements impassable. This is bad for all residents but particularly disabled residents at the end of the cul-de-sac.

Annex R

Rural West Ward

R1

Location: Ebor Way/ Millfield Lane

Nature of problem and requested solution

Cllr. Hook and a resident have raised an issue of vehicles parking on Ebor Way close to, and in the approach to the junction leading to vehicles and cyclists approaching the junction in the centre of the carriageway unseen to vehicles entering the junction.





Background information

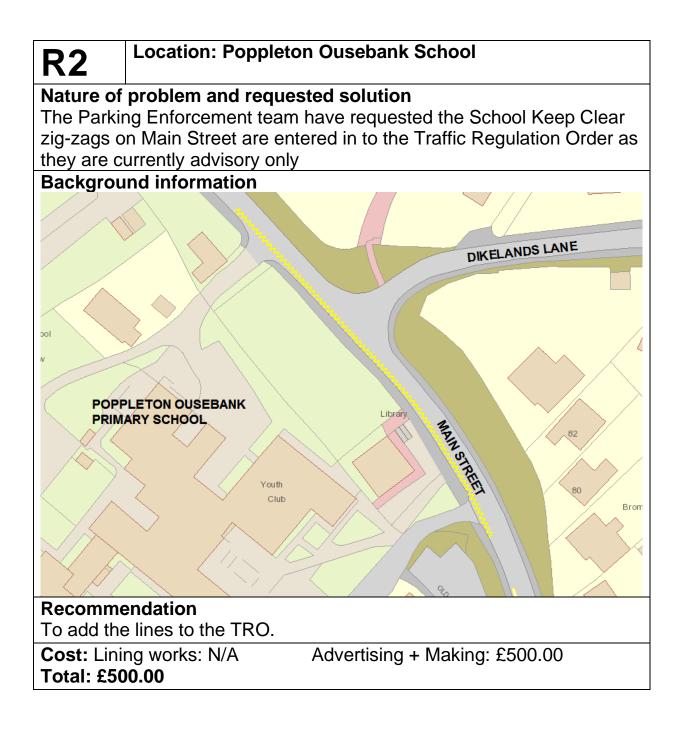
All properties on Ebor Way and Millfield Lane have off-street parking amenity for a minimum of two vehicles. The carriageway is 4.5m in width.

Recommendation

To implement no waiting at any time restrictions to provide clear carriageway in the approach to the junction.

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Location: Brackenhills **R3** Nature of problem and requested solution Cllr. Hook and a resident have raised an issue of vehicles parking close to the junction leading to vehicles turning left into the junction having to brake hard to avoid a collision. **Background information** Upon entering Brackenhills there is a small chicane that restricts visibility. The carriageway width is 5m. All properties have off-street parking amenity. Recommendation To implement no waiting at any time restriction 20m north and south from the centre line and to the property boundary of 1 Brackenhills. 20m BRACKENHILLS 20m Ladymead House KENHILLS DIKELANDS LANE Tigh Geal

Cost: Lining works: £120.00 Total: £500.00

Advertising + Making: £500.00

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Ward Councillor comments

Cllr. Hook comments:

• Ebor Way: NPPC is definitely in favour (the clerk has had some near misses) and add that it will help to save the verge when the bus has to go round this corner when Main Street is flooded. This corner is a standing item on the agenda so it wasn't difficult to know what they think.

• Brackenhills: UPPC are generally not in favour because they do not want a proliferation of yellow lines in the village. Repainting the white lines, including the middle one leading into Brackenhills, might deter parking because it reminds people they are near to the entrance, even if they can't see it.

• Main Street – School: Didn't ask anyone else about this one but definitely agree to the change to the meaning of the zigzags. Didn't realise it is only advisory at the moment. Disappointed no yellow lines proposed for the entrance to Dikelands Lane, where parents park right on the corner causing larger vehicles turning left into Dikelands Lane to reverse slightly to accomplish the manoeuvre – at a time when lots of young people are running about. Again, parking in this stretch of Dikelands Lane causes problems when buses are diverted.

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Annex S Strensall Ward

Location: Holly Tree Garth, Stockton on the Forest

Nature of problem and requested solution

A resident of Holly Tree Garth has raised an issue on behalf of some residents of the close regarding a local business parking vehicles for sale and being repaired on the carriageway leading to restricted access to the garth.

Background information

S1

Holly Tree Garth is a very small residential cul-de-sac with 9 properties that all have off-street parking amenity. Blacksmiths Garage is located on the corner of Main Street and Holly Tree Garth.

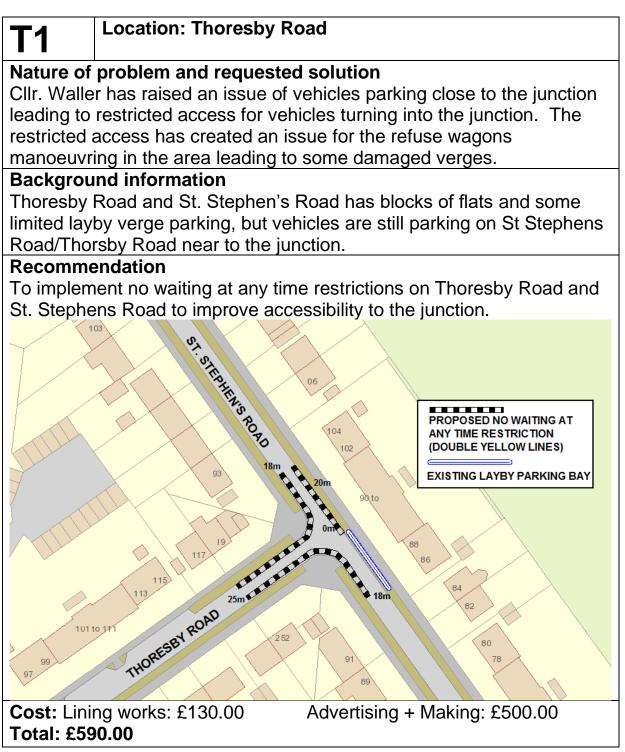


Cost: Lining works: N/A Advertising + Making: N/A

Total: N/A

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Annex T Westfield Ward



T2 Location: Dijon Avenue

Nature of problem and requested solution

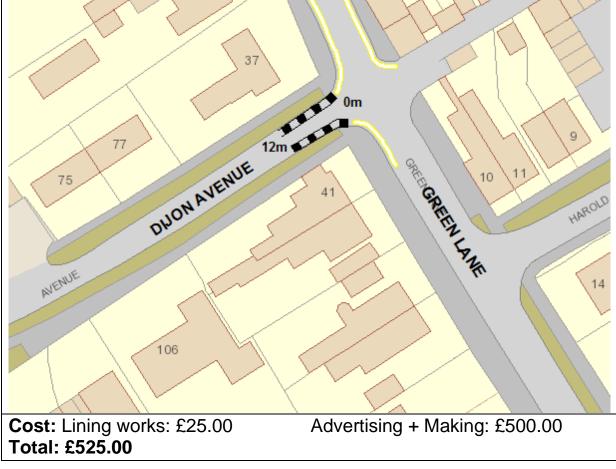
A resident has requested an extension to the existing no waiting restriction at the junction of Dijon Avenue and Green Lane due to vehicles parking close to the junction.

Background information

Dijon Avenue is a residential street. A recent housing development within the area has increased vehicles movements so on safety grounds it has been considered to increase the existing restrictions to prevent parking close to the junction.

Recommendation

To implement an 12m extension to the existing no waiting at any time restriction.



T3

Location: Stirrup Close/ Houndsway

Nature of problem and requested solution

A resident raised an issue through the Have Your Say team regarding a vehicle parking on the footpath/ junction and restricting visibility of the Stirrup Close/Houndsway directional street name plate. Resident asked if we could raise the street name plate or introduce restrictions.





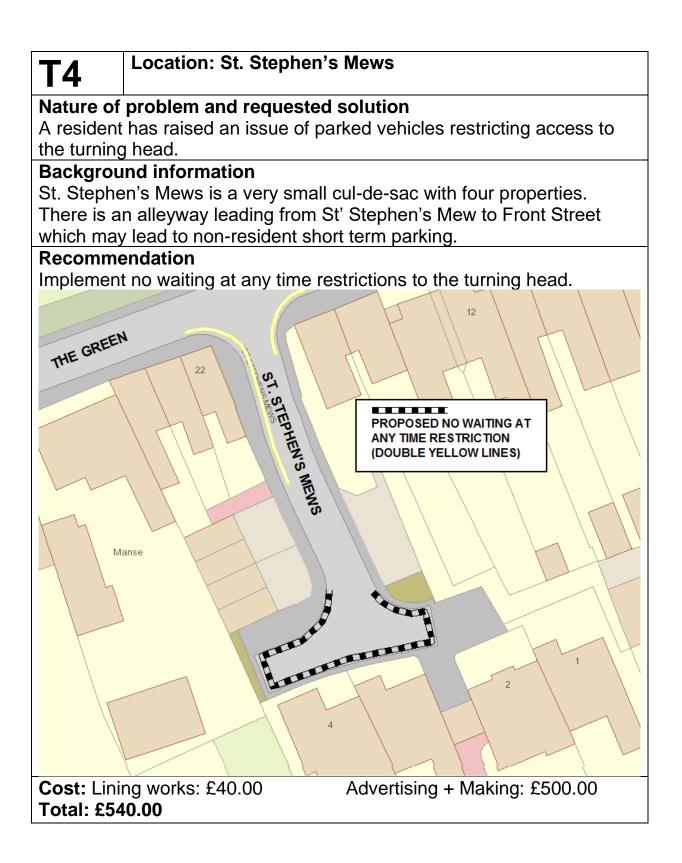
Background information Stirrup Close and Houndsway are small residential cul-de-sac's with no parking restrictions. There is a tactile pedestrian crossing point on Houndsway.

Recommendation

To implement no waiting on the corner to restrict parking and provide visibility of the directional sign.

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T5 Location: Croftway

Nature of problem and requested solution

Cllr. Waller and a resident have raised an issue of vehicles parking near to the junction and restricting access and visibility.

Background information

Croftway is a small residential cul-de-sac. Croftway is a private maintainable highway the first 24m of which is council owned land and permission has been provided by the relevant department to propose restrictions in that area.

Recommendation

To implement no waiting at any time restrictions from the junction to the council land boundary.



Ward Councillor comments

Cllr. Waller comments:

T1 the principle issue has been with regards to vehicle access into Thoresby Road and access to driveways at the end of that road. Extending the double yellow lines onto the even side of St Stephen's Road (unless linked to an estate improvement programme to provide more parking bays in front of the flats) would reduce capacity for on street parking for residents who have no other spaces for parking and would be unconnected to the original complaint.

T2 The recent development of Lowfield Green has created more traffic in the area and whilst the issues with emerging onto Green Lane are understandable it is regrettable that attempts to improve parking provision in Dijon Avenue to tackle bottlenecks has not been achieved. This outcome is especially needed during the construction phase for Lowfield Green which has been ongoing for the last 5 years, and will continue for many years to come whilst the whole site is developed. Improvements to parking in the area highlighted had been sought through ward committee funding which would have assisted to mitigate the issue highlighted in the request from residents, but the width of the verges had been deemed too narrow. There is only one car share provision in the area.

T5 The major concern had been raised with regards to being able to safely emerge onto Wetherby Road/Acomb Green, and to have good sight of cyclists. There have been regular complaints from residents with regards to vehicles left for long periods of time in this area unconnected to nearby homes. There are similar issues at the end of Acomb Green nearby. This page is intentionally left blank

Annex U Wheldrake Ward

Location: Roxby Close/ Main Street

Nature of problem and requested solution

Two residents have raised an issue of vehicles parking on Main Street close to the junction of Roxby Close and restricting visibility when exiting the junction.

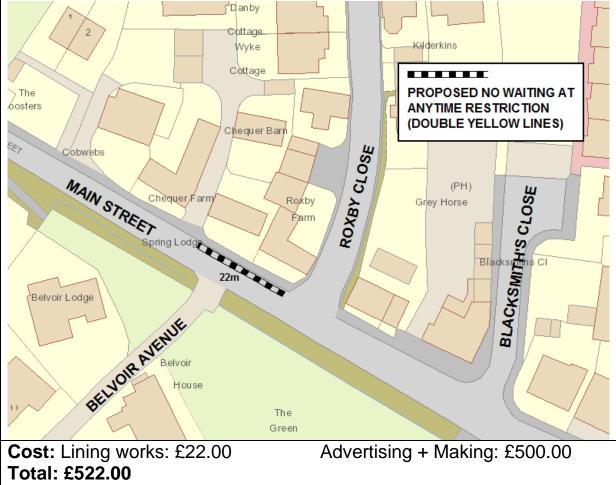
Background information

Main Street, Elvington has recently had traffic calming measures implemented and additional No Waiting at any time restrictions have been proposed to improve safety around the new measures.

Recommendation

U1

To implement no waiting at any time restrictions to improve visibility and free flow of traffic.



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Meeting:	Decision Session Executive Member for Economy and Transport
Meeting date:	12/09/2023
Report of:	James Gilchrist, Director of Transport,
	Environment and Planning
Portfolio of:	Councillor Kilbane, Executive Member for
	Economy and Transport

Decision Report: Moving Traffic Offence Enforcement Consultation Responses (Part 6 Traffic Management Act)

Subject of Report

- 1. The report updates the Executive Member on the consultation for the new enforcement powers for Local Authorities under part 6 of the Traffic Management Act (TMA) 2004 and a pilot of these powers to enforce the one-way Micklegate traffic restriction.
- 2. The report seeks to update the Executive Member on the results of the consultation and on the basis that the consultation is positive will make the application to the Department for Transport to share powers with North Yorkshire Police (NYP) for Moving Traffic Enforcement powers under part 6 of the Traffic Management Act 2004. The deadline for the next tranche of the applications to the Department for Transport (DfT) is the 25th October 2023.
- 3. These powers allow the use of Automatic Number Plate Recognition cameras to enforce on traffic restrictions including banned turns, access restrictions and yellow box junctions.
- 4. As part of the application process the Local Authority is required to identify a scheme as a trial within the Local Authority area. The access restriction on Micklegate Bar has been identified as the scheme to take forward first in York.

Policy Basis for Decision

- 5. This report and recommendations reflect the new administrations priorities in terms of engaging and consulting widely with citizens on transport issues.
- 6. The City of York high-level policies that support the decisions include those from the current Council Plan: Getting around sustainably; Good health and wellbeing; and Safer communities and culture for all.

Recommendation and Reasons

- 7. The Executive Member is asked:
 - a. To note the findings of the public consultation:
 - The feedback is supportive of the application to share measures with North Yorkshire Police on moving traffic offences under part 6 of the Traffic Management Act 2004;
 - ii. The feedback is supportive of a pilot scheme on Micklegate;
 - b. To note that on the basis of the positive response to the consultation, the Director for Transport, Environment and Planning will apply to the Department for Transport to take on the responsibilities for enforcement of part 6 of the Traffic Management Act 2004 as per the delegation in the April 2022 report.
 - c. To Delegate to the Director of Environment, Transport and Planning for the implementation of the pilot to enforce the one-way Micklegate traffic restriction. This will be funded from existing Transport budgets. This is following the Officer Decision to commence the consultation exercise and change the location from Lendal to Micklegate for the reasons in the officer decision report. See link below <u>https://democracy.york.gov.uk/ieDecisionDetails.aspx?ID=68</u> 79

Reason: To ensure the safety of the Highway network is further strengthened

Background

- 8. A paper was presented to the Executive Member for Transport in November 2020 on the Department for Transport (DfT) "Pavement Parking Consultation". The purpose of consultation was for the DfT was to explore the appetite and practicalities of Local Authorities in increasing their Civil Enforcement powers to take on some moving traffic offences that can be shared with the police.
- 9. Subsequently, the DfT extended the scope of this work to look at wider powers to be shared between Local Authorities and the police. Through the development of the advice from the DfT the pavement parking issue had dropped down their priority list.
- 10. The DfT released guidance on the process for applying for these additional enforcement powers in the Spring 2021 and after consulting the Executive Member for Transport in August 2021 the Council wrote to the DfT expressing interest in applying for the extended powers.
- 11. The conditions of applying for the powers include gaining a letter of support from the Chief Constable of North Yorkshire Police and by conducting a consultation exercise to get feedback from the public the Local Authorities application of the new powers and on a nominated scheme to run as a pilot for the powers.
- 12. Following the Executive Member for Transport Decision report in April 2022 and the subsequent report in July 2023 to agree to the consultation exercise.
- 13. This report provides feedback on the consultation exercise, along with an updated Equality Impact Assessment based on this report and officer meetings with the York Older People's Assembly and York Access Forum.

Consultation

14. As part of the application the Department for Transport (DfT) asks the Local Authority to conduct a consultation on the sharing of the powers. This includes taking views on the proposed pilot scheme. An Officer decision (see **Background papers**) was made in July 2023 to commence the consultation with the one way restriction on Micklegate Bar as the proposed pilot.

- 15. The summary results of the survey are in **Annex A**.
- 16. In brief, of the 58 respondents the majority who answered the question, 71%, were in favour of the idea of sharing enforcement powers under section 6 of the Traffic Management Act 2004.
- 17. A majority of respondents who answered the question, 73%, strongly supported or supported the use of ANPR to enforce on the one-way restriction on Micklegate.
- 18. On this basis there is clearly support for the application to the DfT. However, important to note are the themes around the negatives associated with the application:
 - Concerns around the privacy with the implementation of surveillance technology such as ANPR and surveillance culture;
 - Unsightliness of cameras and signage in the public realm particularly in an historic location like is proposed on the pilot;
 - Concerns around fines and cost of living issues relating to a wider rollout;
 - Concern that this is a money making exercise;
 - Concern that digital technology will result in less enforcement people on the ground;
- 19. One of the questions asked for suggested future locations and the comments are included in **Annex A**. These will be taken into account if the DfT approve the application in the development of the new Local Transport Strategy.

Pilot Scheme

- 20. The application for the powers to the DfT is required to be accompanied by a proposed pilot scheme. In the April 2022 paper the banned right turn out of Lendal was proposed as the pilot scheme. The one way restriction on Micklegate Bar was referenced in the paper.
- 21. Due to the interdependencies with the Hostile Vehicle Measures on Lendal, it was decided to change the proposed pilot to the one way restriction on Micklegate Bar. This was confirmed by Officer Decision (see **Background papers**).

- 22. The contravention at Micklegate Bar had been reported anecdotally through a number of sources. To support this, traffic surveys were conducted in July to evidence that there is a road safety issue. The results can be found in **Annex B**.
- 23. The traffic surveys were conducted between the 3 of July 2023 and the 30 July 2023. During the survey period 41 cars and 8 light good vehicles (LGVs) can be assumed to have illegally passed through Micklegate bar.
- 24. On this basis there is a clear case for intervention at this location.

Application

- 25. In the April 2022 paper to the Executive Member for Transport, the application for the powers to the DfT was delegated to the Director for Transport, Environment and Planning.
- 26. There is a window for applications to be made for these powers to the DfT that opens on the 25th October 2023 and the Council having completed the steps above intend to make the application in this window. There is no clear timescale given for the review and approval. Officers expect a decision will be communicated in the Spring 2024.
- 27. The application requires the support from the local Chief Officer of Police. The Director of Environment, Transport and Planning has written to the Chief Constable for North Yorkshire seeking their approval.
- 28. It is expected that a positive response will be received in time for the application to be made to the DfT in October.
- 29. As the April report stated officers have also been working with and supporting North Yorkshire Council colleagues in their work to apply for these powers to align approaches and ensure cross boundary consistency.
- 30. Following this report, a letter from the Chief Operating Officer will be sent to the DfT, showing the criteria has been met and to seek these powers are awarded to the City of York Council.

- 31. In the event that the application is approved a plan will be developed in terms of undertaking a procurement exercise for the ANPR and supporting system to take forward the enforcement of the Micklegate Bar traffic restriction.
- 32. Once the pilot is completed, the detail will be fed into the regulatory section of the development of the Local Transport Plan (LTP4) where it will be articulated what will be rolled out in terms of implementing the new powers and how this will be managed across the rest of the city.

Organisational Impact and Implications

33. Financial,

The application to take on additional enforcement powers has no additional cost to the council. It is only when the council introduces initiatives to enforce the Traffic Management Act that there will be costs and revenues.

It is expected that the initial cost of implementing the pilot scheme will be less than £25k, subject to a procurement exercise. The capital costs will be funded from existing Transport capital budgets. Operating costs and revenues from the trial will be funded from within the current ANPR operational budgets.

Human Resources (HR)

Subject to further investigation into the procurement options, it is proposed that existing staffing will cover the implementation of this system and its running but this will be a business led decision that will find the best and most cost effect approach.

Legal

There are no direct legal implications arising from this report.

Equalities and Human Rights

The public consultation has informed the previous Equalities Impact Assessment and in line with the councils duties under Section 149 of the Equality Act 2010 where a public authority must in the exercise of its functions 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 not share it. This is known as the Public Sector Equality Duty. A fair and proportionate balance must be found between the needs of people with protected characteristics and the interests of the community.

The Equalities Impact Assessment demonstrates how the Council has considered and mitigated, where possible, any disproportionate impacts of the highway changes on people with protected characteristics and meeting its Public Sector Equality Duty, particularly in relation to disabled people.

An updated Equalities Impact Assessment is included in Annex C.

Crime and Disorder

As part of the process a letter of support from the North Yorkshire Police Chief constable is required and where these powers allow for the sharing of these traffic enforcement powers to better enforce existing and new traffic restrictions across the city to make the city's road safer.

Any schemes other schemes will likely to be enforced using Automatic Number Plate Recognition (ANPR) technology. This technology is already in use in the city for bus lane enforcement.

Information Technology (IT)

Automatic Number Plate Recognition (ANPR) technology will run on Council operated networks and link into the existing parking back office system.

Risk Management

34. Whilst the risks associated with applying for the TMA 2004 part 6 powers are low. It important that risks around data privacy are addressed and a Privacy Impact Assessment will be completed before implementing any schemes, including the pilot. There will be risks associated with the implementation of the schemes if the powers are approved by the Department for Transport. These risks will be addressed on a scheme by scheme basis.

Wards Impacted

35. All.

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Contact details

For further information please contact the authors of this Decision Report.

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Report approved:	Yes	
Date:	21/08/2023	

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Service Area:	Highways and Transport	
Report approved:	Yes	
Date:	21/08/2023	

Specialist Implications Officer(s)

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Background papers

Officer Decision (03/07/2023) -

Decision - To commence a consultation on a pilot scheme to share powers with the police for moving traffic enforcement at the Micklegate Bar restriction. (york.gov.uk)

Annexes

Annex A – Consultation results summary

- Annex B Micklegate Bar traffic count data summary July 2023
- Annex C Equalities Impact Assessment

Abbreviations

- NYP North Yorkshire Police
- NPC North Yorkshire Council
- DfT Department for Transport
- TMA Traffic Management Act
- ANPR Automatic Number Plate Recognition

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Annex A: Consultation results

It is required as part of the application to share powers under Part 6 of the Traffic Management Act 2004 to conduct a public consultation. This is to establish the public opinion for taking on the powers, to take views on the proposed pilot and to receive views on other locations in the City that have an issue with road safety that would benefit from the implementation of this technology.

The survey was conducted online for 6 weeks and closed on the 25th August 2023.

The survey comprised of four questions. The questions and results from the survey are in the tables below.

It is important to note that this consultation was to gain a view in order to progress the application for the powers. Each individual scheme, including the pilot, will be subject to itself own consultation.

There were 58 responses to the online questionnaire.

Question 1

As a whole, do you feel that the Council applying to DfT for these powers to enforce violations using ANPR is a good idea?			
Answer Choices		Responses	
Yes	71.15%		37
No	25.00%		13
Not sure/ don't know	3.85%		2
	Answered		52
	Skipped		6

Question 2

To what extent do you support or oppose using ANPR (Automatic Number Plate Recognition) powers to enforce the one way restriction through Micklegate Bar.

Answer Choices		Responses
Strongly support	55.77%	29
Support	17.31%	9
Neither support nor oppose	0.00%	0
Oppose	11.54%	6
Strongly oppose	15.38%	8

Don't know	0.00%	0
	Answered	52
	Skipped	6

Question 3

Moving Traffic Enforcement	
Do you think there are any negatives to applying for	
these powers?	
Answered	36
Skipped	22

27/08/2023	no
	The (potential) unsightliness of the cameras depending
	on how and where they are installed. Signage will be
	installed in line with the TSRDG and local signage
	guidance in order to ensure full compliance and
26/08/2023	sensitivities in the area.
	The application increases the growing surveillance
	culture unnecessarily. The one way system could be
	enforced with physical measures, like we find at the
	exits to some car parks, for example. This could be
	but it will be costly and high maintenance. Any sort of barrier in the highway would increase the
	risk of a road safety issue and impact on the traffic
26/08/2023	flow.
24/08/2023	Ves
	ANPR is a technical solution that leads to other
24/08/2023	technological surveillance uses, which is a bad thing.
	More surveillance, more fines. Please don't proceed
	with this. This is a possibility but this will ensure
	more compliance and supporting road safety.
	These are a recognised tool that have been
04/00/0000	assessed nationally for this purpose and has
24/08/2023	proven to be a very effective deterrent.
	Operational cost if they achieve compliance with
	regulations. Intrusive signage at historic location? All
24/08/2023	signage would be installed in line with TSRDG and local design guides.
24/00/2023	iocai uesiyii yulues.

	Huge invasion of privacy and overuse of surveillance
20/08/2023	technology. It should not be used anywhere.
20/00/2023	Yes. Stealth tax. It will impoverish residents with more
	taxes, it increases surveillance and deter tourists. All
40/00/0000	round it's a bad idea. Fines would only be issued
19/08/2023	against those breaking the law.
	Presumably there will be a cost to implement the
	scheme? Can the money be spent more wisely
	elsewhere or does it deliver good value for money?
	For, example, there are alternative ways of enforcing
	the one way through the bar. A simple curb that runs
	up to the pedestrian crossing would act as a deterrent
	as it places the driver on the wrong side of the road.
	The standard traffic lights could be replaced with small
	ones clearly intended for cyclists. Despite signage
	and the traffic systems, observations and a traffic
	survey have shown there is a concerning number
	of drivers passing through the restrictions in the
16/08/2023	wrong way
16/08/2023	No
	TFL London has just been told that the use of ANPR
	cameras for prosecutions is illegal and all fines could
	have to be re-payed. Instances such as a person
	pulling up to the kerb to pick someone up in a bus lane
	for literally seconds or moving into a yellow box to
	allow emergency vehicles through have brought about
	fines.
	by the cameras which is in just. Have you learnt
	nothing from the Lendal Bridge and Coppergate
	fiasco's?? Any new sites coming forward would be
	assessed and reviewed to ensure any use of
	ANPR, signage and lining is compliant. This would
	also be supported by a warning period for drivers
10/08/2023	and communications to make the public aware of any new sites covered by this type of enforcement
09/08/2023	No
09/08/2023	No
03/00/2023	
00/00/2022	People are already struggling, fining them isn't great,
09/08/2023 08/08/2023	but they shouldn't be breaking the law in stupid ways. No

	The inability to discuss infringements with a real person and being criminalised for simply making a mistake. Particularly with people not used to the area. There will be a warning period before a fine is issued for a 6 month period. After that there is an objection and appeal route for anyone who wishes to evidence any infringement that will be considered on it own merit and with the evidence
08/08/2023	the driver submits.
08/08/2023	A perception from residents that motorists are being targeted and that CYC is using the powers as a money making exercise. If people obey the traffic laws then they will not be fined.
08/08/2023	applying for those powers will result in less police/traffic wardens on the streets. At the moment the police do not have the resource to police this type of enforcement and CEOs (Traffic Wardens) will still be present on their patrols where additional resource will be brought in as an when.
	Yes, the cost and then when do you stop extending these powers, as the creep generally occurs - I do not want to live in a surveillance state. Educate Road users, provide clear simple guidelines and stop using the motorists for revenue production. The previous record of the council for these types of schemes in the past has resulted in complete failure with wrongly issued fines having to be repaid and costing the people of York even more in misallocated resources. All current signage and measures are legally compliant. The issues are to do with some road users ignoring these restrictions and causing a danger to other road users who are complying with
08/08/2023	these restrictions
08/08/2023	No
08/08/2023	Passive intrusion into personal freedom as ANPR will monitor traffic even if behaving legally. The cameras will be monitoring this but automatically done. Only those breaking the law will be passed on to be assessed by an operator.

	If they are open to legal challenge by motorists who
	oppose them! There is an objection, appeal and
	independent appeal process in place that bases an
	decision on the cameras evidence and that provided by
07/08/2023	the motorist
	No, as long as the system is consistent. Legislation
07/08/2023	makes this so.
	No, but they should be supported by clear signage.
07/08/2023	This is a legal requirement.
	Micklegate Bar is a clear nono.
	Other uses e.g. of bus lanes at 4am are far less
07/08/2023	serious.
	Yes over zealous application in order to raise funds as
	York is known to be anticar. If powers also used to
	prosecute cyclists who ignore the Highway Code then
07/08/2023	would be fairer.
	Tourists will be penalised without being helped.
	Signage used is that seen across the rest of the UK
	so road users will see the restrictions but there is
	an objection and appeal service should anyone
07/08/2023	issued a fine can use.
07/08/2023	No
	No. I wish that it could be used across the whole city
	and that the Council pushes so that Local Authorities
	can utilise similar technology to enforce speed limits
	too. At the moment only the police can enforce
07/08/2023	against speeding.
	Presumably it will also capture numbers of vehicles
	Presumably it will also capture numbers of vehicles travelling legally in the right direction. No this will
	Presumably it will also capture numbers of vehicles travelling legally in the right direction. No this will only capture vehicles travelling through the
07/08/2023	Presumably it will also capture numbers of vehicles travelling legally in the right direction. No this will only capture vehicles travelling through the restriction in the wrong direction.
07/08/2023	Presumably it will also capture numbers of vehicles travelling legally in the right direction. No this will only capture vehicles travelling through the restriction in the wrong direction. This is hardly the biggest priority for enforcement -
07/08/2023	Presumably it will also capture numbers of vehicles travelling legally in the right direction. No this will only capture vehicles travelling through the restriction in the wrong direction. This is hardly the biggest priority for enforcement - yellow boxes on the inner ring road and approach
07/08/2023	Presumably it will also capture numbers of vehicles travelling legally in the right direction. No this will only capture vehicles travelling through the restriction in the wrong direction. This is hardly the biggest priority for enforcement - yellow boxes on the inner ring road and approach radials would be far higher priority for tackling
07/08/2023	Presumably it will also capture numbers of vehicles travelling legally in the right direction. No this will only capture vehicles travelling through the restriction in the wrong direction. This is hardly the biggest priority for enforcement - yellow boxes on the inner ring road and approach radials would be far higher priority for tackling congestion delays. After that the abuse of the
07/08/2023	Presumably it will also capture numbers of vehicles travelling legally in the right direction. No this will only capture vehicles travelling through the restriction in the wrong direction. This is hardly the biggest priority for enforcement - yellow boxes on the inner ring road and approach radials would be far higher priority for tackling congestion delays. After that the abuse of the Pavement and Piccadilly traffic restrictions would be
07/08/2023	Presumably it will also capture numbers of vehicles travelling legally in the right direction. No this will only capture vehicles travelling through the restriction in the wrong direction. This is hardly the biggest priority for enforcement - yellow boxes on the inner ring road and approach radials would be far higher priority for tackling congestion delays. After that the abuse of the Pavement and Piccadilly traffic restrictions would be next. This survey has asked for other locations and
07/08/2023	Presumably it will also capture numbers of vehicles travelling legally in the right direction. No this will only capture vehicles travelling through the restriction in the wrong direction. This is hardly the biggest priority for enforcement - yellow boxes on the inner ring road and approach radials would be far higher priority for tackling congestion delays. After that the abuse of the Pavement and Piccadilly traffic restrictions would be next. This survey has asked for other locations and it is the intent of the council to consider these and
07/08/2023	Presumably it will also capture numbers of vehicles travelling legally in the right direction. No this will only capture vehicles travelling through the restriction in the wrong direction. This is hardly the biggest priority for enforcement - yellow boxes on the inner ring road and approach radials would be far higher priority for tackling congestion delays. After that the abuse of the Pavement and Piccadilly traffic restrictions would be next. This survey has asked for other locations and

01/08/2023	Potential reputation risk to York/the council from mis- application of the powers, or an excessive number of fines being issued for use where scheme design or implementation is insufficiently clear to road uses (e.g. Lendal Bridge bus lane, Coppergate before the signs were updated/relocated). Fines will only be issued to any vehicle contravening the local highway order.
	Privacy risks and hugely inappropriate. These are
19/07/2023	data protection laws.
	Obtrusive signage / camera in sensitive location?
17/07/2023	compliance and sensitivities in the area.
	It could be seen as a money making scheme rather
17/07/2023	
19/07/2023	 any vehicle contravening the local highway order. Privacy risks and hugely inappropriate. These are assess and certified along with a Data Protection Impact Assessment to ensure compliance against data protection laws. Obtrusive signage / camera in sensitive location? Signage will be installed in line with the TSRDG and local signage guidance in order to ensure full compliance and sensitivities in the area.

Question 4

Moving Traffic Enforcement Are there other locations we should consider for enforcement in the future? Answered 33 Skipped 25

Response Date	Responses
27/08/2023	Scarcroft Road
	No right turn onto Skeldergate from
	Skeldergate bridge. The bus lane through to
26/08/2023	James street next to Morrisons.
24/08/2023	no
24/08/2023	Turning right out of Lendal (only left is permitted).
24/08/2023	No
	Victoria Bar (instead of rising bollards). Piccadilly- Stonebow. Box junctions /banned turns around inner ring road. Red light jumping
24/08/2023	at problem locations?
20/08/2023	Nowhere"
19/08/2023	Outside every councillor's home so we can track and track and monitor their movements.
	Box junctions throughout the city. Drivers often ignore the hatched areas that are meant to be kept clear, and clog up other traffic flows from moving through the junction.
16/08/2023	Right turners out of Lendal, although I would argue that this should be achieved using an extension of the island, with a cycle filter so that cyclists can continue to turn right.
	No they should never be allowed in our city in the first place. It is a waste of our extortionate
10/08/2023	council tax payers money.

	Any traffic lights that have ASL to protects		
	cyclists, if permitted. If not, junction of Lord		
09/08/2023	Mayors Walk.		
09/08/2023	Not sure		
	This is the problem, where else are they going		
09/08/2023	to go?		
08/08/2023	Tesco Askham Bar roundabout		
	Junction of The Mount/Scarcroft Rd where the		
	yellow box is routinely ignored. Jumping red		
08/08/2023	lights occurs in numerous locations.		
00,00,2020	no, what we need is to have sufficient police to		
	police the law, we got enough cctv. this is		
	aimed to earn money for the council, not to		
	make it safer or anything, sort public transport		
	in the city so people can get to work without		
	having to pay a taxi/uber/neighbour to bring		
	them to work (specially for those working		
08/08/2023	sundays/bank holidays)		
08/08/2023	None		
08/08/2023	Not at present		
00/00/2023	Cycling restrictions on Coney Street and		
08/08/2023	Spurrier Gate		
08/08/2023	Gillygate Museum Street and Bootham		
00/00/2023	Victoria Bar! Far cheaper than replacing the		
	mechanical barriers there. Also box junctions		
	around the inner ring road and on the main		
07/08/2023	radial routes in York		
01700/2023	Victoria bar, to replace the defunct rising		
	bollards, increasingly used as a rat run.		
	bollarus, increasingly used as a fat full.		
	Also the forbidden right hand turn onto		
07/08/2023	Skeldergate from Bishopgate st going south		
07/08/2023	Gillygate bootham junction		
01/00/2023	Lots. Try Green Lane in Acomb every evening		
	around 7pm. Lots of speeding there and		
	people cycling on the pavement around a blind		
07/08/2023	bend.		
01/00/2023			
	Areas outside schools (to be accompanied with a citywide standard for school crossing		
07/08/2023	with a citywide standard for school crossing facilities outside schools).		
01/00/2023	Need more traffic enforcement officers in city		
07/08/2022	-		
07/08/2023	centre		

	Yellow boxes on the inner ring road and
	approach radials, Pavement and Piccadilly
	traffic restrictions would be next, then
	enforcement of cycle lanes and illegal parking
06/08/2023	in them.
	-St Leonalds Place/Bootham junction (left turn
	into Bootham from St Leonards when using
	the straight on/Gillygate lane!). Surely this can
	be enforced via linking capture to the
	associated traffic light phase?
	-Gillygate/Bootham junction (vehicles
	continuing to drive through after the light has
	turned red!).
	-Lord Mayors Walk/Gillygate junction yellow
	box markings.
	-Haxby Road/Clarence St junction yellow box
	markings (in front of Coop; can't remember if
	there are yellow box markings here but if not
	there should be!).
	-Clifton Moor Roundabout yellow box
17/07/2023	markings.
19/07/2023	None
10/01/2020	Victoria Bar? The box junction at Bootham
	Bar, particularly w.r.t motorists moving from St
	Leonard's Place to Gillygate during the
18/07/2023	pedestrian crossing phase for Gillygate
10/01/2020	Victoria Bar should be monitored and then
	covered too if the abuse is found to be
	significant.
	Significant.
17/07/2023	Box junctions around the inner ring road
17/07/2023	Box junctions around the inner ring road.
17/07/2023	LTNs, signalised junctions with long-standing
17/07/2023	LTNs, signalised junctions with long-standing red light jumping issues, Pavement / Piccadilly
	LTNs, signalised junctions with long-standing red light jumping issues, Pavement / Piccadilly / Coppergate access-only areas, Foss Islands
17/07/2023 17/07/2023	LTNs, signalised junctions with long-standing red light jumping issues, Pavement / Piccadilly / Coppergate access-only areas, Foss Islands Retail Park bus link
	LTNs, signalised junctions with long-standing red light jumping issues, Pavement / Piccadilly / Coppergate access-only areas, Foss Islands Retail Park bus link Ralph Butterfield School, Haxby. Regular and
	LTNs, signalised junctions with long-standing red light jumping issues, Pavement / Piccadilly / Coppergate access-only areas, Foss Islands Retail Park bus link Ralph Butterfield School, Haxby. Regular and persistent parking offences on the school
	LTNs, signalised junctions with long-standing red light jumping issues, Pavement / Piccadilly / Coppergate access-only areas, Foss Islands Retail Park bus link Ralph Butterfield School, Haxby. Regular and persistent parking offences on the school parking restrictions, double yellow and single
	LTNs, signalised junctions with long-standing red light jumping issues, Pavement / Piccadilly / Coppergate access-only areas, Foss Islands Retail Park bus link Ralph Butterfield School, Haxby. Regular and persistent parking offences on the school

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Annex B – Micklegate Bar traffic survey data summary July 2023

Traffic counts have been undertaken to evidence the safety issue at Micklegate Bar.

There are 2 separated routes through the Micklegate Bar. The current restriction prevents non pedal cycle traffic from exiting the City southbound through Micklegate Bar with a bollard.

All traffic is permitted to entering the City northbound through Micklegate Bar.

The contravention is where vehicles are exiting the City (southbound) travelling the wrong way on the single northbound carriageway. Micklegate Bar itself limits visibility when travelling through the Bar increasing the risk of a conflict.

The tables below show the volume of traffic travelling northbound (**Table 1**) and southbound (**Table 2**). In Table 2, because of the bollard restricting the southbound movement, it can be assumed that any motor vehicle travelling southbound has illegally used the inbound carriageway as highlighted above.

The traffic surveys were conducted between the 3 of July 2023 and the 30 July 2023. During the survey period 41 cars and 8 light good vehicles (LGVs) can be assumed illegally passed through Micklegate bar.

Table key: LGV = Light Goods Vehicle PCL = pedal cycle MCL = Motor bike OGV1= Other goods vehicles (all rigid over 3.5 tonnes with 2 or 3 axles) OGV2 = Other goods vehicles (rigid vehicles with four or more axles and all articulated PSV = Taxi etc

Table 1	Northb	ound						
Date	Car	LGV	OGV1	OGV2	PSV	MCL	PCL	Total
03/07/2023	1079	194	0	0	0	39	363	1675
04/07/2023	1090	201	0	0	0	52	353	1696
05/07/2023	1036	210	0	0	0	72	373	1691
06/07/2023	1063	189	0	0	0	63	367	1682
07/07/2023	1224	207	0	0	0	68	396	1895
08/07/2023	1166	89	0	0	0	31	212	1498
09/07/2023	956	47	0	0	0	45	211	1259
10/07/2023	1104	187	0	0	0	37	355	1683
11/07/2023	1113	197	0	0	0	47	399	1756
12/07/2023	1128	196	0	0	0	48	355	1727
13/07/2023	1145	213	0	0	0	63	404	1825
14/07/2023	1500	203	0	0	0	58	297	2058
15/07/2023	1426	71	0	0	0	41	194	1732
16/07/2023	1030	39	0	0	0	37	196	1302
17/07/2023	1118	177	0	0	0	41	349	1685
18/07/2023	1205	191	0	0	0	53	360	1809
19/07/2023	1185	233	0	0	0	50	367	1835
20/07/2023	1277	238	0	0	0	59	394	1968
21/07/2023	1333	210	0	0	0	43	324	1910
22/07/2023	1448	97	0	0	0	34	161	1740
23/07/2023	1047	56	0	0	0	28	101	1232
24/07/2023	1038	178	0	0	0	44	342	1602
25/07/2023	1151	199	0	0	0	50	365	1765
26/07/2023	1216	207	0	0	0	57	408	1888
27/07/2023	1266	204	0	0	0	51	340	1861
28/07/2023	1433	186	0	0	0	58	351	2028
29/07/2023	1289	100	0	0	0	56	231	1676
30/07/2023	960	56	0	0	0	31	175	1222
Totals	33026	4575	0	0	0	1356	8743	47700

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Table 2	South	bound						
Date	Car	LGV	OGV1	OGV2	PSV	MCL	PCL	Total
03/07/2023	1	0	0	0	0	14	342	357
04/07/2023	2	0	0	0	0	23	368	393
05/07/2023	0	0	0	0	0	15	385	400
06/07/2023	4	0	0	0	0	23	386	413
07/07/2023	3	0	0	0	0	16	400	419
08/07/2023	2	0	0	0	0	8	214	224
09/07/2023	5	1	0	0	0	10	199	215
10/07/2023	0	0	0	0	0	8	338	346
11/07/2023	2	0	0	0	0	21	412	435
12/07/2023	0	0	0	0	0	19	403	422
13/07/2023	1	0	0	0	0	18	403	422
14/07/2023	3	0	0	0	0	17	334	354
15/07/2023	3	1	0	0	0	18	171	193
16/07/2023	1	0	0	0	0	7	195	203
17/07/2023	1	0	0	0	0	14	360	375
18/07/2023	0	1	0	0	0	23	366	390
19/07/2023	0	1	0	0	0	17	406	424
20/07/2023	0	0	0	0	0	18	421	439
21/07/2023	2	1	0	0	0	19	341	363
22/07/2023	2	0	0	0	0	22	157	181
23/07/2023	0	0	0	0	0	8	119	127
24/07/2023	2	0	0	0	0	12	352	366
25/07/2023	1	1	0	0	0	16	367	385
26/07/2023	0	0	0	0	0	26	396	422
27/07/2023	1	0	0	0	0	15	356	372
28/07/2023	1	2	0	0	0	15	362	380
29/07/2023	2	0	0	0	0	19	257	278
30/07/2023	2	0	0	0	0	11	180	193
Totals	41	8	0	0	0	452	8990	9491

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City of York Council

Annex C - Equalities Impact Assessment

Who is submitting the proposal?

Directorate:		Place				
Service Area:		Parking Services	Parking Services			
Name of the proposal	:	Graham Titchener	Graham Titchener			
Lead officer:		Graham Titchener				
Date assessment completed:		30/08/2023				
Names of those who	contributed to the asse	essment :				
Name Job title		Organisation	Area of expertise			
Graham Titchener	Parking Services Manager	City of York Council	Transport and Highways			

Step 1 – Aims and intended outcomes

1.1	What is the purpose of the proposal? Please explain your proposal in Plain English avoiding acronyms and jargon.
	This proposal is to assess any impacts on the public in line with the Equality Act for the implementation of a camera enforced traffic restriction at Micklegate Bar to deal with a number of vehicles travelling through the one-way traffic restriction the wrong way and causing a road safety issue.
	This is done through the decriminalisation and implementation of Moving Traffic Enforcement including the placing of cameras on the public highway to capture offences, then issue a Penalty Charge Notice to the registered keeper if they contravene the traffic restrictions in place.

1.2	Are there any external considerations? (Legislation/government directive/codes of practice etc.)		
	Traffic Management Act 2004 Part 6 – Moving Traffic Enforcement. City of York Council Traffic Regulation Order.		

1.3	Who are the stakeholders and what are their interests?
1.4	What results/outcomes do we want to achieve and for whom?
	All motor vehicle users. Helping to protect those who travel through the Micklegate Bar traffic restriction the right
	way against those who chose to or accidentally travel through the traffic restriction the wrong way. Protecting their
	safety through the enforcing of the local traffic order restriction in place at Micklegate Bar
	It is also considered that this EIA will be a living document and will need to be reviewed from time to time post the schemes implementation.
	The outcome of the scheme is to ensure greater road safety and compliance of the traffic restriction in this area and to help educate all road users to not contravene traffic restrictions
	This supports the following outcomes of the York Council plan: -
	 getting around sustainably a greener and cleaner city safe communities and culture for all an open and effective council

Step 2 – Gathering the information and feedback

2.1 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? 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.

EIA 02/2021

Source of data/supporting evidence	Reason for using
A full public consultation has been undertaken for six weeks as required. It was published to the council's web site. During the consultation we had 58 responses where a majority of approximately 71% were in support of camera enforcement, and approximately 26% opposed to it with 3% not sure. This also included equality data collected anomalously with consultees ticking a box saying they were happy to proceed and answer these types of questions.	This provides the best route to gauge public views of this initiative and the level of support the use of camera enforcement has at this location and also other locations given from the public.
My own and officers experience of these similar schemes linked to York's 2 bus lane enforcement zones and following of the Department for Transports guidance and Traffic Management Act 2004.	This scheme operates on a very similar basis for bus lane enforcement that simply automatically monitors all traffic pass through the restriction and matching the vehicle registration numbers against a vehicle exemption list. Any vehicles that do not appear on the list, will have footage of them sent to a Civil Enforcement Officer to view the contravention and decide on whether to issue a PCN or not. Under the law we have to operate an objection and appeal service to allow the vehicle owner to contest the fine. This provides an opportunity for the driver to state why they entered this where a decision is based on their statement and any evidence they provide. This provides a fair system for the public to use if and when they unwittingly or consciously contravene a traffic restriction enforced using a camera system.

	Using experience from the PCN process, there are already procedures in place regarding the debt management and debt vulnerability and as mentioned there is an objection and appeal process for drivers who contest a PCN.
Traffic survey of the Micklegate Bar restriction	A 2 month traffic survey was put in place to gather evidence of the contravention of the Micklegate Bar traffic restriction, where data showed in the first month (July 2023) there were over 40 occasions of vehicles passing through the restriction in the wrong direction that would have risk coming head to head with incoming traffic ranging from vehicle to cycles.

Step 3 – Gaps in data and knowledge

3.1	What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.			
Gaps in data or knowledge Action to deal with this		Action to deal with this		
Act 2004	raffic enforcement under the Traffic Management is new and therefore there may be a number of ns, which is one of the reasons why this EIA is a cument	There are ongoing user groups between other councils who have or are implementing these schemes and based on the Department for Transport's work on this. In addition these moving traffic schemes are very similar to the current bus lane enforcement systems so the practices, policies, and legislation around those play a large part in informing this new initiative and its processes.		

Step 4 – Analysing the impacts or effects.

sharing a adjustmer	nsider what the evidence tells you about the likely impact (protected characteristic, i.e. how significant could the impants? Remember the duty is also positive – so please identify where so promote equality and/or foster good relations. Key Findings/Impacts	cts be if we d	id not make any al offers High (H)
Age	Older residents are more at risk and suffer greater anxiety regarding traffic accidents. Younger/Less experienced drivers are more likely to commit traffic regulation infringements. Resource issues reducing enforcement may lead to greater risks for all ages. Current provision of enforcement is provided through the police. Long standing involvement in traffic enforcement leads to a clear understanding of the process by drivers. Some older drivers who may not understand Road Traffic rules and have established habits in local areas and may be liable to receive a PCN. We have the objection and appeal service in place where drivers can put forward their case but also there is a 6 month warning process in place to help with the education of this new type of enforcement without penalising the driver for their first offence of breaking this traffic restriction.	+	L

Disability	 Those with disabilities are more likely to suffer significant injuries as a result of traffic accidents. Current provision of enforcement is provided through the police. Long standing involvement in traffic enforcement leads to a clear understanding of the process by drivers. We have the objection and appeal service in place where drivers can put forward their case but also there is a 6 month warning process in place to help with the education of this new type of enforcement without penalising the driver for their first offence of breaking this traffic restriction. 	+	L
Gender	For this traffic restriction and enforcement scheme this group is deemed to come under the general public as there is no specific impact on this characteristic. This scheme is to help improve road safety so is considered to have a positive impact. Current provision of enforcement is provided through the police. Long standing involvement in traffic enforcement leads to a clear understanding of the process by drivers. We have the objection and appeal service in place where drivers can put forward their case but also there is a 6 month warning process in place to help with the education of this new type of enforcement without penalising the driver for their first offence of breaking this traffic restriction.	+	L
Gender Reassignment	For this traffic restriction and enforcement scheme this group is deemed to come under the general public as there is no specific impact on this characteristic. This scheme is to help improve road safety so is considered to have a positive impact. Current provision of enforcement is provided through	+	L

	the police. Long standing involvement in traffic enforcement leads to a clear understanding of the process by drivers. We have the objection and appeal service in place where drivers can put forward their case but also there is a 6 month warning process in place to help with the education of this new type of enforcement without penalising the driver for their first offence of breaking this traffic restriction.		
Marriage and civil partnership	For this traffic restriction and enforcement scheme this group is deemed to come under the general public as there is no specific impact on this characteristic. This scheme is to help improve road safety so is considered to have a positive impact. Current provision of enforcement is provided through the police. Long standing involvement in traffic enforcement leads to a clear understanding of the process by drivers. We have the objection and appeal service in place where drivers can put forward their case but also there is a 6 month warning process in place to help with the education of this new type of enforcement without penalising the driver for their first offence of breaking this traffic restriction.	+	
Pregnancy and maternity	While this traffic restriction and enforcement scheme for this group is deemed to come under the general public as there is no specific impact on this characteristic, those who are pregnant can have moments of lapsed concentration, therefore in a small number of cases may not be quick enough to act to any ongoing vehicle coming at them as that vehicle contravene a one-way restriction therefore not expecting the vehicle coming at them. Current provision of enforcement is provided through the police. Long standing involvement in traffic enforcement leads to a clear	+	L

	understanding of the process by drivers. We have the objection and appeal service in place where drivers can put		
	forward their case but also there is a 6 month warning		
	process in place to help with the education of this new type		
	of enforcement without penalising the driver for their first		
	offence of breaking this traffic restriction.		
Race	For this traffic restriction and enforcement scheme this group	+	L
	is deemed to come under the general public as there is no		
	specific impact on this characteristic. This scheme is to help		
	improve road safety so is considered to have a positive		
	impact. Current provision of enforcement is provided through		
	the police. Long standing involvement in traffic enforcement		
	leads to a clear understanding of the process by drivers. We		
	have the objection and appeal service in place where drivers		
	can put forward their case but also there is a 6 month		
	warning process in place to help with the education of this		
	new type of enforcement without penalising the driver for		
	their first offence of breaking this traffic restriction.		
Religion	For this traffic restriction and enforcement scheme this group	+	L
and belief	is deemed to come under the general public as there is no	_	
	specific impact on this characteristic. This scheme is to help		
	improve road safety so is considered to have a positive		
	impact. Current provision of enforcement is provided through		
	the police. Long standing involvement in traffic enforcement		
	leads to a clear understanding of the process by drivers. We		
	have the objection and appeal service in place where drivers		
	can put forward their case but also there is a 6 month		
	warning process in place to help with the education of this		

	now type of enforcement without negativing the driver for		
	new type of enforcement without penalising the driver for		
	their first offence of breaking this traffic restriction.		
Sexual	For this traffic restriction and enforcement scheme this group	+	L
orientation	is deemed to come under the general public as there is no		
	specific impact on this characteristic. This scheme is to help		
	improve road safety so is considered to have a positive		
	impact. Current provision of enforcement is provided through		
	the police. Long standing involvement in traffic enforcement		
	leads to a clear understanding of the process by drivers. We		
	have the objection and appeal service in place where drivers		
	can put forward their case but also there is a 6 month		
	warning process in place to help with the education of this		
	new type of enforcement without penalising the driver for		
	their first offence of breaking this traffic restriction.		
Other Socio-	Could other socio-economic groups be affected e.g.		
economic groups	carers, ex-offenders, low incomes?		
including:	carers, ex orienders, low medines :		
Carer	For this traffic restriction and enforcement scheme this group		
Carer	For this traffic restriction and enforcement scheme this group	+	L
	is deemed to come under the general public as there is no		
	specific impact on this characteristic. This scheme is to help		
	improve road safety so is considered to have a positive		
	impact. Current provision of enforcement is provided through		
	the police. Long standing involvement in traffic enforcement		
	leads to a clear understanding of the process by drivers. We		
	have the objection and appeal service in place where drivers		
	can put forward their case but also there is a 6 month		
	warning process in place to help with the education of this		
	new type of enforcement without penalising the driver for		
	their first offence of breaking this traffic restriction.	1	

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Low income	For this traffic restriction and enforcement scheme this group	+	
groups	is deemed to come under the general public as there is no specific impact on this characteristic. This scheme is to help improve road safety so is considered to have a positive impact. Current provision of enforcement is provided through the police. Long standing involvement in traffic enforcement leads to a clear understanding of the process by drivers. We have the objection and appeal service in place where drivers can put forward their case but also there is a 6 month warning process in place to help with the education of this new type of enforcement without penalising the driver for their first offence of breaking this traffic restriction.		
Veterans, Armed Forces Community	For this traffic restriction and enforcement scheme this group is deemed to come under the general public as there is no specific impact on this characteristic. This scheme is to help improve road safety so is considered to have a positive impact. Current provision of enforcement is provided through the police. Long standing involvement in traffic enforcement leads to a clear understanding of the process by drivers. We have the objection and appeal service in place where drivers can put forward their case but also there is a 6 month warning process in place to help with the education of this new type of enforcement without penalising the driver for their first offence of breaking this traffic restriction.	+	L
Other			
Impact on human rights:			

List any human rights impacted.	None that can be seen where there is a reliance on work done nationally in the development of traffic enforcement legislation, debt recovery and vulnerability and based on ongoing feedback from councils who have implemented these schemes already. If there are any unforeseen impacts, we have the objection and appeal service in place where drivers can put forward their case but also there is a 6 month warning process in place to help with the education of this new type of enforcement without penalising the driver for their first offence of breaking this traffic restriction.	0	L
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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.

High impact (The proposal or process is very equality relevant)	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.
Medium impact (The proposal or process is somewhat equality relevant)	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
Low impact (The proposal or process might be equality relevant)	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

Step 5 - Mitigating adverse impacts and maximising positive impacts

5.1 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?

Those with disabilities are more likely to suffer significant injuries as a result of traffic accidents, where in this case the main risk is head-on collisions and observations given of cyclists travelling through the restriction in the correct way being faced by motor vehicles coming at them in the wrong direction.

The most effect way to mitigate this risk is through camera enforcement and the risk of a fine being leveed against those who contravene this restriction.

Lessons learned from other councils implementing these types of schemes are shown this to be an effect deterrent where in one location the effects have been seen as long lasting and as a result the camera taking down.

Step 6 – Recommendations and conclusions of the assessment

6.1 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:

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- **No major change to the proposal** 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.
- **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
Continue with the proposal	As a result of this first stage of the EIA there is no reason to adjust or stop this scheme. This is based on initial findings and the consultation of the Micklegate Bar scheme and previous work to implement the traffic restriction back in 2021.
	In addition conversations with and lessons learned from those councils who have implement moving traffic enforcement schemes already, have been considered.

Despite this ongoing monitoring will continue and any adjustments will be analysis, recorded and implemented.

Step 7 – Summary of agreed actions resulting from the assessment

7.1 What action, by whom, will be undertaken as a result of the impact assessment.			
Impact/issue	Action to be taken	Person responsible	Timescale
Complaints and PCN objections	These will be monitored for this scheme and evaluated and where deemed required changes made to ensure the scheme is as fair as possible and taking any equality and vulnerability issues raised to the council and put in any mitigation as required.	Graham Titchener	Ongoing but closely monitored for the first year of operation.

Step 8 - Monitor, review and improve

8. 1	How will the impact of your proposal be monitored and improved upon going forward? 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?
	The scheme will be monitored for the life of the time the camera enforcement is in place for but especially the first 6 months and up to 1 year of the scheme. Any findings where improvements and mitigation can be implemented, will be done. This includes working with groups such as the York Disabled Forum.

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Meeting:	Decision Session Executive Member for Economy and Transport
Meeting date:	12/09/2023
Report of:	James Gilchrist, Director of Transport,
	Environment and Planning
Portfolio of:	Councillor Kilbane, Executive Member for
	Economy and Transport

Decision Report: Response to Granary Estate Road Adoption Petition

Subject of Report

- 1. A petition with 138 signatories was presented to Full Council on 23 March 2023, asking for the following: *"We the undersigned call on City of York Council to adopt the roads and infrastructure on the Granary (Redrow) Estate in Clifton Without - working with Yorkshire Water, Persimmon and Redrow to resolve all outstanding issues".*
- 2. This report presents an update on the issues to be resolved for the adoption of the prospective highways within The Granary estate to progress.
- 3. The Executive Member will be asked to:
 - i. note issues which hindered the adoption process;
 - ii. note the actions taken by Council officers to date to seek to resolve those issues;
 - iii. support continued efforts by officers of the Council to find a solution to the issues, working with Persimmon, Redrow and Yorkshire Water.

Reason: to update the Executive Member and petitioners on the role of the Council and progress in resolving the issues.

Pros and Cons

- 4. The decision is to note work undertaken so far and support continued efforts to resolve the issues hindering the adoption of the highways for The Granary.
- 5. If a solution can be found to enable the adoption of the sewers by Yorkshire Water and all other stages of the adoption process pursuant to Section 38 of the Highways Act 1980 are completed, the roads/streets within The Granary site will become highways maintainable by the Council, as local highway authority, at public expense.
- 6. The streets in The Granary site have already become highways open to the public due to the developer having entered into Agreements with the Council pursuant to Section 38 in July 2017. Under those Agreements, the developer dedicated the roads as highways for use by the public but to remain privately maintainable until the adoption stage of the Agreements is reached. This is standard procedure for highway adoptions under Section 38.
- 7. If a solution cannot be found, the streets of The Granary will remain privately maintainable with the frontagers, through the estate's management company, ultimately being responsible for the maintenance of the streets. If the streets in The Granary site are adopted by the Council without the sewers or pumping station being adopted by Yorkshire Water, there is a risk that the Highway Authority could incur additional costs in these areas.

Policy Basis for Decision

- 8. This report and recommendations reflect the new administrations priorities in terms of engaging and consulting widely with citizens on transport issues.
- 9. The adoption of highways contributes to the following outcomes of the current Council Plan 2019-2023:
 - a. getting around sustainably;
 - b. a greener and cleaner city;
 - c. creating homes and world-class infrastructure;
 - d. safe communities and culture for all; and
 - e. an open and effective council.

10. The power for the adoption by agreement of newly constructed roads is set out in the Highways Act 1980 and the process is set out in associated guidance. This includes central government guidance issued in the form of an Advice Note by the Department of Transport, entitled *"Highways Adoption The Adoption of Roads into the Public Highway (1980 Highways Act)"* – available here: www.gov.uk/government/publications/adoption-of-roads-by-highway-authorities. Section 38 Agreements are the most common method of adopting new roads and ensure that the roads are built to adoptable standard.

Recommendation and Reasons

- 11. The Executive Member will be asked to:
 - i. note issues which hindered the adoption process;
 - ii. note the actions taken by Council officers to date to seek to resolve those issues;
 - iii. support continued efforts by officers of the Council to find a solution to the issues, working with Persimmon, Redrow and Yorkshire Water.

Reason: to update the Executive Member and petitioners on the role of the Council and progress in resolving the issues.

Background

- 12. A petition with 138 signatories was presented to Full Council on 23 March 2023, asking for the following: "We the undersigned call on City of York Council to adopt the roads and infrastructure on the Granary (Redrow) Estate in Clifton Without working with Yorkshire Water, Persimmon and Redrow to resolve all outstanding issues".
- 13. The Granary is a housing estate built by developers Redrow, comprising approx. 200 dwellings and located off Water Lane in the Rawcliffe and Clifton Without ward. The site lies between Green Lane and Water Lane, south of the Aldi supermarket. The vehicular access to the site is through Miller Road, off Water Lane, with a non-motorised and emergency vehicle access point off

Green Lane. See Annex A for a location plan showing the residential estate within the red line.

- 14. Although the adoption process was started for the main roads serving the estate (agreements are in place between CYC and the developer under Sections 38 and 278 of the Highways Act 1980), the adoption process has not been completed due to Yorkshire Water's refusal to adopt the site's sewers and associated pumping station (surface water and highway drainage).
- 15. The highway adoption process, usually undertaken by agreement between the developer and the highway authority under Section 38 of the Highways Act 1980, is separate from the planning process. This means that it is possible for a development site to comply with its planning approval(s) and associated planning conditions without the adoption process being completed. As noted in the Government guidance, "the completion of the agreement may be subject to legal processes over which the local authority has no control. Such processes may relate to third party negotiations and agreements, land matters, easements, private rights, private covenants (and their removal if necessary), drainage discharge consents and agreements etc" (see page 12 of "Highways Adoption The Adoption of Roads into the Public Highway (1980 *Highways Act)*" – available here: www.gov.uk/government/publications/adoption-of-roads-byhighway-authorities).
- 16. To be able to adopt the sewers, Yorkshire Water requires the following:
 - a. Pumping station land ownership The pumping station for the sewers on both estates is located on Clifton Backies (off Headley Close and accessed through Minchin Close). The land is privately owned by a third party. The pumping station was built by the developers of the Arlington/Tamworth Road estate (a separate estate to The Granary) and is currently managed by Persimmon Homes. The land where the pumping station has been built does not belong to Persimmon Homes however and the developers have therefore been unable to transfer it to Yorkshire Water;
 - b. Discharge rights The pumping station discharges into the pond adjacent to the pumping station on Clifton Backies.
 Discharge rights need to be granted by the owners of the pond to Yorkshire Water;

- c. Pumping station and sewers remedials and upgrades Once the land and discharge rights issues have been resolved, Yorkshire Water would start the adoption process for the sewers. This is likely to require some works to be undertaken by Persimmon Homes to repair and upgrade the pumping station and sewers on the Arlington/Tamworth Road estate to bring them to an adoptable standard.
- 17. The Council has made multiple attempts to discuss and resolve the issues with Yorkshire Water and the developers. The most recent attempts are summarised below:
 - a. October-December 2020 Senior level contact between CYC and Yorkshire Water resulting in meetings between CYC and Yorkshire Water technical officers to identify Yorkshire Water's requirements to enable the transfer of the pumping station and adoption of the upstream sewers;
 - b. November 2020 Technical discussions between CYC officers and Persimmon's team to establish what actions have been taken by Persimmon to address the situation with the pumping station and sewer adoption for the Arlington/Tamworth Road estate;
 - c. November 2020-December 2020 Work by the CYC Legal Services and Property Services teams to identify possible options to address the issues. This work has included Property Services trying to contact the owners of the land where the pumping station has been built to discuss a transfer of the land. The CYC Property Services team has so far been unable to obtain any response from the landowners;
 - November 2021 Renewed discussions between CYC and Persimmon Homes following leadership changes at Persimmon, including summary of CYC's views on required steps provided to the Persimmon team;
 - e. January 2020 Meeting between senior leaders at CYC and Persimmon Homes – renewed commitment to solve the issues;
 - f. May 2022 Discussions between CYC property team and legal representatives of the owners of the pumping station land – no resolution;

- g. May 2022 Discussions with the Persimmon team indicating Persimmon would approach the landowner to find a solution for the pumping station land – no resolution;
- h. February-March 2023 Renewed contact between CYC property team and legal representatives of the owners of the pumping station land no resolution;
- i. March 2023 Meeting between Persimmon Homes, Redrow and CYC to identify possible options to resolve the issues– no resolution.
- 18. Previous member decisions The highways on the Arlington/Tamworth Road estate were adopted by CYC in September 2018, following the consideration of a petition presented at the Executive Member for Transport's Decision Session on 17 July 2018 (papers available here: <u>https://democracy.york.gov.uk/ielssueDetails.aspx?IId=53282&Opt</u> =3). At the time, the papers noted that the issues of the transfer of the pumping station and the adoption of the sewers by Yorkshire Water had been resolved.
- 19. The highways were adopted after remedial works had been carried out, and based on an assumption at the time, due to representations made by Persimmon Homes, that the issue of the ownership of the pumping station land would be resolved, and adoption of the sewers could take place. Persimmon Homes thought that they could successfully apply to HM Land Registry to be registered as the owner of the pumping station site based on claimed 'adverse possession' (alleged exclusive possession of the site for at least 12 years without the consent of the owner), but their application was not successful.
- 20. As the highways for the Arlington/Tamworth Road estate have been adopted by the Council without the sewers or pumping station being adopted by Yorkshire Water, there is a risk that the Highway Authority could incur additional costs and/or liabilities in these areas, if the sewers which are under the adopted roads fail or need to be upgraded, or if the sewers/pumping station fail, resulting in highway surface water discharge causing damage to private properties which the owners thereof might seek to hold the Council liable for.

Consultation Analysis

21. The work undertaken to resolve the issues precluding the adoption of the highways at the Granary has involved discussions and meetings with the key partners as described above.

Options Analysis and Evidential Basis

- 22. Options available are:
 - a. Continue working with partners to find a solution to this longstanding issue; and
 - b. Council to step back from discussions until the issues have been resolved between Persimmon, Redrow and Yorkshire Water and a 'vesting certificate', confirming that Yorkshire Water have adopted the drainage infrastructure, can be presented to the Highway Authority for the highway adoption to progress under Section 38 of the Highways Act 1980.
- 23. Option a) will result in Council resources being used to support the resolution of issues between Yorkshire Water and Persimmon. This is in the public interest to ensure that the pumping station and sewers are finally adopted by the undertaker, enabling the highway adoption to progress for The Granary. As attempts to support a resolution have failed so far, there is no guarantee that further attempts will be successful.
- 24. Option b) would remove the requirement for Council resources to be expanded on this issue, leaving discussions to the developers and Yorkshire Water. The Council would adopt a similar stance to that of Yorkshire Water, waiting for the vesting certificate to be provided before progressing the adoption of the roads within The Granary estate.
- 25. The option of the Council or Yorkshire Water using compulsory purchase powers to purchase the land where the pumping station was built has been considered but rejected by the Council due to the following issues:
 - a. Section 155 of the Water Industry Act 1991 gives Yorkshire Water (as a 'relevant undertaker' for the purposes of that Act) to compulsorily purchase land (subject to authorisation by the Secretary of State) 'which is required by Yorkshire

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Water for the purposes of, or in connection with, the carrying out of its functions'. It is for Yorkshire Water to consider whether they could use their powers to compulsory purchase the pumping station site.

- b. The Council's statutory powers to compulsorily purchase land (subject to authorisation by the Secretary of State) for a variety of purposes connected with the Council's functions are set out in various Acts of Parliament. It is considered that the acquisition and maintenance of a pumping station is a function of Yorkshire Water as statutory sewerage and water supply undertaker rather than a function of the Council as local authority. Accordingly, any proposal for compulsory purchase made by the Council is unlikely to be approved by the Secretary of State. It should also be noted that:
 - i. the compulsory purchase process is time consuming and costly; and;
 - ii. in the event that a compulsory purchase process initiated by the Council were successful, it is likely that the Council would then have to take the liabilities for the required upgrades to the pumping station, securing the discharge rights, etc before Yorkshire Water would agree to adopt/take over responsibility for maintenance of such.

Organisational Impact and Implications

- 1. The following implications have been identified:
- Financial Limited financial implications identified for this decision due to the use of Council staff time to support the discussions with the key partners. If the issues are resolved and the adoption of the highways on The Granary progresses, financial implications will be similar to any other development site where highways become adopted through the Section 38 Highways Act 1980 process. If the sewers for the Arlington/Tamworth Road estate and the pumping station are adopted by Yorkshire Water, this would reduce the financial risk for the local authority for this area.
- Human Resources (HR): No HR implications identified.
- Legal Any 'adoption' by the Council as local highway authority of roads/streets constructed within/serving a residential development

(such that those streets then become highways maintainable by the Local Highway Authority at public expense) would usually only occur when all of the following conditions have been satisfied:

(i) the Developer and the Council/ Local Highway Authority (LHA) have entered into a formal S.38 Agreement;

(ii) the Highway Works detailed in the S.38 Agreement have been completed by the Developer, and then maintained by the Developer for the specified initial Maintenance Period, to the LHA's satisfaction;

(iii) any sewer(s) and associated drainage infrastructure underneath or serving the relevant Road(s) have been adopted by Yorkshire Water;

The Council would not normally become involved in or assist in the adoption by/transfer to Yorkshire Water of the sewer(s) and associated drainage infrastructure underneath or serving the relevant Road(s) as that is for the developer to procure.

- **Procurement**: No procurement implications identified.
- Health and Wellbeing: No Health and Wellbeing implications identified.
- Environment and Climate action: No implications identified.
- Affordability For residents of The Granary, if the streets were to remain privately maintained, this would have an impact on charges and insurance fees as the management company would need to charge the residents for the upkeep of the streets and frontagers would need to take liability insurance in case a claim is made against them by users of the privately maintained streets.
- Equalities and Human Rights No Equality Impact Assessment required here as this is an update report and the decision for the member is on whether to commit CYC resources to support decisions to be made by third parties.
- Data Protection and Privacy- No implications identified and no DPIA required.
- Communications- No implications identified
- Economy No implications identified

• Specialist Implications Officers - not applicable

Risks and Mitigations

- 26. Risks identified above:
 - a. For residents of The Granary: additional financial burden of maintenance and repair costs for the private streets and insurance costs. Houses on privately maintained streets are also sometimes more difficult to sell.
 - b. For the Council: Existing risks with the adopted highways on the Arlington/Tamworth Road estate as the sewers and pumping station are not adopted, which means that financial liabilities are unclear if upgrades/changes are required before adoption by Yorkshire Water and if sewers/pumping station failures result in highway runoff damaging private properties or apparatus.

Wards Impacted

27. Rawcliffe and Clifton Without

Contact details

For further information please contact the authors of this Decision Report.

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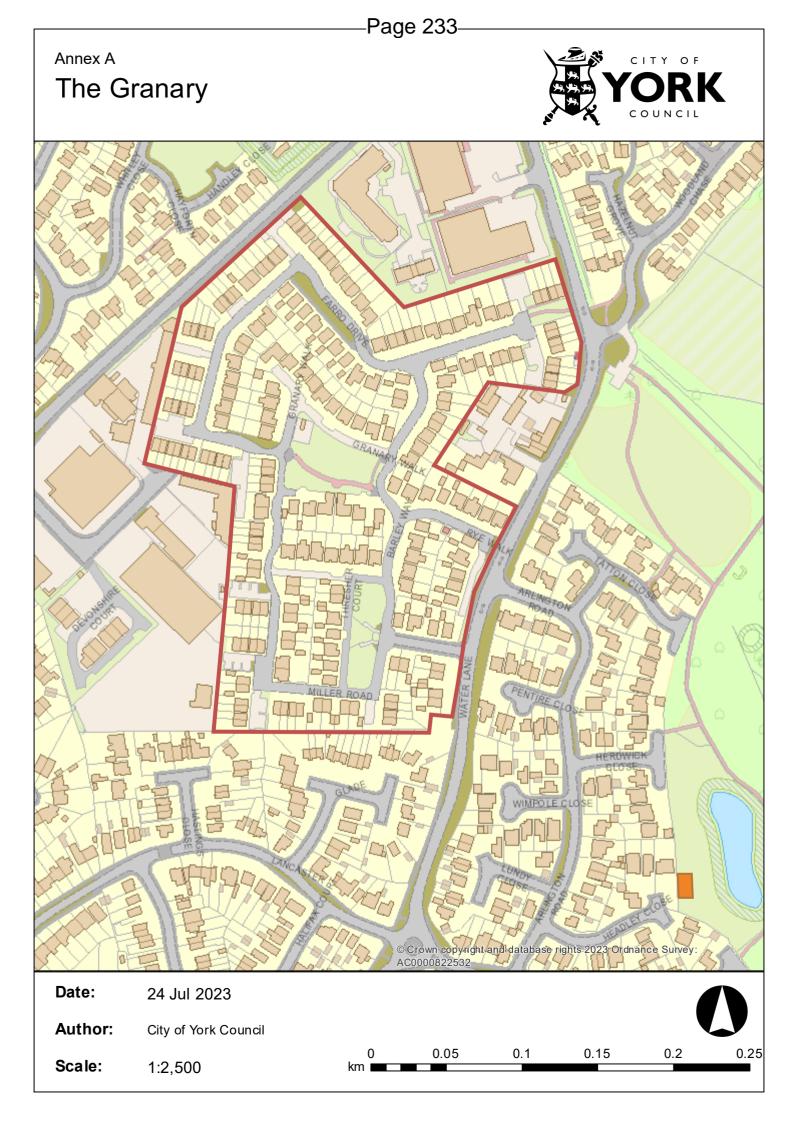
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Background papers Not applicable

Annexes

• Annex A: Location plan

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Meeting:	Executive Member for Transport Decision Session
Meeting date:	12/09/2023
Report of:	James Gilchrist, Director of Environment, Transport and Planning
Portfolio of:	Cllr P Kilbane Executive Member for Economy & Transport

Decision Report: Executive Member for Economy & Transport – Speed Limits – pre-consultation

Subject of Report

- 1. The Council has received several requests for speed limits to be amended or extended. Consultation has yet to take place with relevant stakeholders, and the Executive Member for Economy & Transport is asked to make a decision whether to undertake statutory consultation or to take no further action on the proposals. For information on the locations that requests have been made please see Annex A.
- 2. A decision is important and will be based on all available information. The consultation is a statutory requirement and is important in terms of meeting our responsibility to reach a balanced decision against all available criteria and information, including representations made by relevant stakeholders.

Pros and Cons

3. The pros are that we meet our statutory obligation to consult with relevant stakeholders providing them with the opportunity to voice their opinions and take those forward when reaching a final decision.

The cons are that should we not consult we are breaching our

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statutory obligations because of which we may be considered to have acted unlawfully in respect of due process.

Policy Basis for Decision

- 4. The Councils current Local Transport Plan, places pedestrians at the top of the transport hierarchy followed by cycling, public transport and then cars. The emerging Local Transport Policy does not significantly change that. Therefore the review of speed can be considered in the context of the modal hierarchy alongside the national guidance from Department from Transport.
- 5. This report and recommendations reflect the new administrations priorities in terms of engaging and consulting widely with citizens on transport issues.
- 6. The City of York high-level policies that support the decisions include those from the current Council Plan: A greener and cleaner city; Getting around sustainably; Good health and wellbeing; and Safer communities and culture for all.

Recommendation and Reasons

- 7. a) New Lane, Huntington; reduce 40mph to 30mph (Origin Ward Councillor); Recommendation <u>Defer</u>; Reasons doesn't currently meet the Department for Transport criteria for a 30mph limit, and does not have Police or CYC Officer support. However, owing to submitted planning applications this may need to be reviewed in the future.
 - b) North Lane, Huntington; reduce 60mph to 30mph (Origin Ward Councillor); Recommendation – <u>Defer</u>; Reasons – doesn't currently meet the Department for Transport criteria for a 30mph limit, and does not have Police or CYC Officer support. However, owing to approved development, this will be reviewed in the future as part of the conditions of planning permission approval.
 - Dunnington; Village-wide 20mph zone (Origin Parish Council); Recommendation – <u>Defer</u>;

Reasons – await outcome of decisioning on proposal for e) below.

- New Road, Hessay; 60mph to 30mph (Origin Local resident); Recommendation Not to approve; Reasons – doesn't currently meet the Department for Transport criteria for a 30mph limit and does not have Police or CYC Officer support.
- e) Bishopthorpe village-wide 20mph zone (Origin Ward Councillor and others); Recommendation – **Experiment subject to future data analysis on permanent speed change**;

Reasons – many of the roads in the village don't satisfy the criteria for a 20mph limit and on those roads widespread non-compliance is likely to be raised as an issue. The option for a 12-month Experimental Traffic Order with prior implementation data capture, and further data capture at 3 months and 9 months is feasible and will provide us with reliable data for analysis and to inform future similar such requests i.e. c) above.

- f) A59 Boroughbridge Road, with Hodgson Lane and Black Dike Lane, Poppleton; extend 40mph on A59 to just beyond Hodgson Lane, and to include Hodgson Lane and Black Dike Lane at 40mph up to the current 30mph terminal points on both those roads; Recommendation – Approve; Reasons – With seven injury road traffic collisions since 01/01/2019 this section of road meets the Department for Transport Criteria for a speed reduction, and has Police and CYC Officer support. It is also felt that adding in the two rural lanes, which are both narrow with no footpaths, and with some poor visibility on Hodgson Lane, will aid road safety for all road users, and encourage greater compliance for village inbound traffic when reaching the 30mph terminal point, and will aid accident reduction at the Black Dike Lane junction with the A59.
- g) To note that as part of the review of a new Local Transport Plan the issue of speeds can be reviewed in a wider policy context and that could form part of the consultation on Local Transport Strategy.

Reason: To consider citizen requests and consider against the Department for Transport guidance and Police views alongside the Councils own policies

For full details of each proposal please see Annex C For details of speed limits applicable to urban areas please see Annex B

Background

- 8. The speed limit amendment requests originate from local residents, Ward Councillors, Parish Councils, and businesses, who have raised concerns about existing speeds, and/or excess or unsuitable vehicle speeds for the road conditions, and/or the incidence of road vehicle collisions or near misses. Requests are also received through the York and North Yorkshire Road Safety Partnership, and through the City of York Council Road Safety Team.
- 9. This report seeks the Executive Members decision on whether to take the consultation process forwards if the decision is made to progress any of the proposals.

Consultation Analysis

- 10. No consultation has yet taken place, as per 7 above.
- 11. Changes to the Traffic Regulation Order must go through a formal legal process whereby they are advertised for a 3-week period in which time people are able to make a formal representation for or against the proposals.

Options Analysis and Evidential Basis

- 12. Option 1 Take no action on an item. This is put forward where it is considered the road environment is such that it is very unlikely to achieve any real or meaningful change in driver behaviour by posting a lower limit.
- Option 2 Approve the progression of the statutory consultation process to propose a change in the speed limit as outlined in Annex C. This is recommended where it is considered there is a reasonable prospect of achieving a reduction in vehicle speeds.

- 14. Option 3 Defer a decision based on other factors ie other highway works or decisions for wider inclusion in other proposed schemes.
- 15. Option 4 Implement an Experimental Traffic Order for a maximum period of up to 18 months taking further speed and collision evidence during the period into account as required.
- 16. The approximate cost of taking forward any of proposals to the consultation process is circa £800.00.

Organisational Impact and Implications

17. The report has the following implications.

18.

- **Financial** The recommended changes put forward, estimated at £800, can be funded through the annual budget set aside for new signs and lines.
- Human Resources (HR) None.
- **Legal** The proposals require amendments to the York Speed Limit Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply.

The statutory consultation process for Traffic Regulation Orders requires public advertisement through the placing of public notices within the local press and on-street. It is a requirement for the Council to consider any formal objections received within the statutory advertisement period of 21 days. Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Police and other affected parties.

The Council, as Highway Authority, is required to consider any objections received after formal statutory consultation, and a subsequent report will include any such objections or comments, for consideration.

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, in part or whole, and/or a decision is made to modify the original proposals, if such a modification is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted.

• **Procurement** – Any public works contracts required at each of the sites as a result of a change to the speed limit (e.g. signage, road markings, etc.) 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.

Any change, or additional signage at any of the sites will be procured in accordance with the Council's Contract Procedure Rules and where applicable, the Public Contract Regulations 2015. The Commercial Procurement team will need to be consulted should any purchasing for additional signage take place.

- **Health and Wellbeing** Where implemented it is anticipated that the amended speed limits will encourage and support active travel rather than reliance on vehicle usage and improve road safety for all road users.
- **Environment and Climate action** Where implemented, it is envisaged that lower vehicle speeds will lead to reduced environmental pollution, and a greater engagement for active travel will also reduce pollution as there will be fewer vehicle journeys.
- *Affordability* None. See financial above.
- **Equalities and Human Rights** 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). There are no equalities implications identified in respect of the matters discussed in this report. The process of consulting on the recommendations in this report will identify any equalities implications on a case-by-case basis, and these will be addressed in future reports.
- **Data Protection and Privacy** There are no references to private or any other individuals in this report.

- **Communications** The process of statutory consultation has been complied with, responses to which will form part of a further report to the Executive Member.
- **Economy** None.

• Specialist Implications Officers – As below. Reports without this information <u>will not</u> be considered.]

Risks and Mitigations

19. No detrimental risks have been identified.

Wards Impacted

20. Huntington; Osbaldwick with Derwent; Rural West; Bishopthorpe.

Contact details

For further information please contact the authors of this Decision Report.

Author

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Date:	04/09/2023

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Date:	04/09/2023

Specialist Implications Officer(s):

Financial: Name: Patrick Looker Title: Finance Manager Legal: Name: Sandra Branigan Title: Senior Solicitor

Background papers

None.

Annexes

Annex A	Requests for Changes to the Speed Limit	
Annex B	Speed Limit Descriptions - Tables 1 and 2	
Annex C	Site Information	

Annex A

Requests for Changes to the Speed Limit

Location	Existing speed limit
New Lane Huntington	40mph rural road
North Lane Huntington	60mph rural road
Dunnington Village 20mph village-wide proposal	30mph
New Road, Hessay	60mph rural road
Bishopthorpe village-wide 20mph zone	30mph and existing 20mph zones
A59 Boroughbridge Road, with Hodgson Lane and Black Dike Lane, Poppleton	60mph Primary route and rural lanes

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Annex B

Speed Limit Descriptions

Table 1 Speed limits in urban areas - summary

Speed limit	Where limit should apply
(mph)	
20	In streets that are primarily residential and in other town or
(including 20	city streets where pedestrian and cyclist movements are
mph zone)	high, such as around schools, shops, markets,
. ,	playgrounds and other areas, where motor vehicle
	movement is not the primary function.
30	In other built-up areas (where motor vehicle movement is
	deemed more important), with development on both sides
	of the road.
40	On higher quality suburban roads or those on the outskirts
	of urban areas where there is little development, with few
	cyclists, pedestrians or equestrians.
	On roads with good width and layout, parking and waiting
	restrictions in operation, and buildings set back from the
	road.
	On roads that, wherever possible, cater for the needs of
	non-motorised users through segregation of road space,
	and have adequate footways and crossing places.
50	On dual carriageway ring or radial routes or bypasses that
	have become partially built up, with little or no roadside
	development.

Table 2 Speed limits for single carriageway roads⁸ with a predominant motor traffic flow function

Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses.
	Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason. or where there are considerable numbers of vulnerable road users.

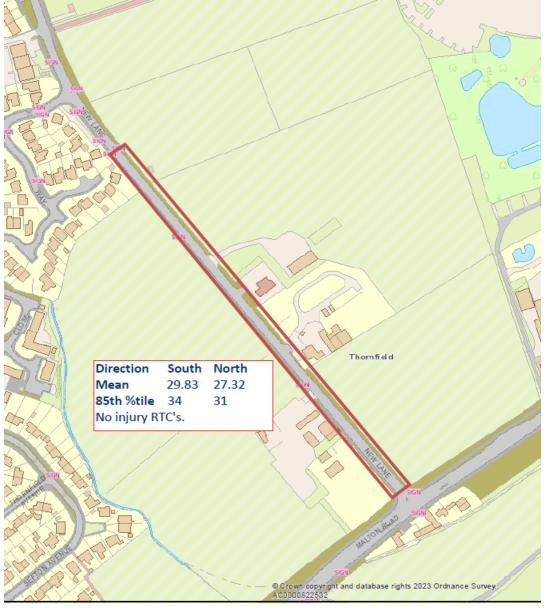
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Annex C

Site Information

Location: New Lane Huntington	85 th %ile speed: As below.
	Accidents: None.

Background information: A 40mph rural road with one residential property and a small estate of business premises where mean traffic speeds are currently below 30mph and whilst it is reasonably anticipated compliance is achievable the criteria to underpin a lower limit are not met.



Officer recommendation: Defer. Reasons: doesn't currently meet the Department for Transport criteria for a 30mph limit and does not have Police or CYC Officer support. However, owing to submitted planning applications this may need to be reviewed in the future. **Approximate cost:** Nil.

Location: North Lane Huntington	85 th %ile speed: As below.
	Accidents: Two since 01/01/2017, one
	possibly with a speed factors, both at
	A1237 roundabout, not on the lane.

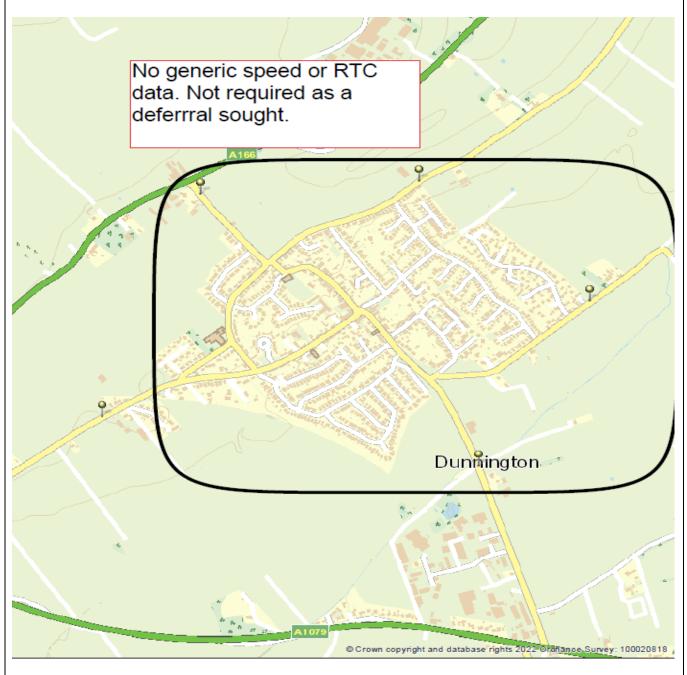
Background information: A rural 60mph road where there is a farm and three residences. The request is for the 30mph to be extended from the current terminal point to the A1237.



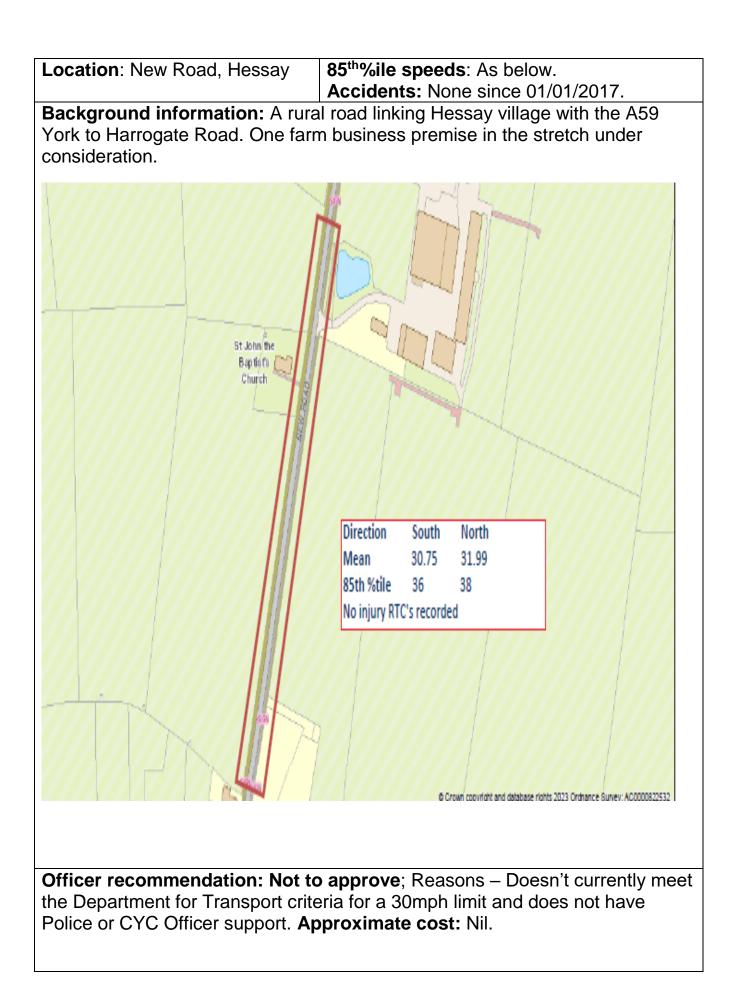
Officer recommendation: Defer - Reasons – Doesn't currently meet the Department for Transport criteria for a 30mph limit, and does not have Police or CYC Officer support. However, owing to approved development, this will be reviewed in the future as part of the conditions of planning permission approval. **Approximate cost:** Nil.

Location: Dunnington Village 20mph	85 th %ile speed: No village-wide data
village-wide proposal	Accidents: Data cohort too large to
	search

Background information: A dormitory village to the east of York comprising mainly residential properties with a school and village retail, business and leisure facilities.

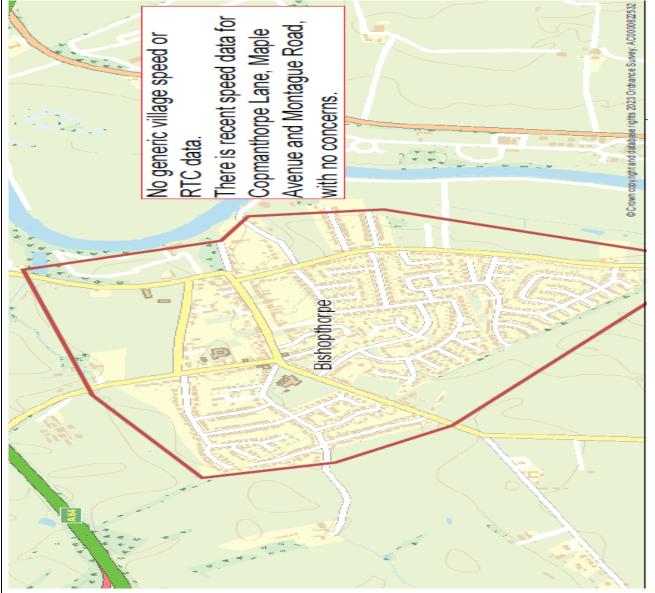


Officer recommendation: <u>Defer</u>; Reasons – await outcome of decisioning and speed analysis on proposal for Bishopthorpe below. **Approximate cost:** £0.00.

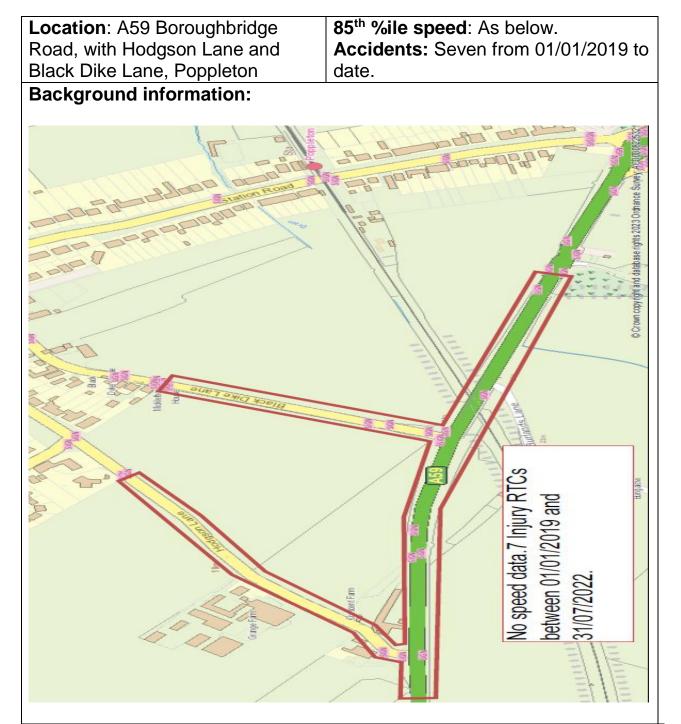


Location: Bishopthorpe village-
wide 20mph zone85th %ile speed: No village-wide dataAccidents: Data cohort too large to search

Background information: A dormitory village to the south of York comprising mainly residential properties with a school and village retail, business and leisure facilities.



Officer recommendation: Experiment subject to future data analysis on permanent speed change; Reasons – many of the roads in the village don't satisfy the criteria for a 20mph limit and on those roads widespread non-compliance is likely to be raised as an issue. The option for a 12-month Experimental Traffic Order with prior implementation data capture, and further data capture at 3 months and 9 months is feasible and will provide us with reliable data for analysis and to inform future similar such requests ie Dunnington proposal above. **Approximate cost:** To be determined as soon as possible.



Officer recommendation: Approve. Reasons – With seven injury road traffic collisions since 01/01/2019 this section of road meets the Department for Transport Criteria for a speed reduction and has Police and CYC Officer support. It is also felt that adding in the two rural lanes, which are both narrow with no footpaths, and with some poor visibility on Hodgson Lane, will aid road safety for all road users, and encourage greater compliance for village inbound traffic when reaching the 30mph terminal point, and will aid accident reduction at the Black Dike Lane junction with the A59. **Approximate cost: £1000**.



Meeting:	Executive Member for Economy & Transport Decision Session
Meeting date:	12/09/2023
Report of:	James Gilchrist, Director of Environment, Transport and Planning
Portfolio of:	Executive Member for Economy & Transport

Decision Report: Executive Member for Economy & Transport – Speed Limits – post consultation

Subject of Report

- 1. The Council has received several requests for speed limits to be amended or extended. The statutory consultation for these requests has taken place with relevant stakeholders and the Executive Member for Economy and Transport is asked to make a final decision on if the proposed new speed limits are implemented or not. Information on the locations of the requested speed limit amendments can be found in Annex A.
- 2. A decision on if the speed limit amendments should be implemented or should be based on all available information, this is important in terms of meeting our responsibility to reach a balanced decision against all available criteria and information.

Pros and Cons

3. The pros of implementing the requests, which in the main are for speed limit reductions, are improved vehicle speeds and a reduction in accident statistics, a less polluted environment (noise and fumes), and a safer environment for walking, cycling, and for all types of vulnerable road user.

The Cons are increased journey times and potential for conflict between different types of vehicles/road users. There is also the

potential for the limit(s) to be ignored and brought to disrepute owing to the lack of enforcement, which will result rise in complaints about road safety.

Policy Basis for Decision

- 4. The Councils current Local Transport Plan, places pedestrians at the top of the transport hierarchy followed by cycling, public transport and then cars. The emerging Local Transport Policy does not significantly change that. Therefore, the review of speed can be considered in the context of the modal hierarchy alongside the national guidance from Department from Transport.
- 5. This report and recommendations reflect the new administrations priorities in terms of engaging and consulting widely with citizens on transport issues.
- 6. The City of York high-level policies that support the decisions include those from the current Council Plan: A greener and cleaner city; Getting around sustainably; Good health and wellbeing; and Safer communities and culture for all.

Recommendation and Reasons

7. A) Sutton Road, Wigginton Extend 40mph (Origin – local residents/business); Recommendation – Take no further action; Reasons – does not meet the Department for Transport criteria for a reduced speed limit, and does not have Police, CYC Officer, or local support, despite the presence of business and residential properties along this stretch of road.

B) Montague Road and Keble Park Estates, Bishopthorpe 20mph Zone (Origin – local resident); Recommendation – **Defer**; Reasons – There is a proposal from the Ward Councillor in the following pre-consultation speed limit paper considering a villagewide experimental 20mph speed limit for Bishopthorpe, which will incorporate this area.

C) Haxby Road (Clarence Gardens) 20mph (Origin – local resident); Recommendation – **Approve**;

Reasons – This is a busy area close to the hospital, a local park facility, and an area where the on-street parking arrangements warrant a lower limit. Those local features, that the proposal meets

the Department for Transport criteria for a reduced speed limit, and the support from the Police and CYC Officers indicate the speed limit reduction is appropriate.

D) Wetherby Road Rufforth (Primary School) 20mph (Origin – Parish and Ward Councillors) and extend the 20mph zone to include the streets Maythorpe, Laburnum Close, Yew Tree Close, and Middlewood Close; Recommendation – **Approve**; Reasons – to further ensure a greater degree of safety for all road users in the school vicinity, especially for those who are vulnerable. This proposal meets the Department for Transport criteria for a reduced speed limit and has Police and CYC Officer support.

E) Bradley Lane, Rufforth (Origin – Ward Councillor); **Recommendation – Take no further action**;

Reasons – the basis for consultation was one fatality in very poor weather circumstances. It is not felt that moving the 30mph limit further away from its existing terminal point will achieve greater compliance within the existing 'village' 30mph limit. The proposal does not meet the Department for Transport criteria for a reduced speed limit and does not have Police or CYC Officer support.

F) To note that as part of the review of a new Local Transport Plan the issue of speeds can be reviewed in a wider policy context and that could form part of the consultation on Local Transport Strategy.

Reason: To consider citizen requests and consider against the Department for Transport guidance and Police views alongside the Councils own policies

For full details of each proposal please see Annex C.

In all cases above guidance has been taken from *DfT Circular 01/2013* – *Setting Local Speed Limits*, and especially paragraphs:

26 - Where there is poor compliance with an existing speed limit on a road or stretch of road the reasons for the non-compliance should be examined before a solution is sought. If the speed limit is set too low for no clear reason and the risk of collisions is low, then it may be appropriate to increase the limit. If the existing limit is in place for a good reason, solutions may include engineering measures or changes to the road environment to ensure it better matches the speed limit, or local

education and publicity. Enforcement may also be appropriate but should be considered only after the other measures and jointly with the police force.

<u>And</u>

85 - Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity unless this has been explicitly agreed.

For details of speed limits applicable to urban areas please see Annex B.

Background

- 8. The speed limit amendment requests originate from local residents, Ward Councillors, Parish Councils, and businesses, who have raised concerns about existing speeds, and/or excess or unsuitable vehicle speeds for the road conditions, and/or the incidence of road vehicle collisions or near misses. Requests are also received through the York and North Yorkshire Road Safety Partnership, and through the City of York Council Road Safety Team.
- 9. In December 2022 the then Executive Member for Transport approved the consultation process with affected stakeholders in these locations, and that has now been completed.

Consultation Analysis

- 10. Changes to the Traffic Regulation Order have to go through a formal legal process whereby they are advertised for a 3-week period in which time people are able to make a formal representation for or against the proposals.
- 11. Full details of the consultation responses are provided at Annex C.

Options Analysis and Evidential Basis

- 12. Option 1 Take no action on an item. This is put forward where it is considered the road environment is such that it is very unlikely to achieve any real or meaningful change in driver behaviour by posting a lower limit.
- 13. Option 2 Approve the proposed change in the speed limit as outlined in Annex C. This is recommended where it is considered there is a reasonable prospect of achieving a reduction in vehicle speeds.
- 14. Option 3 Defer a decision based on other factors i.e. other highway works or decisions for wider inclusion in other proposed schemes.
- 15. Option 4 Implement an Experimental Traffic Order for a maximum period of up to 18 months taking further speed and collision evidence during the period into account as required.
- 16. The approximate cost of taking forward the recommendations is around £4,000 for the advertising of the Traffic Regulation Order, and approximately £5.3k for the works on site if implemented.

For details of the draft Speed Limit (Amendment) (No14/15) Order 2023 please see Annex D. This will be further amended when the outcome of the Executive Members decisions is known.

Organisational Impact and Implications

17. The report has the following implications.

18.

- **Financial** The recommended changes put forward, estimated at £9.3k, can be funded through the annual budget set aside for new signs and lines.
- Human Resources (HR) None.
- **Legal** The proposals require amendments to the York Speed Limit Order 2014: Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 apply.

The statutory consultation process for Traffic Regulation Orders requires public advertisement through the placing of

public notices within the local press and on-street. It is a requirement for the Council to consider any formal objections received within the statutory advertisement period of 21 days. Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Police and other affected parties.

The Council, as Highway Authority, is required to consider any objections received after formal statutory consultation, and a subsequent report will include any such objections or comments, for consideration.

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, in part or whole, and/or a decision is made to modify the original proposals, if such a modification is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted.

Any public works contracts required at each of the sites as a result of a change to the speed limit (e.g. signage, road markings, etc.) 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.

• **Procurement** – Any public works contracts required at each of the sites as a result of a change to the speed limit (e.g. signage, road markings, etc.) 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.

Any change, or additional signage at any of the sites will be procured in accordance with the Council's Contract Procedure Rules and where applicable, the Public Contract Regulations 2015. The Commercial Procurement team will need to be consulted should any purchasing for additional signage take place.

- **Health and Wellbeing** Where implemented it is anticipated that the amended speed limits will encourage and support active travel rather than reliance on vehicle usage.
- Environment and Climate action Where implemented, it is envisaged that lower vehicle speeds will lead to reduced environmental pollution, and a greater engagement for active travel, which will also reduce pollution as there will be fewer vehicle journeys.
- Affordability None. See financial above.
- Equalities and Human Rights 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). There are no equalities implications identified in respect of the matters discussed in this report. The process of consulting on the recommendations in this report has not identified any negative equalities implications.
- **Data Protection and Privacy** There are no references to private or any other individuals in this report.
- **Communications** The process of statutory consultation has been complied with, responses to which form part of this report.
- **Economy** None.
- **Specialist Implications Officers** As below.

Risks and Mitigations

19. No detrimental risks have been identified.

Wards Impacted

20. Haxby and Wigginton Bishopthorpe Rural West York (2) Guildhall

Contact details

For further information please contact the authors of this Decision Report.

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Date:	04/09/2023

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Title: Accountant	Title: Senior Solicitor
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Background papers

https://democracy.york.gov.uk/documents/s164243/Speed%20Limit%20 Traffic%20Regulation%20Order%20Amendments%20Report.pdf

Annexes

Annex A	Details of requests for Changes to the Speed Limit
Annex B	Speed Limit Descriptions - Tables 1 and 2
Annex C	Site Information

Annex D Draft Speed Limit (Amendment) Order

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Annex A

Requests for Changes to the Speed Limit

Location	Existing speed limit
Sutton Road, Wigginton	60mph rural road
Montague Road and Keeble Park Estates, Bishopthorpe	30mph
Haxby Road (Clarence Gardens)	30mph
Wetherby Road Rufforth (Primary School)	30mph
Bradley Lane, Rufforth	60mph rural road

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Annex B

Speed Limit Descriptions

Table 1 Speed limits in urban areas - summary

Speed limit	Where limit should apply
(mph)	
20	In streets that are primarily residential and in other town or
(including 20	city streets where pedestrian and cyclist movements are
mph zone)	high, such as around schools, shops, markets,
	playgrounds and other areas, where motor vehicle
	movement is not the primary function.
30	In other built-up areas (where motor vehicle movement is
	deemed more important), with development on both sides
	of the road.
40	On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few
	cyclists, pedestrians or equestrians.
	On roads with good width and layout, parking and waiting restrictions in operation, and buildings set back from the road.
	On roads that, wherever possible, cater for the needs of
	non-motorised users through segregation of road space,
	and have adequate footways and crossing places.
50	On dual carriageway ring or radial routes or bypasses that
	have become partially built up, with little or no roadside
	development.

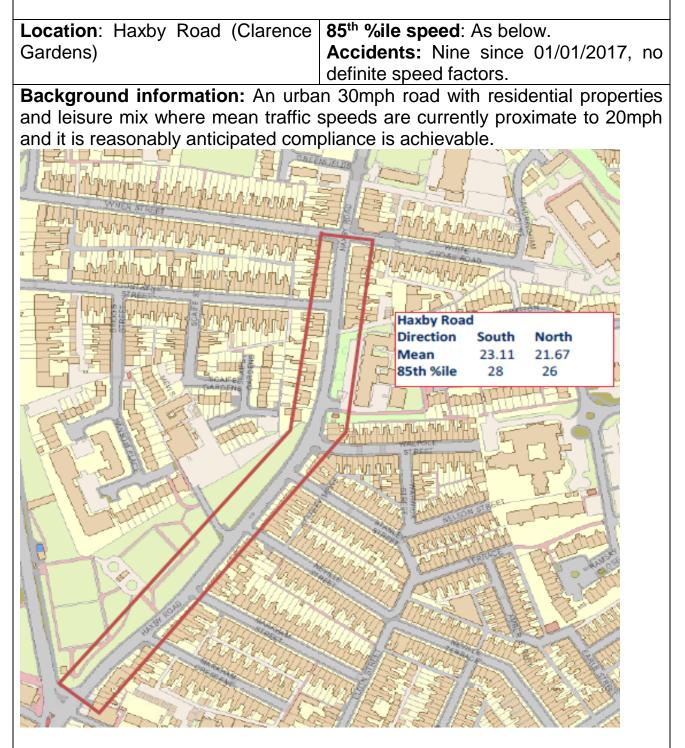
Table 2 Speed limits for single carriageway roads⁸ with a predominant motor traffic flow function

Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses.
	Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason. or where there are considerable numbers of vulnerable road users.

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Annex C

Site Information



Officer recommendation: Implement a 20mph speed limit between Lowther Street and Whitecross Road. **Approximate cost: £800**

Consultation Responses:

- 1. I thoroughly support your proposal but may I suggest that the zone is extended slightly north to encompass Rose Street and the entrance to Haxby Road Primary School.
- 2. I just wanted to voice my total agreement with the proposed speed limit reduction on Haxby Road to 20mph.

Having lived and walked my child to school on this route for years I can say that people drive far too fast and close to the footpath, and 20mph can't come soon enough! I really hope you don't get any objections and you get more messages of support.

As it's not covered on this notice, I wondered if the section of Haxby road from Haleys Terrace roundabout to where the current 20 zone starts, just before the school, is also being considered?

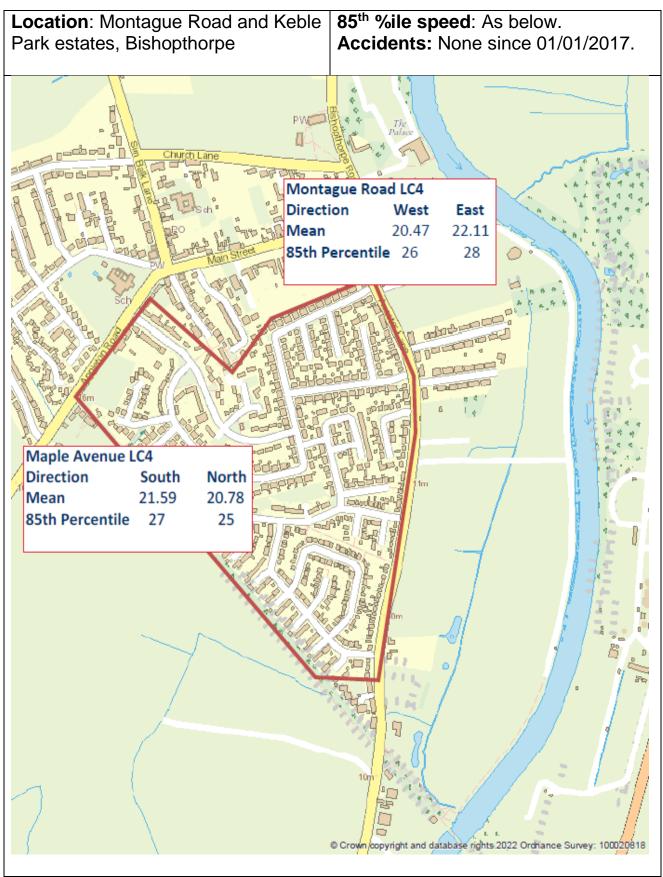
It seems to make sense to have the whole road from there to the Wigginton road junction all linked up at 20mph.

Anyway, I really hope this goes ahead as soon as possible.

Officers and Police responses:

In support of the proposal. Reasons: Reasons – This is a busy area close to the hospital, a local park facility, and an area where the on-street parking arrangements warrant a lower limit. Those local features, that the proposal meets the Department for Transport criteria for a reduced speed limit, and the support from the Police and CYC Officers indicate the speed limit reduction is appropriate.





Officer recommendation: Defer owing to consideration of a proposed villagewide 20mph scheme in the following pre-consultation decision paper following.

Consultation Responses:

- Hello Peter, I just wanted you to know I think the introduction of a 20 mph speed limit is a great idea. A lot of my neighbours are elderly and I think cars are going too fast on the roads around Montague Road estate. A lot of my neighbours actually walk on the road because the paths are so uneven due to telecom company's digging them up. So anything that is safer for the community that live in the area is a good thing. I am more than happy to give you feedback.
- 2. Following receipt of your letter today I would like to oppose the above in the strongest terms. Reason 1: The roads are so appalling throughout the village it is impossible to exceed 2mph. Reason 2: CYC neglected to properly address a significant safety concern at the junction of Main St & Acaster Lane where parking occurs on a blind bend to accommodate idle people from a walk to the nearby coffee shop. A small section of double yellow lines were provided but they totally fail to address the problem. Reason 3: If CYC were really concerned about road safety you would fix not only the roads but the crumbling footpaths. I have lived here for over 25 years and the village highways and verges are left to disintegrate to the shocking state that exists today. In anticipation of a local authority actually carrying out the will of the majority (not the minority) of residents.
- 3. Whilst I have no particular objections to the proposal, who is going to monitor speeding cyclists who can easily exceed 20mph on modern machines. Would the money not be better spent on mending the many dozens of potholes in Bishopthorpe and repairing the crumbling footpaths?
- 4. I wish to make a few points in relation to the recent notice of proposal to make several and many streets in Bishopthorpe 20mph. 1. it is Garbett Way not Garbutt Way. 2. You have 20mph in other places like Bishopthorpe Road after Campleshon Road and it was made clear that this limit would never be enforced by the police there fore I see no need to waste time, money and cause road clutter by signing this. Plus the inherent carbon emissions in signage, paint, diesel of work vans and annoyance to everyone. A complete waste of public money at a time when we need the money for other things a list follows. 3. Speeding on Acaster Lane is a daily occurrence and few pay attention to the 30mph which starts after the bridge. Similarly on the exit to Bishopthorpe over the old railway bridge past Brunswick Nursery and similarly SIm Balk Lane. Better to police these speed limits and put 30 on the road clearly at intervals. I say on the road because we have

enough ugly visual clutter already including race course signage for months and months of the year. We have to plead with you to get it taken away in November! 4. The roads are full of potholes especially smaller roads. 5. The parking on the bend of Acaster Lane if you are coming from York and turning left, is hazardous and too close to the bend. No rules observed here by lazy people going to the coffee shop or walking their dogs - who knows what goes on in their head? 6. The state of the pavements around Bishopthorpe are dangerous considering the age of many of the residents here with walkers and walking sticks. And my biggest concern of all is the amount of people close passing cyclists on the stretch between Bishopthorpe and York which is 40mph! Cars overtake when they cannot see ahead and just about miss cars coming in the opposite direction, just in their efforts to get past a bicycle and not be held up for 30 seconds or a minute. They'd rather endanger the cyclists and other road users than wait carefully and the pass on the OTHER side of the road. That's where they should be..... The Dutch changed all of this in the 60's when their road culture was like ours and many cyclists were being killed on a daily basis. Please don't say well the Dutch are different to us - rubbish! They are human beings and they changed, so can we. It's the car drivers responsibility to protect us given they are in a huge metal murder weapon and rarely get killed at 40mph!

- 5. Would it be possible to include Acaster Lane from the point of the existing 30mile warning light (approximately opposite the junction to Keble Park North) to the junction with Main Street in the 20 mile order? Traffic from Acaster Malbis direction is often travelling at speed & there are junctions on both sides of Acaster Lane also regularly parked vehicles.
- 6. A large area of Bishopthorpe is not included in the plan which possibly should be. Namely the Lang Road Copmanthorpe Lane area. The current speed limits and proposed speed limits in various parts of the village the situation will be far from ideal. I have a proposal. We have four roads leading to Bishopthorpe, If the 20mph signs were located on these roads the entire village would be a 20mph zone. As a result there would be no confusion as to the speed limit. If you are in Bishopthorpe then it's 20mph. The position of these signs as drivers approach the village:- Sim Balk Lane. No change, Bishopthorpe Road, near St.Andrews Church. Acaster Lane and Appleton Road. Near the cycle track bridge in both cases to replace the 30mph signs. This proposal would not only remove any confusion in regard to speed within Bishopthorpe, it would also result in a saving as signs would only be required in four locations.

- 7. I do not agree to this proposal. Why is it now deemed necessary to put in this restriction and the inherent costs in a certain part of the village after nearly 60 years of this estate and the costs involved? I am all for road safety but I am not aware of any serious accidents in this village as the residents seem responsible and considerate? Is this yet more micro management? 20mph is very slow for free flowing traffic with the disadvantage of having to use low gears in vehicles and the corresponding higher use of fuel and pollution. I am very much against the excessive number of speed bumps - except near a school - for the jarring effect on the body and damage to your vehicle. We have recently had repairs - specifically on the suspension system - which I directly blame on the Bishopthorpe and York Roads as this vehicle is only used locally - costing nearly £900. I pay considerable taxes nationally, regionally and locally for the privilege of using my vehicle and in all my years I have never witnessed such a decline in our roads. I wish instead of pursuing this 20mph proposal by the council you would carry out your legal responsibilities to make our roads fit for purpose (and pavements) as they are dangerous and appalling. At present I can virtually not travel any faster than 10/20mph in Bishopthorpe, or drive in a straight line, due to appalling potholes - and just filling them in is not the right answer which need area surfacing. Why should the majority of motorists have to suffer for the inconsiderate few?
- 8. Personally i do not agree with the proposal for village being a 20 mph zone for a few reasons. 1. You said in our conversation that the mobile speed cameras you put in place to monitor traffic have an average speed of 21/22 mph recorded. This village is a 30 mph zone apart from main street. 2. If this village is to be a 20mph zone it will not be long before the whole of york will follow suite . I sometimes have to cross the city two or three times a day and traffic is bad enough at the best of times. 3. Nobody drives down my road fast .The only people who use this road are the people who live on the street, the amazon driver and the bus once a day. 4. I really think the money it will cost to put the signs up in the twenty one streets could be better spent elsewhere in this village to be honest like the dangerous pot holes on maple Avenue , thats where an accident is going to occur due to the road conditions not people speeding.
- 9. We have received your letter regarding the 20 miles per hour speed limit within certain areas of Bishopthorpe, which I feel is a very good idea. So much so that I am requesting if Acaster Lane can be added to the 20

miles per hour zone, if it can we would be more than happy tm support the request along with other residents down Acaster Lane.

10. I live on Ramsey Avenue and have read your proposal of a 20mph limit in my area of Bishopthorpe. Can I say what a waste of money. The one and very real threat to road safety in this part of Bishopthorpe is that the road surfaces are so bad that for instance on Maple Avenue the only safe way to drive is in down the centre of the road. You can see cars weaving to avoid these pot holes which are caused by the heavy vehicles as bin wagons and busses. Please can you not waste available funding on this unnecessary scheme but use the resource where there will make a real contribution to making our roads safe. Please find attached a photo of the daily route I follow for health reasons. I do have arthritis on both knees and intermittent calcification in my lower legs. As pictured above, I clearly can't walk on the horrendously potholed pavements and so my health prescribed walking has to be on the road and virtually in the centre. Why in an area where the average traffic speed is 22 miles per hour are we spending precious money on putting up 20 mph signs along this road when for that money we just might get a serviceable and user safe pavement?



Residents response re 20mph proposal Bi

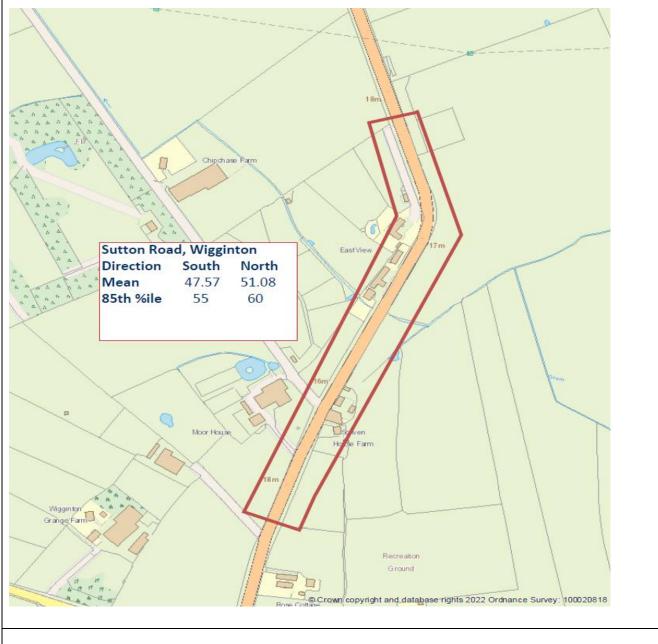
- 11. Above is a handwritten response not in favour.
- 12. I am objecting to the proposal on several grounds although I fear that raising any concerns will be somewhat futile.
- **13.** I'd like to support the proposed 20mph roads in Bishopthorpe.

Officers and Police responses: Not supported as the Department for Transport criteria are not met and 85th percentile speeds are too high. It is not felt sufficient reduction in vehicle speeds would be achieved.

Additionally: Defer: Reasons – There is a current proposal from the Ward Councillor in the following pre-consultation speed limit paper considering a village-wide experimental 20mph speed limit for Bishopthorpe, which will incorporate this area.

Location: Sutton Road,	85 th %ile speed: As below.
Wigginton	Accidents: Three since 01/01/2017, no
	speed factors.

Background information: A rural 60mph road where there is a business and residences, along with an acute bend. The request is for the 40mph to be extended further away from Wigginton in order that more drivers will be travelling at that speed when they reach the acute bend, business and residences.



Officer recommendation: Not to implement a 40mph speed limit from the existing transition point to a point north of the acute left-hand bend. Approximate cost: £0

Consultation Response:

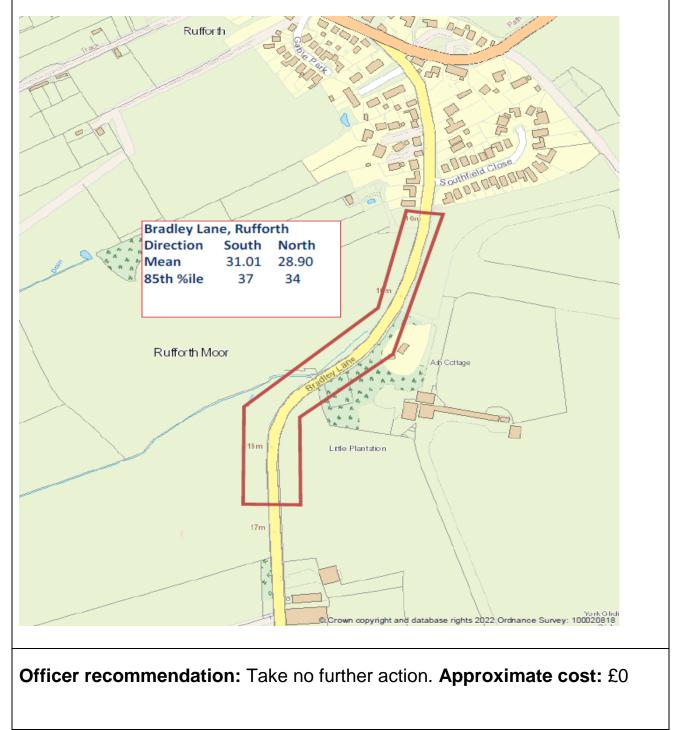
1. My name is (Redacted) I have lived in my bungalow and owned the garage next door for 50 years. I cannot see any reason to make the proposed part of Sutton Road a 40mph area. It is not an accident black spot, there are no junctions, traffic lights, roundabouts and is not a residential area. This is a waste of money, time and resources that I'm sure could be put to better use for our area. I am amazed you think this is needed on this road.

Officers and Police responses:

Not supported. Reasons: Does not meet the Department for Transport criteria for a reduced speed limit, and does not have Police, CYC Officer, or local support, despite the presence of business and residential properties along this stretch of road. Additionally, CYC Highways Road Safety Engineer suggests consideration of other solutions given the RTC history.

	85 th %ile speed: As below.		
Location: Bradley Lane, Rufforth	Accidents: One since 01/01/2019, a fatality owing to weather. No speed		
	factor.		

Background information: A rural unclassified road to the southern side of Rufforth. The request is for a 40mph buffer 'zone' between the existing 30mph/60mph transition point and a point south of the double bend owing to recorded vehicle speeds (CSW) and fatal accident in this area.



Consultation Response:

- I have received a notice with respect to Bradley Lane. Whilst I agree with the imposition of a speed limit lower than the national limit, I do feel that your notice is legally ineffective because on the front page you mention 40mph whereas on the reverse it says 30mph. One hopes for more detailed reading of a letter prior to issue.
- Received your notice regarding the 40 mph speed limit on Bradley Lane this morning. I spotted on the second page it says "introducing a 30mph speed limit'. Is this correct?

Officers and Police responses:

Agree with the recommendation (to take no further action). Reasons – the basis for consultation was one fatality in very poor weather circumstances. It is not felt that moving the 30mph limit further away from its existing terminal point will achieve greater compliance within the existing 'village' 30mph limit. The proposal does not meet the Department for Transport criteria for a reduced speed limit and does not have Police or CYC Officer support. Additionally, recommended works associated with that collision are being progressed through our drainage team.

Location:	Wetherby	Road	85 th %ile	speeds:	No	data	from	CYC.
Rufforth (Primary School) Community Speed Watch (CSW) dat			data					
			available (but no mean or %ile speeds).					
			Accidents: None since 01/01/2017.					

Background information: A village residential 30mph road in the vicinity of the Primary School that is not included in the Safer Routes to School programme. It is suggested a 20mph limit is appropriate in the interests of the safety of the children and parents/staff, although some further minor engineering measures may be required.



Officer recommendation: Recommend 20mph. Approximate cost £1000

Consultation Responses:

- I live opposite the School in Rufforth, so will be in the middle of this. Not a problem. Just one query, will you be removing the current Chicanes at each end of the current road restrictions? I hope so, as currently at busy times traffic backs up and then speeds through "to catch up". The new idea should get traffic to keep moving but at a more modet speed.
- I thank you for your letter dated 21st April 202 regarding proposed introduction of 20mph Speed Limit - Rufforth. It is hoped that this will result in the permanent removal of the chicanes? If this is the case, I am writing to support the proposal.
- 3. On reading your letter of 21 April 2023 advising of the proposed reduction of 20 mph speed limit at Rufforth, I would be grateful if you could advise whether this would replace the existing traffic calming measures or whether this is in addition to them. The answer to this would greatly affect my response to this proposal. I would be in favour of the introduction if it was to replace the existing measures but not otherwise.
- 4. As residents of Rufforth, with two young children, we welcome the 20mph speed limit. I wonder if it might be sensible to extend the 20mph area to cover the road on either side of the village. Upon moving to Rufforth last year we were visited by several deer in our back garden, but as the number of incidents involving deer on the roads around Rufforth increased, the number of deer we spotted from our windows decreased.
- 5. Thank you for your email regarding the above. We from (Redacted) totally concur with the proposal as outlined. Please implement ASAP.
- 6. RE: PROPOSED INTRODUCTION OF 20MPH PROPOSED SPEED LIMIT -RUFFORTH

Thank you for the letter informing me of the proposed introduction of 20mph speed limit. I have sent this email this morning as I found it very difficult to contact you by phone to discuss my concerns.

I have been a resident in the village since 2006 which was before the chicanes were put in place. Since the chicanes were put on the road they have had no impact at all. They do not work. If anything drivers just ignore the signage... they do not slow down nor do they stop. If anything they are too busy tooting their horn because someone or some car is in their way. Very disappointing! There are a range of big trucks...far too big for the road and speeding cars which use the village as a rat run. The volume of traffic is too much....usually first thing in the morning and at the end of the afternoon. When something happens on the road prior to Rufforth at either end the traffic backs up and it all comes through the village. The volume and speed of the traffic is unacceptable. There has been accidents and one day someone is going to be seriously hurt.

I do not feel I have enough information to make a positive decision to accept your proposals based on the following;

1. Lack of an information regarding the speed of traffic, the type of vehicles which are speeding and the time of the day or day when the offence is taking place. IS THERE A REPORT?

2. Has the Council undergone an environmental health risk assessment (with a particular emphasis on air and noise pollution) on what affects pollution from cars is currently having on the health of adults and children in the village and what would be the implications if traffic was slowed down. IS THERE A PLAN?

3. Information regarding the strategies for dealing with maintaining the weeds, litter (thrown out from the passing cars) and muck on the road around the chicanes. I am now coming up to my 70 year of age and since the chicanes were put on the road outside my house I have cleared the weeds on the roads to ensure the village looks tidy as visitors come through. Every year I phone the council and every year I am told they have difficulties clearing the mess as the chicanes are in the way. When I really make a fuss they will then come out to weed kill but that does not solve the problem so this year and from now onwards the weeds can grow and the chicanes can look a mess. A MESS!

4. The pathway outside the primary school is just too narrow and as the children (babies, toddlers, children and adults walk to and from school the range of unacceptable traffic badly interferes with their safety. Risk assessment: HIGH The current issues for me are...:

a. Just what traffic is speeding through our village...the volume of traffic too. Does the Council need to consider diverting some of this traffic?

b. Assessing the outcomes of a noise pollution report might indicate that once again too much traffic is using this road and is badly affecting people's health and the village as a whole. Once again by diverting the traffic it may go towards solving this problem.

c. The Environmental Health risk assessment will highlight so much. What needs to happen to effectively reduce the risk for the village.

d. The chicanes do not work and they never have. They need to be removed. Would the Council consider 30mph speed signage which lights up when speeding cars come into the village..... therefore covering the whole length of the road from the Wetherby end to the York End? If this was the case then some of the issues flagged up from the Environmental Health Report would be solved.

e. Whether the speed of the traffic stays are 30mph or reduces to 20mph it will make no difference to the children using the pathway outside the school. It is dangerous and the large sided vehicles make it very dangerous for the people using the pathway.

f. Concerns over the maintenance of what ever system is there on the road. Whilst I acknowledge Rufforth has a 'speed' problem however I feel so much more should be addressed to solve the it. I the Council has a duty of care to everyone who lives here and decisions should not be made based on financial means. I do not believe just lowering the speed between the two sets of chicanes will make any difference at all..... I believe your proposal is a financially driven way of superficially dealing with a serious problem here in the village. It is a bigger issues which needs to be address.

CONCERNS

Is just reducing the speed going to solve the problem...hmmmm...I don't think so! Will the speed issues be dealt with by addressing some of the above issues as well as removing the inefficient chicanes and replacing them with a 30mph flashing speed sign which will be applicable for the road right throughout the village? Having this signage at each end of the village.

If the chicanes did work then there would be stationary traffic outside domestic homes giving off car fumes. Not good!!!!!

I really do not want to be difficult and I know people in the village have worked very hard to try and solve the speeding problem however I believe the Council now need to seriously look at the wider picture here and to ensure we are all safe and that means we need to consider the outcomes of the risk assessments and move forwards to make decision set within long term for the good of everyone. I would very much appreciate it if you could come and talk with me regarding this application. As it stands now I feel I have to object to your recommendations as I seriously think it will not work and be a waste of time and money. This money could be better spent in other ways. We need to address the traffic issue as a whole.

- 7. Thanks for sending the notice through to me. I live at (Redacted) in Rufforth, right next to the first "chicane" on Wetherby Road if you are driving into York. I have no strong views about the proposed 20mph limit it is certainly not something I was agitating for. However, if work is to be done on the road then I would consider the more urgent step that needs to be taken is the removal of both chicanes. There are two reasons for this:-
- Lessening the possibility of accidents. I regularly hear the sound of screeching brakes as drivers belatedly realise they do not have right of way.
- Lessening pollution vehicles are regularly stationary for some time by the chicane, especially given the amount of slow-moving agricultural traffic that goes through the village, and do not switch their engines off during this period.
- 8. I'm pleased to see the proposal but wouldn't it be better extended further through our village to the traffic island near the old shop where Bradley Lane joins Wetherby Road(B1224)?

Officers and Police responses:

All approve as this location is an anomaly it is not included in the 'Safer Routes to School' Scheme. Reasons – to further ensure a greater degree of safety for all road users in the school vicinity, especially for those who are vulnerable. This proposal meets the Department for Transport criteria for a reduced speed limit and has Police and CYC Officer support. This page is intentionally left blank

THE YORK

SPEED LIMIT

(AMENDMENT) (No 14/15)

ORDER 2023

Annex D

THE YORK SPEED LIMIT (AMENDMENT) (No 14/15) ORDER 2023

The Council for the City of York, in exercise of powers under Sections 82, 83 and 84 and Schedule 9 of the Road Traffic Regulation Act 1984 (the Act) and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Schedule 9 of the Act hereby makes the following Order:

- 1. This Order may be cited as the York Speed Limit (Amendment) (No 14/15) Order 2023 and shall come into effect on the day of 2023.
- 2. The York Speed Limit Order 2014 (the Order) is amended by:
 - a) The addition of the entries in columns 1 to 3 of the First Schedule of the entries set out in the First Schedule to this Order.
 - b) The deletion of the entries in columns 1 to 2 of the Second Schedule against the roads RUFFORTH "BRADLEY LANE" and the substitution to the respective Columns of the entries set out in the Second Schedule to this Order.
 - c) The deletion of the entries in columns 1 to 2 of the Third Schedule against the roads UPPER POPPLETON "BOROUGHBRIDGE ROAD (A59) and WIGGINTON "SUTTON ROAD)" and the substitution to the respective Columns of the entries set out in the Third Schedule to this Order.
 - d) The deletion of the Sixth Schedule of the plan entitled "Plan 34 York (The Groves/Haxby Road) 20 MPH Area" and "Plan 42 Bishopthorpe 20mph Area" and the substitution of the plan of the same title contained in the Fourth Schedule to this Order.
 - e) The addition to the Sixth Schedule of the Plan entitled "92" contained in the Fourth Schedule to this Order.

FIRST SCHEDULE (20 MPH SPEED LIMITS)

Column 1	Column 2	Column 3
(Parish)	(Road, Length of road)	(Plan number of are)
<u>RUFFORTH</u>	Rufforth 20mph Area	<u>92</u>

SECOND SCHEDULE (30 MPH SPEED LIMITS)

Column 1	Column 2	<u>Column 3</u>
(Parish)	(Road, Length of road)	(Plan number of are)
RUFFORTH	Bradley Lane From the projected centreline of Southfield Close north for 2m and south for 520m.	

<u>THIRD SCHEDULE</u> (40 MPH SPEED LIMITS)

<u>Column 1</u>	Column 2	<u>Column 3</u>
(Parish)	(Road, Length of road)	(Plan number of are)
UPPER POPPLETON	Boroughbridge Road (A59) Between the roundabout controlled junction with the York Outer Ring Road and a point 100m west from the projected centreline of Hodgson Lane.	
WIGGINTON	Sutton Lane between the projected centreline of Mill Lane and a point 30m north from the projected access road to The Oaks.	

FOURTH SCHEDULE

(PLANS OF SPEED LIMIT AREAS)

Dated the day of 2023

THE COMMON SEAL OF THE COUNCIL FOR THE CITY OF YORK WAS HERETO AFFIXED IN THE PRESENCE OF

DIRECTOR OF GOVERNANCE OR AUTHORISED SIGNATORY

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